



PO BOX 1386, HOUSTON, TEXAS 77251-1386 | 713.802.5000 | WWW.TXDOT.GOV

September 12, 2018

CERTIFIED MAIL 91 7199 9991 7039 6072 9416

Mr. Michael Skelly
Clean Line Energy Partners, L.L.C.
1001 McKinney, Suite 700
Houston, Texas 77002

Dear Mr. Skelly:

Attached are the responses to comments we received from the Make I-45 Better Coalition. Please keep in mind these are draft responses and could be changed with release of the Final Environmental Impact Statement (FEIS).

If you would like to discuss our responses in greater detail, please contact my office, at (713) 802-5001.

Sincerely,

Quincy D. Allen, P.E.
District Engineer
Houston District

Attachments

cc: Pat Henry, P.E.

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OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

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NHHP COALITION COMMENTS - LETTER

Comment Number	Source	Comment Topic	Response
1	COALITION LETTER	We write to you as a coalition of Houston neighborhood, civic, parks, transportation, quality of life and historic preservation groups. All of our organizations have worked for many years to improve our city. And although we all fully recognize the need for thoughtful infrastructure and mobility improvements for our growing region, we share strong concerns that TxDOT's North Houston Highway Improvement Project is being designed in a manner that runs counter to our work and to what makes Houston great – our diverse neighborhoods, our parks, our connections to one another, and our bayous.	During development of the NHHP, TxDOT has worked to develop a project that minimizes adverse impacts to neighborhoods, parks, other community facilities, and the bayous; provides positive impacts where possible; and improves highway mobility and safety in the area. Since receiving the coalition's letter, TxDOT has conducted follow-up meetings with representatives of the coalition to discuss the comments provided.
2	COALITION LETTER	Our groups believe that this project must be evaluated in the context of Mayor Turner's drive for Complete Communities, particularly given the unfortunate legacy of highway projects that split communities, especially low-income neighborhoods. The project must serve Houston's current and future economic development needs – not just from the perspective of developed land which will permanently come off the tax roll and be unavailable for commerce and industry – but also from the perspective of all those qualities which make our city a desirable place to live.	TxDOT has coordinated with the City (including Mayor Turner, city council members, and city departments) during development of the NHHP. The COH is an EIS Participating Agency and TxDOT held five group meetings for participating agencies at key project milestones. In addition, TxDOT and the NHHP Study Team have attended dozens of coordination meetings with City representatives to discuss the City's desires and concerns related to the project. TxDOT is coordinating with COH, including consideration of the Mayor's goals as described in the Complete Communities Initiative (four of the five identified communities are adjacent to NHHP). A significant part of the City's initiative is to listen to residents in the identified communities, and know their goals and desires for their community. During the preparation of the EIS for the NHHP, TxDOT has met and listened to these same communities.
3	COALITION LETTER	We understand from TxDOT's "purpose and need" statement that the I-45 expansion must be viewed in a regional context. Some of the traffic the project is estimated to carry will have its destination inside the City of Houston, but much of it will have regional destinations. For this reason, it is critical that TxDOT delivers a project that leaves Houston in a better position than before, and takes care to ensure that the I-45 expansion does not negatively impact the city in order to deliver benefits to surrounding areas.	High capacity transit was considered during the North-Hardy Corridor Studies, which the Metropolitan Transit Authority of Harris County (METRO) participated in with TxDOT and the Houston-Galveston Area Council (H-GAC). Modes of transportation addressed in the North Hardy Corridor Studies included transit (bus and rail) and highway. The studies identified a need for alternative transportation modes in the north Houston corridor. METRO is implementing the transit plan in the corridor, including light rail projects. The Gulf Coast Rail District and TxDOT's Rail Division are studying other regional commuter rail alternatives. The proposed NHHP would implement proposed highway improvements. The proposed project could accommodate future transit options. TxDOT is coordinating with the COH to accommodate improvements to the overall network connectivity for all modes of transportation. TxDOT is coordinating with COH regarding the specific design of the city street network adjacent to and crossing NHHP. This coordination work will necessarily take into consideration the City's executive order on Complete Streets, which in turn promotes safe, accessible and convenient use by motorists, public transit riders, pedestrians, people of all abilities and cyclists.
4	COALITION LETTER	We believe that while the I-45 expansion may offer regional mobility benefits, it must also be evaluated against the broader goal of intra-city and neighborhood mobility. To serve Houston's interests, at a minimum, the project should improve mobility across all transportation modes within the city, and it should improve mobility on surface streets for all modes of transportation, whether people or engine-powered.	TxDOT is considering all comments received and, where feasible, has incorporated community concerns into the schematics and environmental documents. For example, in response to the Coalition's comments submitted on May 31, 2015, TxDOT will use NexGen pavement (called "quiet pavement" in the comments) to lower the sound levels of traffic noise. TxDOT has also, as was suggested by the Coalition, met and has continued to work with the Harris County Flood Control District on drainage and flooding issues. Another example, in response to the COH comments submitted on May 29, 2015, TxDOT agreed with COH that Houston Avenue will have two-way traffic to North Main Street. TxDOT has also, as was suggested by COH, added to the project an open space deck on Segment 3 in Midtown.
5	COALITION LETTER	Our concerns have grown as we have closely reviewed the Draft Environmental Impact Statement (DEIS) that TxDOT has made available for public comment. Many organizations within this coalition participated in the scoping process for the proposed project in 2015, as did the City of Houston. The DEIS does not reflect (at least many) of the scoping suggestions made by both the City and our organizations during that public comment period. Furthermore, despite these suggestions, TxDOT has made very few commitments in response to those scoping comments.	The Draft EIS included a community impact analysis that documented the evaluation of potential impacts of the Reasonable Alternatives to neighborhoods and parks. The Final EIS will include an updated community impact analysis with additional information regarding community outreach and coordination. TxDOT has properly considered mitigation. The updated community impact analysis describes impacts, and the opportunities to avoid, minimize, or compensate for those impacts. The analysis concludes that TxDOT may successfully avoid and minimize many of the impacts to community resources. There is no instance where TxDOT "transfers" a commitment so that a third party must carry it out.
6	COALITION LETTER	The proposed rebuilding and rerouting of I-45 / I-10 at the expense of numerous neighborhoods, signature parks, and Houston's evolving linear park system represents the kind of single-purpose, massive highway project that most American cities are actively dismantling, not building. Projects such as this divide and often have the effect of destroying communities. This potential for division is not adequately addressed in the DEIS. At a time when Houston seeks to build complete communities, TxDOT takes a single-purpose approach to land use in Houston. Where the DEIS does disclose certain impacts, it transfers the necessary mitigation of these impacts to others. Furthermore, the DEIS does not adequately identify which other entities will be responsible for mitigation or the agreements reached with those third parties. Other than passing references to Metro and the Houston Bike Plan, it largely fails to put the Highway Improvement Project into a comprehensive transportation plan context. Consideration of integrating mass transit, local streets and pedestrian / bike routes, and new linear parks being built around the city are not contemplated in the DEIS.	TxDOT has been working closely with stakeholders regarding access and connectivity for all modes of transportation. TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets.

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7	<p>COALITION LETTER</p> <p>We have set forth below general comments and examples of how this project does not meet Houston's transportation, neighborhood and quality of life needs. We have also attached a detailed list of the specific issues we urge TxDOT to address. In our comments, we have broadly characterized these deficiencies across several areas:</p> <ul style="list-style-type: none"> • Disproportionate impact to low-income communities • Impact to economic development opportunities • Impact to parks and recreation areas • Poorly conceived highway/urban interfaces • Noise impacts • Air quality impacts • Visual impacts • Impacts on walkability and cycling • Water quality and flooding impacts 	<p>Comment noted</p>	<p>The content of the DEIS is compliant with the requirements of the Council on Environmental Quality, FHWA, and TxDOT. There is accordingly no need for TxDOT to prepare a supplemental DEIS. As a separate matter, TxDOT notes that there is a great deal of public interest in NHHIP, and that public commenters (including the Coalition) have asked for more opportunity to review the analyses that TxDOT prepares. Accordingly, TxDOT decided to make available on the project's web site the draft technical reports as they became available and to accept comments on them for 30 days. Further, TxDOT will request comment on the FEIS for 30 days.</p> <p>The analysis of impacts to, and mitigation for, disproportionate and adverse environmental justice impacts is being updated in the Final EIS (further evaluation of the Preferred Alternative). TxDOT will continue coordinating with the HHA and representatives of other community facilities, housing, and businesses used by low-income and/or minority populations, and other sensitive populations, to discuss the proposed project and potential impacts and mitigation. Documentation of the coordination and outcomes will be included in the Final EIS.</p>
8	<p>COALITION LETTER</p> <p>We understand the North Houston Highway Improvement Project's automotive benefits, but the project will have significant impacts on communities, multi-modal safety, and the environment that the DEIS does not adequately address. Given the substantive deficiencies in the DEIS, it should be supplemented and the public process kept open until such time as TxDOT fully addresses the impacts as summarized in this letter and its attached detailed comments</p> <p>Disproportionate Impact to Low-income Communities</p> <p>The DEIS clearly states that the proposed project will have a "disproportionate impact on low-income and disadvantaged communities." A plain reading of the DEIS indicates that these impacts include visual, noise, air pollution, and the splitting of communities.</p> <p>Executive Order 13898 requires that federal agencies make achieving environmental justice part of their mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of programs, policies, and activities on minority populations and low-income populations. The Federal Highway Administration delegated to TxDOT their Federal and NEPA compliance responsibilities, the document fails to explain how this responsibility is being fulfilled by TxDOT.</p>	<p>Comment noted</p>	<p>The analysis of impacts to, and mitigation for, disproportionate and adverse environmental justice impacts is being updated in the Final EIS (further evaluation of the Preferred Alternative). TxDOT will continue coordinating with the HHA and representatives of other community facilities, housing, and businesses used by low-income and/or minority populations, and other sensitive populations, to discuss the proposed project and potential impacts and mitigation. Documentation of the coordination and outcomes will be included in the Final EIS.</p> <p>TxDOT's acquisition and relocation assistance program will provide assistance and counseling to residential property owners that would be required to relocate. Non-residential property owners, such as businesses, places of worship, and others will be provided information on adequate replacement locations for their current property and may be reimbursed for costs based on TxDOT policies and procedures.</p> <p>TxDOT closely coordinated with the COH to optimize the local street network in Segment 3, including the cross streets between Downtown and the east side of downtown. The proposed project would add a continuous southbound street adjacent to the highway between Commerce St. and Leeland St., which would restore the east-west connectivity of four streets that were previously cut off when the GRB was constructed (Dallas, Lamar, McKinney, and Walker) and would improve access between Downtown and areas to the east (East End and Third Ward). Design constraints related to reconnecting I-45 in the capped area between Lamar St. and Commerce St. to connect with existing I-45 to the south necessitated the closure of the Polk St. over the highways. Per coordination with the COH, the Polk St. dedicated bike lane would be reouted to follow the proposed Hamilton St. and connect to the Columbia Tap Rail Trail via Walker St.</p>
9	<p>COALITION LETTER</p> <p>Disproportionate Impact to Low-income Communities (cont.)</p> <p>The DEIS makes clear that the project will displace dozens of single-family homes, many hundreds of multi-family housing units (many of which are public housing), thousands of jobs, houses of worship, schools and social services. These impacts will occur largely in low-income black and Hispanic communities. The project will exacerbate physical barriers between neighborhoods, and between neighborhoods and downtown, and again, most of these affected communities are low-income.</p>	<p>Comment noted</p>	<p>TxDOT is maintaining existing roadways (excluding proposed realignments) and efforts have been made to minimize impacts to historic neighborhoods and buildings.</p> <p>The proposed project would be below-grade in some areas to avoid constraints and allow for the Downtown interstates to be realigned to remove existing weaving issues. In Segment 1, below-grade options were not feasible due to the proximity of Little White Oak Bayou.</p>
10	<p>COALITION LETTER</p> <p>Disproportionate Impact to Low-income Communities (cont.)</p> <p>The proposed project further separates low-income neighborhoods from opportunities. For example, Polk Street's connection to downtown will be eliminated, despite its important role as a critical east-west connector between Downtown and routes to the East End and Third Ward for vehicles, pedestrians, and bicyclists.</p>	<p>Comment noted</p>	<p>The proposed project would be below-grade in some areas to avoid constraints and allow for the Downtown interstates to be realigned to remove existing weaving issues. In Segment 1, below-grade options were not feasible due to the proximity of Little White Oak Bayou.</p>
11	<p>COALITION LETTER</p> <p>Disproportionate Impact to Low-income Communities (cont.)</p> <p>On the segment between 610 and Beltway 8, which includes the edge of the historic Acres Homes neighborhood, TxDOT proposes widening I-45. Unlike higher income areas of town, or even in the areas between I-10 and 610, TxDOT does not propose to build the highway below grade.</p>	<p>Comment noted</p>	<p>The proposed project would be below-grade in some areas to avoid constraints and allow for the Downtown interstates to be realigned to remove existing weaving issues. In Segment 1, below-grade options were not feasible due to the proximity of Little White Oak Bayou.</p>
12	<p>COALITION LETTER</p> <p>Disproportionate Impact to Low-income Communities (cont.)</p> <p>On the segment between 610 and Beltway 8, which includes the edge of the historic Acres Homes neighborhood, TxDOT proposes widening I-45. Unlike higher income areas of town, or even in the areas between I-10 and 610, TxDOT does not propose to build the highway below grade.</p>	<p>Comment noted</p>	<p>The proposed project would be below-grade in some areas to avoid constraints and allow for the Downtown interstates to be realigned to remove existing weaving issues. In Segment 1, below-grade options were not feasible due to the proximity of Little White Oak Bayou.</p>

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13	<p>COALITION LETTER</p> <p><i>Disproportionate Impact to Low-Income Communities (cont.)</i></p> <p>The U.S. Census Bureau shows the largest share of people who bike, in large car-dependent cities like Houston, are in lower-income brackets. Given the immediate surrounding neighborhoods and the location of our Bayou Greenways, current and future bicycle infrastructure, bicycle connectivity is of paramount concern for these low-income communities (see below for more detail).</p>	<p>Impact to Economic Development Opportunities</p> <p>The proposed project will take significant amounts of private land currently on Houston's tax rolls and will eliminate the possibility of economic activity on a permanent basis. These include high value real estate in the EADO area and many other acres of land across the city. TxDOT estimates an annual \$789,000 residential property tax loss, \$1.2 million business property tax loss, \$1.0 million other property tax loss, and \$5.2 million potential sales tax loss. These losses do not account for degradation of property values due to visual and noise impacts. Discounting these losses at the City of Houston's cost of capital of approximately 4%, the present value of these losses is on the order of \$200 million, again without accounting for the loss in value to adjacent properties due to noise and visual impacts.</p> <p>The DEIS does not propose any mitigation strategy for these impacts, other than the possibility of platforms upon which to build parks costing hundreds of millions of dollars, paid for by unidentified third parties, that may enhance nearby property values.</p>	<p>TxDOT has been working closely with stakeholders regarding access and connectivity for all modes of transportation. TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets.</p> <p>The project would improve mobility and reduce user delay costs, which would have positive economic benefits and increase potential development opportunities. TxDOT has been coordinating with the COH, management districts, and TRIZs to accommodate their redevelopment plans and will continue to coordinate during detailed design and construction.</p> <p>The Final EIS will include an updated analysis of economic impacts. While the DEIS described how NHHP would result in a loss of tax revenue to local taxing jurisdictions, it also observed that the displaced residences and businesses likely will relocate in the same taxing jurisdictions. Moreover, the highway construction itself, and increased visibility and improved access as a result of the project, will bring positive economic impacts too. TxDOT will review the updated analysis to see whether mitigation of economic impacts is needed.</p>
14	<p>COALITION LETTER</p> <p>Impact to Parks and Recreation Areas</p> <p>The DEIS simply ignores or dismisses the impact of the project on parks, recreation, and open space, and dramatically underestimates the impact to Houston's bayou parkland. Using TxDOT's May 2017 Schematic to estimate Bayou Greenway and parks impacts, Houston will lose approximately 27 acres of current open space. These impacts are not disclosed or contemplated in the DEIS. The following tables estimate the park and recreation area impacts of the proposed project.</p> <p><i>note- see coalition letter for tables with estimate of park and recreation area impacts</i></p>	<p>Based on the comments received on the DEIS and information developed during and subsequent to its release, the FEIS and its supporting materials will include a more detailed analysis of various resources and impacts thereof, including more detailed analyses of 4(f) and open space resources. With respect to 4(f) resources, the FEIS will abide by relevant regulations and guidance, including 23 C.F.R. pt. 774 and FHWA 4(f) guidelines. The proposed project would create approximately 8.5 acres of open space where the existing freeway is removed, including in the area of existing 1-10 north of Downtown. Efforts have been made to maintain existing open space and proposed detention areas are being evaluated as potential open spaces. Finally, TxDOT is working with the COH to identify deck areas that would serve to create even more open space and lessen the overall project impact.</p>	<p>Comment noted.</p>
15	<p>COALITION LETTER</p> <p>As TxDOT points out in the DEIS, "section 4(f) of the Department of Transportation Act of 1966 prohibits the Secretary of Transportation from approving any program or project that requires the "use" of 1) any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance as determined by federal, state, or local officials having jurisdiction thereof ...". This project has considerable impact on such areas.</p>	<p>Comment noted.</p>	<p>We appreciate the information provided by the commenter and it will be given careful consideration in the FEIS and its supporting materials.</p>
16	<p>COALITION LETTER</p> <p>The White Oak Bayou Greenway is part of Bayou Greenways 2020, a \$220 million public/private investment by the City of Houston to provide continuous linear parks and recreation areas, with hike/bike trails, along 150 miles of Houston's major waterways. The White Oak Bayou Greenway extends over 15 miles from the city limits to UH Downtown where a federally funded TIGER project, currently under construction, is connecting White Oak Bayou Greenway to Buffalo Bayou Park. That TIGER project also includes neighborhood connections to Main St. and Leonal Castillo Community Center, plus bikeways to the transit centers on Fulton. It represents the kind of complete community effort that Houston is working toward and for which federal funds are currently being deployed.</p>	<p>Comment noted.</p>	<p>The proposed project would create open spaces where the existing freeway is removed, including in the area of existing 1-10 north of Downtown. Efforts have been made to maintain existing open spaces and proposed detention areas are being evaluated as potential open spaces. There are opportunities for aesthetic enhancements under elevated sections of the highways.</p>
17	<p>COALITION LETTER</p>	<p>Comment noted.</p>	<p>Comment noted.</p>

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18	COALITION LETTER	<p><i>White Oak Bayou Greenway (cont.)</i></p> <p>The 1,100 feet of White Oak Bayou Greenway from the current I-45 overpass at UH Downtown west to Hogg Park are completely open to the sky and the bayou except for small under crossings at the railroad bridge and Hoggan Street. The linear park features wildflowers and a hike / bike trail maintained by the Houston Parks Board. It offers amazing views of downtown for most of its length. The impact to this visual resource and to the Greenway itself is not described in the DEIS. All that sense of open space will be significantly impacted by the North Houston Highway Improvement Project. The project will extend seven new highway over-passes above the Greenway's widest stretch. The new overpasses would create an overwhelming new visual and audible intrusion onto the landscape. Moreover, additional lanes parallel to the bayou encroach further into the south side of the Greenway to the point where they impose on the bayou itself.</p>	<p>Visual impacts are being considered by TxDOT and will be set forth in the FEIS and supporting materials. However, adverse impacts on some areas are likely to be unavoidable. The function of the Greenway will not change because the proposed project would bridge over White Oak Bayou, and the "Greenway" area and existing hike/bike trail would remain. The primary use of the noted open space is for drainage and flood control, per an interlocal agreement between the HCFCD and the COH.</p> <p>The proposed project would create open spaces where the existing freeway is removed, including in the area of existing 1-10 north of Downtown. Efforts have been made to maintain existing open spaces and proposed detention areas are being evaluated as potential open spaces. There are opportunities for aesthetic enhancements under elevated sections of the highways.</p>
19	COALITION LETTER	<p><i>White Oak Bayou Greenway (cont.)</i></p> <p>The DEIS appears to suggest that if the project maintains just the hike/bike trail, no impact results. That ignores the impact to the Greenway and open space itself of which the hike/bike trail is just a component. The project eliminates that open space. While some freeway will be removed by the project, the Houston Parks Board estimates a net loss of 18 acres of open space effectively covered by the project. In just the stretch between UH Downtown and Hogg Park. That open space will be lost forever. Because the DEIS fails to identify the impact, it fails to offer alternatives or mitigation to minimize that impact as required.</p>	<p>Miscellaneous aesthetic improvements along Heights Bike Trail between Taylor Street and Main Street will be provided (coordinated by TxDOT with Houston Parks Board and other entities).</p> <p>The proposed project would create open spaces where the existing freeway is removed, including in the area of existing 1-10 north of Downtown. Efforts have been made to maintain existing open spaces and proposed detention areas are being evaluated as potential open spaces. There are opportunities for aesthetic enhancements under elevated sections of the highways.</p> <p>The proposed project would reduce some open space along the baysou, but visibility and open space in those areas would also be improved where highway overpasses are eliminated.</p>
20	COALITION LETTER	<p><i>Little White Oak Bayou Greenway</i></p> <p>The project will remove and/or impair greenspace that now de facto serves the community as a place of respite and even as an active park with informal trails. Houston has active plans to take that acreage and make it a greenway park. The DEIS does not discuss this impact. The Final EIS should address acreage of open land lost on Little White Oak, both to be covered and impeded.</p>	<p>Per an interlocal agreement between the COH and HCFCD, COH's use of property for which HCFCD has drainage easements (such as trails along White Oak Bayou) is intended to be temporary in nature. Neither the HCFCD nor COH intend to designate any part of the trail as a park, recreation area, scientific area, wildlife refuge, or historic site for any purpose, or to dedicate any part of the trail as a park for any purpose.</p> <p>The proposed opening at the Little White Oak Bayou crossing of I-45 south of North St. provides an opportunity for a trail to connect Woodland Park and Moody Park, which does not exist today. TxDOT will provide an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-45 just north of Patton St. and at I-610. The size of the opening would be HCFCD's decision since this could result in flooding downstream.</p>
21	COALITION LETTER	<p><i>Little White Oak Bayou Greenway (cont.)</i></p> <p>Little White Oak Bayou represents a prime opportunity to extend open space connectivity north from White Oak Bayou Greenway to Woodland and Moody Parks and beyond up to Halls Bayou and ultimately Acres Homes. This connection between Acres Homes and downtown would benefit many of the underserved communities directly impacted by the North Houston Highway Improvement Project. Through most of Segment 2 the project follows the course of the Little White Oak Bayou. The 20 lanes of the new I-45 will eliminate 10 acres of open space along Little White Oak Bayou. It is imperative that the project fully embrace the ecological values and open space potential offered by Little White Oak Bayou. The DEIS must be supplemented with specific design features to preserve this potential.</p> <p>The DEIS suggests that lack of immediate funding for some of these related projects relieves the North Houston project from addressing or mitigating impacts it creates. That is not the point. The project has an obligation to fit within larger identified Houston land use initiatives, not become another single-purpose barrier to larger land use schemes. Attachment 1 contains specific segment by segment comments on these impacts.</p>	<p>TxDOT has and will continue to comply with all relevant statutes and regulations. TxDOT is making an effort to replace affected open space by creating new open space where possible. Proposed detention areas are being evaluated as potential open spaces. The proposed project considers trails, and will accommodate or replace existing trails and allow for planned future trails. During detailed design, TxDOT will coordinate with entities who desire to create open spaces or develop trails and connections in the proposed project area, and will accommodate plans by others, if feasible.</p> <p>The proposed opening at the Little White Oak Bayou crossing of I-45 south of North St. provides an opportunity for a trail to connect Woodland Park and Moody Park, which does not exist today. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-45 just north of Patton St. The size of the opening would be HCFCD's decision since this could result in flooding downstream. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-610. The size of the opening would be HCFCD's decision due to flooding considerations downstream. We will not be able to discuss this with HCFCD until we have a more detailed drainage study that shows flood elevations; the study will be completed in detailed design when that portion of the project is funded. The preliminary drainage analysis is being finalized and the report will be posted on the project website when it is complete.</p>

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22	COALITION LETTER	<p>Woodland, Sam Houston, and Other Parks</p> <p>The DEIS identifies less than an acre of impacts to City of Houston parks. It dismisses that impact as related to marginal greenspace rather than the "use of facilities". The Houston Parks Board calculates the total loss of open space in City parks at 2.7 acres (see above). In a letter to the City of Houston's Parks and Recreation Department dated February 24, 2017, TxDOT is seeking a "de minimis" certification from the City of Houston for these impacts. The City of Houston, to date, has not concurred with this conclusion. Our coalition would not support such a conclusion. As with the Bayou Greenways, the DEIS dismisses the impact to green space and open space as non-existent if the project does not impact other features of the park.</p>	<p>TxDOT is coordinating with the COH regarding the de minimis certification for Linear Park and Freed Art and Nature Park. The project would impact 0.15 acre of Linear Park and 0.21 acre of Freed Art and Nature Park.</p>
23	COALITION LETTER	<p>Woodland, Sam Houston, and Other Parks (cont.)</p> <p>The DEIS ignores the noise and visual impact to all of these parks. Although currently below grade at Woodland Park, I-45's constant din of freeway noise is already part of the fabric of a Woodland Park visit. With an added upper deck, above grade, the noise will be even more oppressive and incessant.</p>	<p>The Draft Traffic Noise Analysis Technical Report documents impacts to parks, including Woodland Park. Woodland Park shows no anticipated impacts as a result of the project.</p> <p>Visual impacts are evaluated and documented in the Visual Impact Assessment Technical Report.</p> <p>TxDOT continues to prepare its analyses on these subjects, and so cannot answer the question fully at this time. Drafts of TxDOT's final analyses on the subjects will be posted on the project website. They will also be available at the TxDOT Houston District office.</p> <p>Next Generation Concrete Surface (NGCS) or an equivalent material will be used on the mainlanes to lessen noise. NGCS is a longitudinal noise-attenuating texture treatment that can be used for both new construction, and for the rehabilitation of existing surfaces. The resulting surface is the quietest and smoothest concrete pavement surface measured to date that can provide desirable friction characteristics. This surface has been used and tested on the US 290 Corridor project and on sections of I-10. Longitudinal tining will be on all frontage roads and bridges, which will also decrease noise. Longitudinal tining creates shallow grooves in a roadway surface, running lengthwise.</p>
24	COALITION LETTER	<p>Woodland, Sam Houston, and Other Parks (cont.)</p> <p>In recent years, the Sabine Promenade/Buffalo Bayou Park area has undergone a nearly \$90 million enhancement. TxDOT's plan for this area is not appropriate since it encourages faster turn movements in a location where people should be driving slowly to be aware of people walking and biking. In addition, given the visibility of downtown from Buffalo Bayou, TxDOT's freeway standards are not appropriate.</p>	<p>TxDOT has been working closely with stakeholders regarding access and connectivity for all modes of transportation. Safety for pedestrians, bikes, and motorists will be a primary concern in the final design.</p> <p>TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets.</p>
25	COALITION LETTER	<p>Woodland, Sam Houston, and Other Parks (cont.)</p> <p>Furthermore, nearby Sam Houston Park is one of Houston's most important historical destinations, featuring the oldest building on its original construction site in Houston and the oldest surviving building in Harris County. Sam Houston Park is also a State Archaeological Landmark and contains four buildings designated as Registered Texas Historic Landmarks. One of these buildings is also registered under the NHP. The DEIS fails to mention the visual and noise impact to this showcase of Houston's heritage. The DEIS fails to disclose whether or not these properties are registered under the NHP, and whether the Texas SHPO has or has not concurred with the effects of the project.</p>	<p>TxDOT understands that Sam Houston Park and Buffalo Bayou are important resources and has developed the proposed NHHIP in consideration of these constraints. The proposed project would not directly impact the park, and would continue to bridge over Buffalo Bayou.</p> <p>The project would significantly reduce the highway footprint in the area of Sam Houston Park and Buffalo Bayou, creating opportunities for additional open space. The excess TxDOT right-of-way behind Sam Houston Park could be donated to the City.</p> <p>TxDOT is preparing a Historical Resources Survey Report (HRSR), and will coordinate with the State Historic Preservation Officer to review the findings. TxDOT continues to prepare its analysis on this subject, and so cannot answer the question fully at this time. A draft of TxDOT's final analysis on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office.</p>
26	COALITION LETTER	<p>Deck Parks</p> <p>The DEIS makes reference to potential deck parks while clearly absolving the project from any responsibility in funding and creating the parks. Many of our organizations have been involved over the years in raising private and public funds to expand parks in Houston and provide other amenities. These deck parks discussed in the DEIS can only be designed if the capping greenspace is designed to account for the weight of the parks. These designs must be created and paid for as part of the highway project, or TxDOT's suggestion of decking is meaningless.</p>	<p>The open space options shown on the schematics are conceptual; however, the proposed project will include the infrastructure to support a future open space option.</p> <p>TxDOT will continue to coordinate with the COH and the stakeholders committed to developing enhancements for each of the decks to ensure safe bicycle/pedestrian access across adjacent streets is incorporated into the detailed design.</p>

NHHIP COALITION COMMENTS - LETTER

Comment Number	Source	Comment Topic	Response
27	COALITION LETTER	<p><i>Deck Park(s)cont.)</i> It will be difficult to raise private and public money for deck parks if TxDOT is permitted to destroy the open spaces unlocked by the Bayou Greenways Initiative. The project exacerbates divides created in Houston by freeways by creating a massive trench with double freeway width on the east side of downtown. A proposed deck park there appears to be approximately 30 acres in area adjacent to the convention center. Kyle Warren Park is a great asset for Dallas but it is comparatively small at five acres and provides a limited connection over one freeway at a cost of over \$100,000,000. Projecting similar costs for Houston, a deck park would cost more than \$500 million. Without full funding, the deck park proposal has limited meaning and attempts to shift the cost from the proponent of the project to the community impacted. In doing so, it fails to mitigate the impact created by the project. Houston already has major fundraising initiatives before it to improve and expand its current park system. Diverting those efforts to cover up an expanded freeway expansion by the state would be very difficult, especially given the strong need to improve parks across the city. Furthermore, by failing to analyze the impacts of the project "with and without deck," TxDOT makes a full evaluation of the impacts of the project impossible to achieve.</p>	<p>The Mayor has appointed a committee to oversee the potential designs and funding options for uses for the open space areas in Segment 3 and TxDOT will consider its recommendations.</p> <p>The open space options shown on the schematics are conceptual; however, the proposed project will include the infrastructure to support a future open space option.</p> <p>TxDOT will continue to coordinate with the COH and the stakeholders committed to developing enhancements for each of the decks to ensure safe bicycle/pedestrian access across adjacent streets is incorporated into the detailed design.</p>
28	COALITION LETTER	<p>Because of these deficiencies in the DEIS, our organizations request that TxDOT conduct a Supplemental DEIS under applicable Federal law as carried out by TxDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated 12-16-2014, and executed by FHWA, in order to properly measure park and open space impacts, options, and to propose reasonable mitigation strategies.</p>	<p>The content of the DEIS is compliant with the requirements of the Council on Environmental Quality, FHWA, and TxDOT. Accordingly, TxDOT is not required to prepare a supplemental DEIS. TxDOT is mindful that there is a great deal of public interest in NHHIP, and that public commenters (including the Coalition) have asked for more opportunity to review the analyses that TxDOT prepares. Accordingly, updated/ revised technical reports will be posted on the project website. The reports will also be available at the TxDOT Houston District office. After the final EIS is released, TxDOT will also allow for an additional comment period on the final EIS.</p>
29	COALITION LETTER	<p>Poorly Conceived Highway/Urban Interfaces TxDOT does an enviable job of designing highways for efficient flow of traffic, a track record of which the Department is justifiably proud. Nevertheless, over the years TxDOT has done a very poor job of ensuring that its projects integrate with an urban context where traffic slows from 65 to 30 MPH. The cumulative result over the years has meant that in Houston freeways become barriers between neighborhoods, dump freeway traffic into residential areas with very serious impacts, eliminate pedestrian walkability, erect barriers to bicycle access, and create many unsafe conditions for motorists and non-motorists alike.</p>	<p>TxDOT has been working closely with stakeholders regarding access and connectivity for all modes of transportation. TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations, as well as the COH local street design standards, on city streets where appropriate.</p> <p>Since Segment 3 has not had traditional frontage roads but instead has a typical street network crossing the freeways with typical city blocks that are signalized, the COH design standards, including 11-foot-wide lanes and designated bike lanes on cross-streets, will be used for street design. With respect to Segment 2, the intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan. Another matter, TxDOT acknowledges that the segment does not have concentrated retail development as is typical for frontage roads in the Houston area. Accordingly, TxDOT agrees with the Coalition that it should reexamine the number of frontage road lanes, and consider reducing the frontage road lanes by one in each direction. This change could be made only if it is consistent with the regional transportation plan and the plan is confirmed to be consistent with air quality attainment standards. Those changes have not yet occurred, and so likely any change must wait for after approval of the Record of Decision for the currently-proposed project.</p> <p>Segment 1 is an area that has heavy retail/commercial uses; driveways are frequent and signalized intersections are widely spaced. The frontage roads do not function as local streets but instead function as a transition from a high-speed freeway to arterials and local streets. For these reasons, low speed local street design standards cannot be used and we must follow the design standards of frontage roads. The intersections will be pedestrian-friendly with crosswalks at all street crossings and include bicycle design elements as per the COH Bike Plan.</p> <p>TxDOT continues to prepare its analyses on community impacts, and so cannot answer the question fully at this time. A draft of TxDOT's final analyses on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office.</p>

Comment Number	Source	Comment Topic	Response
30	COALITION LETTER	<p><i>Poorly Conceived Highway/Urban Interfaces (CONT)</i></p> <p>In its comments to TxDOT in May of 2015 as part of TxDOT's scoping process, the City of Houston's Planning Department pointed out that "The City of Houston has adopted a Complete Streets policy to ensure streets are constructed for all users of the system. The City also required the streets should be built using Context Sensitive Design guidelines as those recommended in the JTC – Design Walkable Urban Thoroughfares: A Context Sensitive Approach and MACTO – Urban Street Design Guide, and others." Since the project location is within an urban area of the city, including Downtown, any future engineering design should meet these guidelines. Unfortunately, multiple streets have been shown with sweeping, large radius turns. Several of these match the existing roadway curb lines which may have been designed at a different time for different users. TxDOT should not ignore the opportunity to modernize its approach and correct these outdated designs as it expands I-45.</p>	<p>Since Segment 3 has not had traditional frontage roads but instead has a typical street network crossing the freeways with typical city blocks that are signalized, the COH design standards will be used for street design.</p> <p>TxDOT acknowledges that the segment does not have concentrated retail development as is typical for frontage roads in the Houston area. Accordingly, TxDOT agrees with the Coalition that it should reexamine the number of frontage road lanes, and consider reducing the frontage road lanes by one in each direction. This change could be made only if it is consistent with the regional transportation plan and the plan is confirmed to be consistent with air quality attainment standards. Those changes have not yet occurred, and so likely any change must wait for after approval of the Record of Decision for the currently-proposed project.</p> <p>Segment 1 is an area that has heavily retail/commercial uses; driveways are frequent and signalized intersections are widely spaced. The frontage roads do not function as local streets but instead function as a transition from a high-speed freeway to arterials and local streets. For these reasons, low speed local street design standards cannot be used and we must follow the design standards of frontage roads. The intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan.</p>
31	COALITION LETTER	<p><i>Poorly Conceived Highway/Urban Interfaces (CONT)</i></p> <p>There is no indication that TxDOT intends to design the project's highway-urban interfaces taking into account Houston's Complete Streets policies. Section 7.3 of the DEIS includes no reference to these criteria or to the City's scoping comment.</p>	<p>TxDOT is coordinating with COH regarding the specific design of the city street network adjacent to and crossing NHHIP.</p> <p>The scope of the City's policy (executive order on Complete Streets) describes the goal that transportation entities (such as TxDOT) will partner with the City, which TxDOT has done. The policy also states that not all streets are identical, and that the policy should take into consideration the function of the road. As described in the FEIS, the function of the frontage roads on the project is different for different locations. In some locations there are no frontage roads. TxDOT must propose a design that is safe and efficient for the function of the roadway. TxDOT will continue to work with the City and its executive order, but the solutions to promote multiple modes of transportation will be different for different contexts.</p> <p>The FEIS will describe the coordination work with the City.</p>
32	COALITION LETTER	<p><i>Noise Impacts</i></p> <p>The DEIS states that the I-45 expansion will have noise impacts. The brunt of these noise impacts will be borne by low-income communities like Acres Homes, Near Northside, Brooke Smith Addition, and the Fifth Ward.</p>	<p>All areas, including low-income communities, are evaluated equally, in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011). The new Traffic Noise Analysis Technical Report documents the updated analysis of noise impacts and evaluates mitigation measures. TxDOT continues to prepare its analysis on this subject, and so cannot answer the question fully at this time. A draft of TxDOT's final analysis on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office.</p> <p>Next Generation Concrete Surface (NGCS) or an equivalent material will be used on the mainlanes to lessen noise. NGCS is a longitudinal noise-attenuating texture treatment that can be used for both new construction, and for the rehabilitation of existing surfaces. The resulting surface is the quietest and smoothest concrete pavement surface measured to date that can provide desirable friction characteristics. This surface has been used and tested on the US 290 Corridor project and on sections of I-10. Longitudinal tining will be on all frontage roads and bridges, which will also decrease noise. Longitudinal tining creates shallow grooves in a roadway surface, running lengthwise.</p>
33	COALITION LETTER	<p><i>Noise Impacts (CONT)</i></p> <p>Nevertheless, TxDOT avoids making any affirmative commitments to mitigate noise impact, and instead sets forth obfuscating language about neighborhood choices that will enable TxDOT to avoid barriers. In some instances, TxDOT claims that abatement is reasonable when "there was more than 50 percent residential land use, otherwise abatement was not considered feasible and reasonable" – thus excluding any neighborhood with many empty lots. In other instances, TxDOT carves out another exemption by stating that "traffic noise barriers would be located along the outside of the frontage road/right-of-way where barriers could be continuous, without gaps for driveways or streets." Note that TxDOT has not followed this practice in high-income areas like Bellaire. We request that TxDOT ensure that low-income areas and park users are afforded the same deference as other parts of town with populations that have higher household incomes.</p>	<p>All areas, including low-income communities, are evaluated equally, in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011). Federal regulations require TxDOT to consider the viewpoint of property owners and residents when abatement measures are being considered. The new Traffic Noise Analysis Technical Report documents the updated analysis of noise impacts and evaluates mitigation measures. TxDOT continues to prepare its analysis on this subject, and so cannot answer the question fully at this time. A draft of TxDOT's final analysis on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office.</p> <p>Next Generation Concrete Surface (NGCS) or an equivalent material will be used on the mainlanes to lessen noise. NGCS is a longitudinal noise-attenuating texture treatment that can be used for both new construction, and for the rehabilitation of existing surfaces. The resulting surface is the quietest and smoothest concrete pavement surface measured to date that can provide desirable friction characteristics. This surface has been used and tested on the US 290 Corridor project and on sections of I-10. Longitudinal tining will be on all frontage roads and bridges, which will also decrease noise. Longitudinal tining creates shallow grooves in a roadway surface, running lengthwise.</p>

Comment Number	Source	Comment Topic	Response
34	COALITION LETTER	<p>Noise Impacts (CONT)</p> <p>The DEIS is silent with respect to noise impacts on parks and recreation areas, another reason why we believe that TxDOT should conduct a Supplemental DEIS to disclose the impact on parks and recreation areas. Failing to do so would violate the terms of its MOU with the FHWA that delegated Federal responsibility for analyzing such impacts under Section 4(f).</p>	<p>The determination of, and impacts to, Section 4(f) properties are being addressed in accordance with the regulations. The Draft Traffic Noise Analysis Technical Report documents potential impacts to parks. The FEIS would include an analysis pursuant to 23 C.F.R. 774.15 of whether any noise impacts to public parks and recreation areas rise to the level of a Section 4(f) constructive use and, specifically, whether the projected noise level increase attributable to the proposed project would substantially interfere with the use and enjoyment of a noise-sensitive facility.</p> <p>The Draft Traffic Noise Analysis Technical Report documents the updated analysis of noise impacts and evaluate mitigation measures. An addendum to the Visual Impact Assessment Technical Report is also being prepared. TxDOT continues to prepare its analysis on this subject, and so cannot answer the question fully at this time. A draft of TxDOT's final analysis on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office.</p> <p>Next Generation Concrete Surface (NGCS) or an equivalent material will be used on the maintaines to lessen noise. NGCS is a longitudinal noise-attenuating texture treatment that can be used for both new construction, and for the rehabilitation of existing surfaces. The resulting surface is the quietest and smoothest concrete pavement surface measured to date that can provide desirable friction characteristics. This surface has been used and tested on the US 290 Corridor project and on sections of I-10. Longitudinal tining will be on all frontage roads and bridges, which will also decrease noise. Longitudinal tining creates shallow grooves in a roadway surface, running lengthwise.</p>
35	COALITION LETTER	<p>Air Quality Impacts</p> <p>The DEIS states that the project "would be included in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and RTP, and the STIP/TIP and RTP would conform to the State Implementation Plan (SIP)." Purportedly, this inclusion would assure that the project is in compliance with air quality under the Clean Air Act (CAA) and environmental justice under Title VI of the Civil Rights Act of 1964 and Executive Order 12898. As TxDOT is well aware, air quality impacts are notoriously complex. This group requests that TxDOT incorporate in its final EIS all of the information gleaned from TCEQ studies of air quality impacts along Houston's highways (see http://www.houstonchronicle.com/news/houston-texas/txeast/article/State-to-measure-air-pollution-along-freeway-4769770.php for more information). Our coalition is particularly interested in the incorporation of this air quality analysis given the close proximity of the project to low-income areas, schools, and churches, as well as the project's many interfaces with Houston's signature Sabine Piomeneade, Buffalo Bayou Park and White Oak Bayou.</p>	<p>The project was added to the Houston-Galveston Area Council's (HGAC) 2040 Regional Transportation Plan (RTP) and 2017-2020 Transportation Improvement Program (TIP) on January 26, 2018. On April 20, 2018, the Federal Highway Administration found that the 2040 RTP and the 2017-2020 TIP met all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990.</p> <p>A quantitative analysis of project-specific mobile source air toxics (MSAT) emissions was performed for the final EIS and is included in a technical report. The Draft MSAT Quantitative Technical Report was released on June 20, 2018. The analysis indicates that a decrease in MSAT emissions can be expected for both the Build and No Build Alternatives in 2040, compared to the existing year of 2018. Under the Build Alternative, emissions of total MSAT are predicted to decrease by 72 percent from 2018 to 2040, even though vehicle miles travelled (VMT) is expected to rise by 58 percent. In future years, a large reduction in diesel particulate matter (DPM) emissions is predicted, with a calculated 80 to 81 percent decrease from 2018 to 2040 in both scenarios.</p> <p>The referenced Houston Chronicle article discusses TCEQ's installation of two near-road nitrogen dioxide monitors in Houston pursuant to an EPA regulation ordering large cities to install roadside monitors for nitrogen dioxide (SO FR 16184, March 14, 2013). TxDOT examined the data collected by the near-road monitors and other monitors in the area to determine attainment for NAAQS.</p> <p>Social, environmental, and economic impacts are addressed in the Final EIS. TxDOT is working to identify mitigation measures for adverse impacts to low-income communities.</p>
36	COALITION LETTER	<p>Visual Impacts</p> <p>TxDOT adopts the assumption that "most viewers do not pay full attention to the I-45 corridor because the presence of the transportation infrastructure has become integrated into their routine" and that therefore the sensitivity of the residential viewer ranges from low to moderate depending on the location of the viewer." To our organizations, it is inconceivable that the visual impact of a highway expansion of this scope and magnitude, creating one of the largest highways in the United States, does not rise beyond the level of "low to moderate."</p> <p>The DEIS seems to imply that "most viewers" are residents or daily commuters that travel along I-45, it fails to recognize in this visual impact analysis that many users are from out of the region, and that tourists, visitors or newcomers to Houston would experience this visual effect for the first time.</p>	<p>TxDOT continues to prepare its analyses on visual impacts, and so cannot answer the question fully at this time. A draft of TxDOT's final analyses on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office.</p>

NHHP COALITION COMMENTS - LETTER

Comment Number	Source	Comment Topic	Response
37	COALITION LETTER	<p><i>Visual Impacts(cont.)</i></p> <p>In fact, the terrible appearance of I-45 has for many years been recognized by the business and civic communities of Houston as a major first-impression problem that negatively affects the city's ability to attract visitors, events, and job relocations to Houston. I-45 as the main airport corridor gateway is recognized as the most important viewshed in Houston from an economic development perspective, yet it's widely understood that businesses explicitly instruct potential new hires not be transported from the airport on I-45 because of its unsightly character. While TxDOT has utilized federal grants over the last number of years to add trees and landscaping along area freeways, TxDOT offers no plan here to integrate context-sensitive design elements to ensure that the I-45 project is a visual asset, not a concrete scar across the community.</p>	<p>Aesthetic design is part of TxDOT's project development process and will be performed during detailed design, which is the final design stage of the project development process.</p> <ul style="list-style-type: none"> • Many of the elements that impact landscape and aesthetic design overlap into all parts of the final design process. Typically these areas include: <ul style="list-style-type: none"> • bridge design • lighting design • roadway design • hydraulics • environmental mitigation <p>TxDOT and its consultants will consider the physical and cultural landscape of the project site during detailed design, with the goal of fitting the project into the adjacent landscape in a way that is complementary to, and enhances, the existing landscape. TxDOT will work with COH and local groups to incorporate suggestions into final design.</p>
38	COALITION LETTER	<p><i>Visual Impacts(cont.)</i></p> <p>A part of the impact, it must be said, has the potential to be positive in the corridor: the removal of a number of billboard. TxDOT makes no mention of how they are to be removed. The cost of removal must be entirely part of the project. TxDOT makes no mention of its plan at all in the DEIS, no mention of the number of billboards to be removed, when or how they are to be removed or the cost of removal. The full cost of total removal of the billboards must be included in the project and not be transferred to local government. Nor should the removed billboard structures be forced on other stretches of Houston freeway through relocation.</p>	<p>TxDOT will pay for removal of the billboards that are in the new right-of-way; these will be identified as displacements in the FEIS. TxDOT is not involved in the decision whether a billboard may be relocated within the city; that is governed by the City of Houston pursuant to their billboard ordinances.</p>
39	COALITION LETTER	<p><i>Visual Impacts (cont.)</i></p> <p>The DEIS states that "elevated lanes in the center of I-45 would create an additional visual barrier and potentially alter the existing visual conditions of the area." In another section of the DEIS, TxDOT claims that "the vividness of this landscape unit is moderately low. The areas containing Moody Park, Little White Oak Bayou, and the historic cemeteries provide a distinct viewshed within this landscape unit. The overall visual quality of this landscape unit is moderate."</p> <p>Apparently because the quality of these park and historic cemetery landscapes is "moderate" in TxDOT's estimation, additional impact does not merit further attention. By this logic, because Houston's scenic beauty is relatively limited, further impacts are entirely acceptable.</p>	<p>TxDOT continues to prepare its analyses on visual impacts, and so cannot answer the question fully at this time. A draft of TxDOT's final analyses on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office.</p>
40	COALITION LETTER	<p><i>Visual Impacts</i></p> <p>TxDOT fails to consider the visual impact of the I-45 expansion on historic structures in Sam Houston Park. TxDOT's DEIS has no information with respect to how the new highway will be lit and how that lighting scheme will affect adjacent low-income neighborhoods, making an evaluation of such impacts impossible at this stage. In terms of impacts on other historic resources, the project segment between 610 and 1-10 impacts several historic neighborhoods. Three designated historic districts are located along I-45 south of North Main Street. The project's effect on the National Register-listed Near Northside Historic District on the east side of I-45 must be addressed as part of the review process along with potential impacts on two city-designated historic districts on the west side of I-45: Germantown and Woodland Heights. Both of the city-designated districts are potentially eligible for listing in the National Register. The Brooke Smith Addition on the west side of I-45 and the north side of North Main Street is also potentially eligible for listing in the NRHP. The project's potential impact on historic resources in the First Ward, on the west side of I-45 south of I-10, should also be considered, particularly the National Register-listed Jefferson Davis Hospital (1925).</p>	<p>Sam Houston Park is not NRHP-eligible and neither are the buildings within the park (with the exception of Keilum Noble House, which is listed in the NRHP individually, and not as a part of the Park). No new ROW is proposed at the park. Effects considerations will be made regarding the NRHP-listed Near Northside Historic and NRHP-eligible Germantown districts during the FEIS phase following completion of various additional technical studies. No new ROW is being taken from NRHP-eligible Germantown, Woodland Heights, Jefferson Davis Hospital, and Brooke Smith are not located within the project's area of potential effects (APE).</p> <p>Safety lighting would be provided as part of the project. Aesthetic lighting could be provided under agreements with local entities. TxDOT continues to prepare its analyses on visual impacts. A draft of TxDOT's final analyses on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office.</p>

NHHP COALITION COMMENTS - LETTER

Comment Number	Source	Comment Topic	Response
41	COALITION LETTER	<p><i>Visual Impacts (cont.)</i> TxDOT's visual impact analysis concludes by saying that "because significant adverse impacts are not anticipated, this resource is not analyzed further in the detailed cumulative impacts analysis." Our group disagrees with TxDOT's DEIS conclusions on visual impact, and requests that in the final EIS, TxDOT include detailed visual simulations from the roadway, from all the perspectives of affected parks and recreation areas, neighborhoods, cemeteries, and historic structures. These analyses should include information on daytime and nighttime visual impacts. Tree and landscape plantings impact the visual nature of the freeways and air quality, runoff, and water quality. TxDOT should address how landscape and tree planning, Green Ribbon and other funds will be used within this project, and should address whether special actions being taken to accumulate the required expenditures as mitigation within this specific project or whether or not the funds will be spent throughout the region.</p>	<p>Comment noted. TxDOT continues to prepare its analyses on visual impacts, and so cannot answer the question fully at this time. A draft of TxDOT's final analyses on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office. TxDOT has prepared a 3-D visualization of the proposed project and it is available online: http://www.txdot.state.tx.us/transportation/visual_impacts/visual_impacts.html The visualization does not reflect design changes made after the public hearing (May 2017). TxDOT is currently preparing static visualizations of multiple proposed project views, which will be included in the EIS. The project will be developed under TxDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. A detailed landscaping plan will be developed as part of the final design process. TxDOT is open to coordination with local groups or agencies to accommodate enhancements to standard landscaping.</p>
42	COALITION LETTER	<p><i>Impacts on Walkability, Cycling and Other Transportation Modes</i> In scoping comments prior to the preparation of the DEIS, both the City of Houston's Planning Department and the Houston Parks Board commented on the dangers of the proposed 15' shared use lane along frontage roads due to safety concerns arising from the speed differential between bicycles and other vehicles in these environments. Bicycle accommodations should be provided in the form of a 10' shared use path or protected bike lane. TxDOT ignored this comment in the DEIS, we can find no evidence of an analysis performed on this important safety issue.</p>	<p>TxDOT acknowledges the concern raised of bicycle safety, and in response has coordinated with COH regarding the specific design of the city street network adjacent to and crossing NHHP. TxDOT would note, however, that both the City's executive order on Complete Streets ("Complete Streets do not mean that all streets are identical") and Bike Plan provide a framework for improving the functioning of bicycle facilities. They do not mandate certain design standards for every street as they relate to bicycles. With respect to NHHP, the operation of frontage roads is different from segment to segment, and so the incorporation of bicycle design standards will be different depending on location and operation of the frontage road.</p>
43	COALITION LETTER	<p><i>Impacts on Walkability, Cycling and Other Transportation Modes (cont.)</i> The City of Houston requested that TxDOT ensure all bridges across the freeway and street crossings under the freeway provide for a minimum 6' unobstructed sidewalk, and that NACTO criteria are incorporated in all highway/surface street intersections. There is no indication in the DEIS that such criteria will be incorporated into the project, and we can find no reference to an analysis performed on this important accessibility issue. For example, as the City of Houston noted in 2015, many intersections in Segment 1 are proposed with suburban intersection design considerations. This segment falls within an urban area and all intersections should be designed to improve pedestrian and bicycle accessibility. To this end, an intersection design that incorporates a free flow right turn lane with a pedestrian island creates an unsafe environment for pedestrians since many drivers do not yield to pedestrians at such intersections. There is no indication that TxDOT has incorporated ideas like this in the DEIS.</p>	<p>TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHP. TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets. The intersection designs will be further refined during detailed design. In coordination with the COH, Radius turns will be further evaluated and reduced where appropriate.</p>
44	COALITION LETTER	<p><i>Impacts on Walkability, Cycling and Other Transportation Modes (cont.)</i> As another example, a wider freeway through the Near North Side will create a significant community impact further dividing the Woodland Heights and Near Northside communities. Eliminating North Street removes a very practical, low volume, multi-purpose crossing of the current I-45. A deck park may help mitigate the further divide and loss of connectivity resulting from the project, but only if the deck and park are fully funded by the project, and the park is not separated from the community by the high-speed access roads set forth in the DEIS (see above for general discussion of Deck Parks).</p>	<p>TxDOT continues to prepare its analyses on community impacts, and so cannot answer the question fully at this time. A draft of TxDOT's final analyses on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office. Based on prior studies and coordination with communities in this area, TxDOT committed to minimize ROW impacts in Segment 2. The resulting design minimizes ROW by holding the existing ROW lines through the majority of the segment and shifting the frontage roads above the highway within the limits of the proposed cap. Construction of a wider freeway through the Near North Side would require the acquisition of additional ROW. To elevate I-45 above the 100-year base flood elevation in the vicinity of the Little White Oak Bayou crossing, the North Street bridge must be removed. N. Main St. will be the nearest street (to existing North St. bridge) to cross I-45, and will have pedestrian-bicycle accommodations. The proposed opening at the Little White Oak Bayou crossing of I-45 south of North St. provides an opportunity for a trail to connect Woodland Park and Moody Park, which does not exist today. Any trail will be constructed by entities other than TxDOT. TxDOT will continue to coordinate with stakeholders on the construction of a proposed trail. TxDOT will continue to evaluate the design of frontage roads, which will be further refined during detailed design. The open space options shown on the schematics are conceptual, however, the proposed project will include the infrastructure to support a future open space option. This would require additional development and funding by entities other than TxDOT.</p>

Comment Number	Source	Comment Topic	Response
45	COALITION LETTER	<p><i>Impacts on Walkability, Cycling and Other Transportation Modes (cont.)</i></p> <p>A deck park may help mitigate the further divide and loss of connectivity resulting from the project, but only if the deck and park are fully funded by the project, and the park is not separated from the community by the high-speed access roads set forth in the DEIS (see above for general discussion of Deck Parks).</p>	<p>TxDOT is working with the City of Houston on possible deck parks, and to ensure safe access to any deck parks.</p>
46	COALITION LETTER	<p><i>Impacts on Walkability, Cycling and Other Transportation Modes (cont.)</i></p> <p>As the site of many fatal accidents in Houston, access roads should be designed to be safe. Twelve foot lanes, three on-way lanes, and high design speeds, mixed with entering and exiting traffic, does not make for a safe road. The DEIS does not explain why high speed designs and high volumes are required on these roads. The final EIS should explain why TxDOT has made these trade-offs of faster highway access at the expense of public safety.</p>	<p>Since Segment 3 has not had traditional frontage roads but instead has a typical street network crossing the freeways with typical city blocks that are signalized, the COH design standards will be used for street design.</p> <p>With respect to Segment 2, the intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan. Another matter, TxDOT acknowledges that the segment does not have concentrated retail development as is typical for frontage roads in the Houston area.</p> <p>Accordingly, TxDOT agrees with the Coalition that it should reexamine the number of frontage road lanes, and consider reducing the frontage road lanes by one in each direction. This change could be made only if it is consistent with the regional transportation plan and the plan is confirmed to be consistent with air quality attainment standards. Those changes have not yet occurred, and so likely any change must wait for after approval of the Record of Decision for the currently-proposed project.</p> <p>Segment 1 is an area that has heavy retail/commercial uses, driveways are frequent and signalized intersections are widely spaced. The frontage roads do not function as local streets but instead function as a transition from a high-speed freeway to arterials and local streets. For these reasons, low speed local street design standards cannot be used and we must follow the design standards of frontage roads. The intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan.</p>
47	COALITION LETTER	<p><i>Flooding Impacts and Water Quality Impacts</i></p> <p>The DEIS recognizes that "potential impacts on surface water quality from the proposed project would be primarily related to storm water discharges into streams and drainageways that traverse" the project.</p> <p>Unfortunately, the DEIS analysis of water quality impacts falls into the same trap as the visual impact analysis. The latter suggests that because Houston is generally unrightly, making it a bit less attractive is not of great consequence. The water quality analysis basically says that Houston's baysous are hopelessly polluted, so a bit more pollution is not impactful.</p> <p>The DEIS recognizes that Buffalo Bayou, Little White Oak and White Oak Bayou are classified by TCEQ as "impaired streams", and that "the discharge of storm water runoff into these drainage fastures" (i.e., in our parlance, bayous), would be unavoidable. Further, it argues that because White Oak, Buffalo and Little White Oak are impaired, TxDOT has a lesser burden to protect existing water quality. Because these streams are impaired, TxDOT should have a greater obligation not to harm them further—especially since TxDOT itself is already contributing to the problem with its current practice of dumping freeway water directly into Houston's bayous.</p> <p>Any Houstonian who has walked along a bayou underneath a freeway in Houston knows exactly what this means – every time it rains, or even when it's windy, tons of trash are dropped into our waterways, and flow into Galveston Bay, an important estuary for the greater region.</p>	<p>As discussed in the DEIS, TCEQ assigns each body of water in the state from 1 to 5. The higher the category number, the higher the category number, the higher the level of effort required to manage the water quality. Because the bodies of water mentioned are in categories 4 & 5 and are considered "impaired waters", the more strict TCEQ becomes in allowing, such bodies of water to receive pollutants. A Storm Water Pollution Prevention Plan will be developed for the proposed project, pursuant to the Texas Pollutant Discharge Elimination System (TPDES) program implementing the federal National Pollutant Discharge Elimination System (NPDES) program, and in accordance with TxDOT policies. Measures would be implemented to prevent or correct erosion that may develop during construction. Guidance documents, such as TxDOT's Storm Water Management Guidelines for Construction Activities, discuss temporary erosion control measures to be implemented to minimize impacts to water quality during construction. Temporary and permanent erosion control practices from TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges will be implemented for the proposed project. TxDOT will perform routine maintenance operations that include street sweeping and litter removal. TxDOT will comply with its statewide permit for discharges of stormwater, which was issued by TCEQ in November 2016.</p>
48	COALITION LETTER	<p><i>Flooding Impacts and Water Quality Impacts (cont.)</i></p> <p>TxDOT's DEIS sets forth that it will meet stormwater discharge requirements during construction. Nowhere is it clear how TxDOT will prevent the flow of the thousands of tons of trash that are transported from freeways to bayous during Houston's frequent "guliywashers".</p> <p>Needless to say, the project will produce much more impervious surface with the potential to increase flooding and accelerate pollutants into the natural waterways. The DEIS should more clearly define creative strategies to minimize those potential impacts. Those strategies may include wet bottom detention basins that can filter water and roadside drainage filters to capture trash at its source. That work could be further expanded to include recreation and additional water quality functions.</p>	<p>A Storm Water Pollution Prevention Plan will be developed for the proposed project, pursuant to the Texas Pollutant Discharge Elimination System (TPDES) program implementing the federal National Pollutant Discharge Elimination System (NPDES) program, and in accordance with TxDOT policies. Temporary and permanent erosion control practices from TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges will be implemented for the proposed project. TxDOT will perform routine maintenance operations that include street sweeping and litter removal. TxDOT Houston District spends millions of dollars annually on litter removal. TxDOT will comply with its statewide permit for discharges of stormwater, which was issued by TCEQ in November 2016.</p> <p>Proposed detention areas on the project are being evaluated as potential open spaces. The project will be developed under TxDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. A detailed landscaping plan will be developed as part of the final design process. TxDOT will coordinate with local groups and agencies to accommodate enhancements to standard landscaping and recreation use of open space in and around storm water detention areas, where feasible. The detention areas will not be parks.</p>

NHNP COALITION COMMENTS - LETTER

Comment Number	Source	Comment Topic	Response
49	COALITION LETTER	<p><i>Flowing Impacts and Water Quality Impacts (cont.)</i></p> <p>Addressing impacts affected by the project are already listed as impaired waters. We ask that TxDOT model the runoff and stormwater discharges into Buffalo, White Oak, Halls and Little White Oak Bayous in order to meet state requirements that prohibit the addition of any pollutant load into impaired waters and focus instead on improving those waters through the additional application of more rigorous best management practices for stormwater and runoff. Similarly, please further adopt and disclose the best management practices and plans that will be adopted, including source controls, to avoid further discharge of trash into these waterways.</p>	<p>A Storm Water Pollution Prevention Plan will be developed for the proposed project, pursuant to the Texas Pollutant Discharge Elimination System (TPDES) program implementing the federal National Pollutant Discharge Elimination System (NPDES) program, and in accordance with TxDOT policies. Measures would be implemented to prevent or correct erosion that may develop during construction. Guidance documents, such as TxDOT's Storm Water Management Guidelines for Construction Activities, discuss temporary erosion control measures to be implemented to minimize impacts to water quality during construction. Temporary and permanent erosion control practices from TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges will be implemented for the proposed project. TxDOT will perform routine maintenance operations that include street sweeping and litter removal. TxDOT will comply with its statewide permit for discharges of stormwater, which was issued by TCEQ in November 2016.</p>
50	COALITION LETTER	<p><i>Flowing Impacts and Water Quality Impacts (cont.)</i></p> <p>Some of TxDOT's more recent flood control structures have made good strides in integrating the landscape with detention. Others have not. The detention basins planned on either side of Little White Oak Bayou, south of Patton, require thoughtful planning so that water edges are accessible to wildlife, and pedestrian and bicycle trails connect both to the existing bike trail going north along Little White Oak Bayou from Cavalcade and to Moody Park to the southeast. The detention basin recently constructed in the Heights stands out as an example of lost opportunity, where despite extensive community involvement, citizen input and repeated requests from local City Council members, TxDOT built a detention pond with a single use that is completely isolated from the surrounding community – this in one of the highest land value areas of the City of Houston. Despite requests to this effect during the scoping period in 2015, TxDOT has rejected the possibility of wet bottom detention areas unless someone else maintains them. We request that TxDOT further explain in the final EIS why it should not have the responsibility for doing everything possible to deliver into Houston's bayous cleaner water from the highways it maintains and owns.</p>	<p>TxDOT can build the detention pond south of Patton Street where a truck stop is currently located with a wet bottom. TxDOT would need a partner to maintain the pond and any other amenities that may be added. TxDOT will comply with its statewide permit for discharges of stormwater, which was issued by TCEQ in November 2016.</p> <p>Proposed detention areas on the project are being evaluated as potential open spaces. The project will be developed under TxDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. A detailed landscaping plan will be developed as part of the final design process. TxDOT will coordinate with local groups and agencies to accommodate enhancements to standard landscaping and recreation use of open space in and around storm water detention areas, where feasible. The detention areas will not be parks.</p>
51	COALITION LETTER	<p><i>Conclusion</i></p> <p>The I-45 Expansion Project is a once-in-two-generations project that needs to be executed very carefully to avoid the serious impacts to the community at large that the current plan represents. Without a truly comprehensive review of the project, the DEIS fails in its fundamental purpose to inform the design and decision making process required before creating such a serious impact on the City of Houston. We urge TxDOT to go back and take the hard look required under NEPA and review required by Section 4(f) to more fully address the issues outlined here. The undersigned organizations stand ready to work directly with TxDOT on the North Houston Highway Improvement Project to produce the best possible result for the greater Houston area, but that work can only proceed from a planning document that fully acknowledges the impacts of the project and seeks to identify ways to improve it.</p>	<p>The content of the DEIS is compliant with the requirements of the Council on Environmental Quality, FHWA, and TxDOT. There is accordingly no need for TxDOT to prepare a supplemental DEIS. The impacts of the project are more fully addressed in the FEIS.</p> <p>TxDOT appreciates the Coalition's offer, and has conducted follow-up meetings with the Coalition's representatives.</p>

NHHP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
1	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration</p> <p>The City of Houston adopted a Complete Streets policy in 2013 to ensure streets are constructed for all users of the system. The City also requires that streets should be built using a Context Sensitive Design guidelines as those recommended in the Institute of Transportation Engineers (ITE) - Design Walkable Urban Thoroughfares: A Context Sensitive Approach and National Association of City Transportation Officials (NACTO) – Urban Street Design Guide and others. Since the project location is within the urban core of the City, the design on the proposed project should meet these guidelines.</p>	<p>The City's executive order on Complete Streets (EO 1-15) contemplates that other transportation entities (e.g. TxDOT) will partner with COH, which TxDOT has done. TxDOT has had numerous meetings with COH to discuss the design of city streets that cross NHHP and to discuss Complete Streets concepts. TxDOT notes that the City's policy contemplates the inclusion of the City's own Thoroughfare and Freeway Plan. And the policy acknowledges that "Complete Streets" do not mean that all streets are identical.</p>
2	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration [CONT]</p> <p>The existing freeway infrastructure built in the 1960's separated communities, impacted neighborhoods and had a significant impact on the City of Houston. The NHHP should improve connectivity between communities in and around Downtown; not reduce it. Where possible, strong connections should be maintained and new ones should be added to the existing street network. Reducing street connectivity in areas in the urban core of Houston should be avoided or mitigated wherever possible. Connectivity should be considered not only for vehicular traffic, but for all modes of transportation; inclusive of people on foot, people on bicycles, transit users, and for freight.</p>	<p>TxDOT has been working closely with stakeholders regarding access and connectivity for all modes of transportation. TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets.</p>
3	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration [CONT]</p> <p>Based on the schematic exhibits it's not clear if local street network operations have been analyzed at the same level of detail as freeway operations. While the freeway operations are critical for regional circulation, the local circulation is critical for the City of Houston and for the adjoining communities impacted by this project. Improving connectivity, by providing multiple routes where people can travel, is critical to avoid relocating congestion from freeways to local streets.</p>	<p>The DEIS ("Background" in the Need and Purpose Statement) explained that high capacity transit was considered during the North-Hardy Corridor Studies, which the Metropolitan Transit Authority of Harris County (METRO) participated in with TxDOT and the Houston-Galveston Area Council (H-GAC). Modes of transportation addressed in the North Hardy Corridor Studies included transit (bus and rail) and highway. The studies identified a need for alternative transportation modes in the north Houston corridor. METRO is implementing the transit plan in the corridor, including light rail projects. The Gulf Coast Rail District and TxDOT's Rail Division are studying other regional commuter rail alternatives. The proposed NHHP would implement proposed highway improvements. The proposed project could accommodate future transit options. TxDOT is coordinating with the COH to accommodate improvements to the overall network connectivity for all modes of transportation.</p>
4	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration [CONT]</p> <p>The NHHP project should be built to reflect the infrastructure needs for the next 50 years. This can only be achieved if multimodal consideration of transit and freight are integrated into the proposed design. Houston is a multi-centric city. Activity centers are located throughout the region and integrating two-way high capacity transit into the design benefits the overall region. The proposed Max lanes concept could be designed and operated to ensure that reliable and frequent high capacity transit could be operated to connect all regional activity centers. The existing HOT lanes operations do not allow for reliable transit operations resulting in significant increase in single occupancy trips in our region.</p>	<p>The proposed Max lanes would provide 2-way, 24x7 operation. The Max lanes would have a flexible footprint for HOV, bus and rubber-tired high-capacity transit (e.g., Bus Rapid Transit (BRT)).</p>

NHHIP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
5	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration [CONT]</p> <p>The U.S. Census Bureau shows that the largest share of people who bike, in large car dependent cities like Houston, are in lower-income brackets. Given the immediate surrounding neighborhoods and the location of our bayou greenways, current and future bicycle infrastructure, bicycle connectivity is of paramount concern. Providing for high-comfort bikeway connectivity across and along the proposed project is essential to the changing demographics in our region. It is also needed to address the additional barrier between neighborhoods, especially the increased barrier between lower social-economic neighborhoods and the Central Business District. In areas where vehicular connectivity may be removed, options should be evaluated to preserve pedestrian and bicycle connectivity.</p>	<p>TxDOT has been working closely with stakeholders regarding access and connectivity for all modes of transportation. TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets.</p> <p>Since Segment 3 has not had traditional frontage roads but instead has a typical street network crossing the freeways with typical city blocks that are signalized, the COH design standards will be used for street design.</p> <p>With respect to Segment 2, the intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan. Another matter, TxDOT acknowledges that the segment does not have concentrated retail development as is typical for frontage roads in the Houston area. Accordingly, TxDOT agrees with the Coalition that it should reexamine the number of frontage road lanes, and consider reducing the frontage road lanes by one in each direction. This change could be made only if it is consistent with the regional transportation plan and the plan is confirmed to be consistent with air quality attainment standards. Those changes have not yet occurred, and so likely any change must wait for after approval of the Record of Decision for the currently-proposed project.</p> <p>Segment 1 is an area that has heavy retail/commercial uses; driveways are frequent and signalized intersections are widely spaced. The frontage roads do not function as local streets but instead function as a transition from a high-speed freeway to arterials and local streets. For these reasons, low speed local street design standards cannot be used and we must follow the design standards of frontage roads. The intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan.</p>
6	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration [CONT]</p> <p>The proposed schematic drawing does not identify sidewalks along sections of the proposed project. In general, sidewalks should be identified along all frontage roads and public streets on the schematics in all typical sections. All bridges should have wide sidewalks for safe crossing. Ensuring access to pedestrian and ADA accessibility along all public streets is critical.</p>	<p>Sidewalks were shown on the schematics for Segments 1 and 2, but not for Segment 3. TxDOT is working with the COH regarding incorporating the Bike Plan and desired bicycle/pedestrian accommodations on city streets for Segment 3. The schematic will be updated to show the sidewalk network agreed upon by TxDOT and the COH.</p>
7	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration [CONT]</p> <p>We look forward to coordinating with TxDOT on the proposed deck structure across the freeway; however, it is also important to have safe connectivity and accessibility to these areas across the proposed frontage road. The deck structure should also be coordinated with the City and other adjoining entities to ensure appropriate design and infrastructure for proposed improvements over these decks.</p>	<p>The open space options shown on the schematics are conceptual; however, the proposed project will include the infrastructure to support a future open space option.</p> <p>TxDOT will continue to coordinate with the COH and the stakeholders committed to developing concepts for each of the deck areas to ensure safe bicycle/pedestrian access across adjacent streets is incorporated into the detailed design.</p>
8	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 1</p> <p>Consider extension and direct connection from I-45 MAX lanes to Greens Road to serve Greenspoint area. This will help with redevelopment of the area and support potential METRO Limited Stop Downtown to Airport Route (e.g., Downtown->Shepherd->Greenspoint->IAH)</p>	<p>This area is outside the project limits and not a part of the proposed project. This would be evaluated in a separate study.</p>
9	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 1 [CONT]</p> <p>Ensure Halls Bayou Crossing north of W. Mt. Houston is designed to allow trail crossings under freeway and frontage roads.</p>	<p>Elevating the frontage roads at Halls Bayou to accommodate a trail below is not feasible because it would require additional ROW and would impact access to adjacent properties. TxDOT will coordinate with COH during detailed design to accommodate an alternate route across I-45 in this area.</p>

NHHP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
30	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 1 [CON1] Connections on Crosstimbers, Victoria/Lyerly, Tidwell Rd., Cortland/E Witcher, Rosamond, W Parker Road, Rittenhouse, etc. should be designed with high comfort intersections for bicyclists and pedestrians. These are vital connection for the Independence Heights, Garden Oaks, Oak Forest and Acres Homes areas to safely reach either Little White Oak Bayou or the Red Line into downtown.</p>	<p>TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHP. TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets. The intersection designs will be further refined during detailed design, in coordination with the COH.</p>
11	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 1 [CON1] The HOV ramp from Airline Drive providing access to Independence Heights and Northside Community is being removed. Provide alternative access for the communities to managed lanes.</p>	<p>Access to/from the Max lanes would be provided north and south of the I-45/I-610 interchange.</p>
12	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 1 [CON1] Provide local street connection between Veterans Memorial and I-45 southbound frontage road along the METRO T-Ramp.</p>	<p>Access to the southbound frontage road is currently at the intersection with Veterans Memorial, and would remain. Any additional local street connection would be a City project.</p>
13	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 1 [CON1] Little White Oak Bayou extends north of I-610 to Crosstimbers in Independence Heights and ultimately to Acres Homes. See Segment 2 comments and apply to Segment 1. Also, design any detention basins along this section of the bayou to be accessible green space.</p>	<p>Other proposed detention areas are being evaluated as potential open spaces. The project will be developed under TxDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. A detailed landscaping plan will be developed as part of the final design process. TxDOT will coordinate with local groups and agencies to accommodate enhancements to standard landscaping and recreation use of open space in and around storm water detention areas, where feasible. The detention areas will not be parks. To the extent applicable, TxDOT responds to the Coalition's comments concerning Segment 2 apply to Segment 1.</p>
14	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 2 Clarify end of streets like North Street, Woodland Street and Farwood Street on the east side of I-45. Ensure connectivity to the Frontage Road for some, if not all streets.</p>	<p>TxDOT is further evaluating the termini of North, Woodland, and Farwood Streets and to improve the proposed connectivity for this area.</p>
15	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 2 [CON2] Consider extending IH-610 Segment east to allow Helmers Street connection across the freeway. Helmers would be a very useful north-south connection, potentially as a residential minor collector, as it is continuous from Fulton Street on the South to Berry Street on the north, a distance of almost 3 miles. Right now, only north-south connectors through here are Fulton and Irvington and Fulton has Red Line impacts. Extension of Helmer may allow for safe pedestrian and bicycle connectivity between neighborhoods across IH-610.</p>	<p>Extending Helmers St. would conflict with the proposed I-45/I-610 interchange ramps.</p>
16	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 2 [CON2] Assess the option to bring pedestrian and bicycle trail underneath freight railroad north of Stokes Street. If pedestrian and bicycle connection cannot be provided under the freight rail line, integrate pedestrian and bicycle facility into frontage road design to cross rail ROW and provide connection to Stokes Street.</p>	<p>In follow up discussions with the Coalition concerning this subject, TxDOT understands that the Coalition desires the construction of a sidewalk on Stokes Street for pedestrians crossing under I 45 (for example, children walking to the nearby elementary school). TxDOT commits to constructing the sidewalk for that portion of the roadway on TxDOT property. The remainder of the roadway is owned by the City of Houston, who must construct any sidewalk on their property.</p>
17	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 2 [CON2] The removal of North Street Bridge creates greater access issues between Heights and Northside possibly leading to more traffic congestion. Provide pedestrian and bicycle connection along I-45 and Little White Oak Bayou to mitigate the removal of the North Street bridge.</p>	<p>To elevate I-45 above the 100-year base flood elevation in the vicinity of the Little White Oak Bayou crossing, the North Street bridge must be removed. N. Main St. will be the nearest street (to existing North St. bridge) to cross I-45, and will have pedestrian-bicycle accommodations. The proposed opening at the Little White Oak Bayou crossing of I-45 south of North St. provides an opportunity for a trail to connect Woodland Park and Moody Park, which does not exist today. TxDOT will continue to consider the Coalition's comment on this issue.</p>

NHHP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
18	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 2 [CONT]</p> <p>Little White Oak Bayou: This bayou section is an important piece of the expanding high comfort bicycle network that provides connectivity from outside the N Loop 610, under I-45 away from traffic, and into downtown making further east and west connections through Buffalo Bayou. Acknowledgement of this bayou as a necessary connector for bicyclists, pedestrians, and naturalists is unaddressed in this design and crossings (Hogan/Crockett, Houston, Quitman/White Oak Dr., Main St, Patton, Cottage etc.) allowing full access to Little White Oak Bayou need to be maintained and carefully designed with high comfort bicycle and pedestrian crossings. Surrounding neighborhoods are historically under-served and connections via bicycle and on foot are measurably significant. The project should replace the existing culvert north of Patton Street with a bridge span designed to allow trails on both sides of the bayou. At I-610, a safe route along the bayou should be included (could suggest replacing this culvert, also or high comfort bike lane at signalized frontage road intersections).</p>	<p>TxDOT is making an effort to replace affected open spaces by creating new open space where possible. Proposed detention areas are being evaluated as potential open spaces. The proposed project considers trails, and will accommodate or replace existing trails and allow for planned future trails. During detailed design, TxDOT will coordinate with entities who desire to create open spaces or develop trails and connections in the proposed project area, and will accommodate plans by others, if feasible.</p> <p>The proposed opening at the Little White Oak Bayou crossing of I-45 south of North St. provides an opportunity for a trail to connect Woodland Park and Moody Park, which does not exist today. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-45 just north of Patton St. The size of the opening would be HCFCD's decision since this could result in flooding downstream. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-610. The size of the opening would be HCFCD's decision due to flooding considerations downstream. We will not be able to discuss this with HCFCD until we have a more detailed drainage study that shows flood elevations; the study will be completed in detailed design when that portion of the project is funded. The preliminary drainage analysis is being finalized and the report will be posted on the project website when it is complete.</p> <p>TxDOT will accommodate existing and future bikeways along city streets as shown on the City of Houston Bike Plan. Finally, in response to this comment and all of the Coalition's comments concerning bicycle and pedestrian facilities, TxDOT notes that it will follow law and policy to incorporate safe and convenient walking and bicycling facilities into the project. TxDOT will continue to coordinate with COH on its plans for walking and bicycling facilities. TxDOT will accommodate those plans, if feasible, but COH will be responsible for operation and maintenance.</p>
	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 2 [Comment 18 CONT]</p> <p>Little White Oak Bayou: The new trail should connect to the existing bike trail along Little White Oak Bayou between End and Calvarade, on the west side of I-45 and to a new park at the retention pond areas on the east side of I-45 (where Love's Truck stop is currently), and on to Moody Park/Woodland Park/White Oak Bayou trail. Mitigate for loss of green space along the bayou in this area and replace the existing trail with an equivalent trail.</p>	<p>TxDOT is making an effort to replace affected open space by creating new open space where possible. Proposed detention areas are being evaluated as potential open spaces. The proposed project considers trails, and will accommodate or replace existing trails and allow for planned future trails. During detailed design, TxDOT will coordinate with entities who desire to create open spaces or develop trails and connections in the proposed project area, and will accommodate plans by others, if feasible.</p> <p>The proposed opening at the Little White Oak Bayou crossing of I-45 south of North St. provides an opportunity for a trail to connect Woodland Park and Moody Park, which does not exist today. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-45 just north of Patton St. The size of the opening would be HCFCD's decision since this could result in flooding downstream. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-610. The size of the opening would be HCFCD's decision due to flooding considerations downstream. We will not be able to discuss this with HCFCD until we have a more detailed drainage study that shows flood elevations; the study will be completed in detailed design when that portion of the project is funded. The preliminary drainage analysis is being finalized and the report will be posted on the project website when it is complete.</p>

NHHP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
19	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 2 Deck Park over I-45 near North Main - The original I-45 construction bisected one community into two. This has become a permanent separation resulting in different community cultures on either side of the freeway. There are constant efforts to reunite the communities but the swath of freeway that separates them remains a physical barrier. Create a deck park over the freeway near North Main. This will be a physical reattachment point, reuniting the divided communities. Address the accessibility issue to the proposed Deck Park location near Main Street with the proposed multilane frontage roads and U-turn ramps.	TxDOT continues to consider the issue of community connectivity. For example, the Draft Community Impact Assessment, available on the project website, evaluates the potential effects of the proposed project on the community and its quality of life. Among other topics, the Draft Community Impact Assessment addresses neighborhoods and community cohesion, mobility, and environmental justice. Consideration of potential impacts is ongoing. The open space options shown on the schematics are conceptual; however, the proposed project will include the infrastructure to create a deck freeway and support a future open space option. TxDOT will continue to coordinate with the COH and the stakeholders committed to developing enhancements for each of the decks to ensure safe bicycle/pedestrian access across adjacent streets is incorporated into the detailed design.
20	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 2 Justify the need for 1 lane northbound frontage road from Quitman Street widening to 4lanes near Main Street. Ensure pedestrian and bicycle accessibility along the proposed frontage road.	The segment between Quitman St. and North St. is a series of ramps handling multiple traffic movements to and from the highway, with no driveway access. This segment is constrained by a historic property. From North St. to N. Main St., it becomes a frontage road with a sidewalk. The four lanes are needed to handle projected traffic volumes. TxDOT continues to consider issues of pedestrian and bicycle accessibility in connection with the proposed project.
21	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 2 The proposed design has significant impact on the adjoining neighborhoods. Address the additional barrier between neighborhoods, especially the increased barrier between the Northside neighborhood and the Central Business District. See Segment 3 comment about a Fulton-North San Jacinto Street connection.	TxDOT is coordinating and will continue to coordinate with the City of Houston to accommodate the City's future expansion of San Jacinto Street. Support columns for the elevated I-10 main and express lanes and I-45 main lanes will be positioned to accommodate the northward extension of San Jacinto Street. The proposed design would maintain connectivity between Northside and the Central Business District. All of the existing streets connecting the Northside to Downtown would remain and accommodations would be made for a future San Jacinto St. connection. Improvements also include railroad underpasses at McKee St. and Jensen Dr. The proposed design would minimize impacts in the historic warehouse district.
22	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 2 Connectivity in and out of Northside neighborhoods needs to be addressed in a way that it becomes improved not worse by new design.	TxDOT is coordinating and will continue to coordinate with the City of Houston to accommodate the City's future expansion of San Jacinto Street. Support columns for the elevated I-10 main and express lanes and I-45 main lanes will be positioned to accommodate the northward extension of San Jacinto Street. The proposed design would maintain connectivity between Northside and the Central Business District. All of the existing streets connecting the Northside to Downtown would remain and accommodations would be made for a future San Jacinto St. connection. Improvements also include railroad underpasses at McKee St. and Jensen Dr. The proposed design would minimize impacts in the historic warehouse district.
23	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, South: US 59/I-69 Ensure proposed design does not prohibit future two-way high capacity transit on I-69/US 59 with focus on Spur 527. Direct or expedited connections from the existing HOV/HOT to Wheeler TC should also be explored.	I-69 south of and including Spur 527 is being evaluated by TxDOT in a separate study.

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Comment Number	Source	Comment Topic	Response
24	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, South: US 59/1-69 With the proposed reconfiguration of 1-69 at Wheeler Transit Station, there is an opportunity to improve multi-modal circulation, access to the transit center and plan for future capacity needs with the University Corridor and US 90A transit connections. Coordinate with City and METRO to ensure this area is designed to maximize future transit and development opportunities. The Deck Park Cap at this location provides an opportunity for public and private investment to develop a Transit Oriented Development. TxDOT should actively engage in the development and implementation of the Wheeler Area Park Cap and related street and transit connections.	TxDOT has coordinated and continues to coordinate with the COH and METRO regarding the potential for "park cap" in this area. The proposed project will accommodate any METRO or City projects in this area.
25	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, South: US 59/1-69 Evaluate options to maintain Blodgett connection from San Jacinto to Main St. This is very useful connection and very helpful to the bus operations at the Transit Center. With the redesign of the San Jacinto on-ramp to east side of street, this should be achievable.	TxDOT has coordinated with METRO and COH regarding Blodgett St. between Main St. and Fannin St., the existing Blodgett St. cannot be maintained. METRO has developed a plan for an alternate route for bus circulation. Between Fannin St. and San Jacinto, Blodgett St. would remain.
26	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, South: US 59/1-69 IH-69 exit to Main Street near Wheeler TC should be designed to allow improved pedestrian and bicycle connectivity and safe crossings as identified in Houston Bike Plan/METRO Bike & Ride Studies.	TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets. Safety will be a primary consideration.
27	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, South: US 59/1-69 Ensure all bridges, including Montrose, La Branch, Austin and Alameda bridges are wide enough for safe pedestrian and bicycle crossings.	TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHP. TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets. The intersection designs will be further refined during detailed design, in coordination with the COH.
28	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, South: US 59/1-69 The proposed project allows for separated pedestrian and bicycle facility along the south side of US 59 between Graustark and Main Street and the Center Point utility corridor. This would safely connect the Montrose and Boulevard Oaks neighborhoods to the Wheeler Transit Center. Evaluate feasibility of grade separated trail extension below Montrose bridge since midblock crossing at the bridge may be challenging.	TxDOT will evaluate and try to accommodate plans provided by others for a pedestrian and bicycle facility in this area. A grade-separated facility under Montrose would not be feasible within the currently proposed right-of-way as it would require shifting the retaining wall out and constructing a longer bridge. The relocated transmission towers between Montrose and Main will use up most of the proposed ROW behind the proposed retaining wall. CenterPoint has not confirmed the size and location of these towers within the ROW, but it is anticipated that a waiver will be required to construct a trail in close proximity to their relocated towers to allow maintenance access for their facilities.
29	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, South: US 59/1-69 Links to Downtown should support high-quality, fast, reliable connections to major activity centers.	Comment noted

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Comment Number	Source	Comment Topic	Response
30	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 3, South: US 59/1-69</p> <p>As currently proposed, the primary access to and egress from the SH 288 Managed Lanes or Toll Lanes would be provided on Chenever Street south of Elgin, adjacent to the Houston High School for International Studies and Baldwin Park. This configuration is suboptimal for everyone involved. Drivers using the Managed Lanes will more likely be destined for Downtown than Midtown, or might be trying access another freeway to continue. Either way, ending up on Chenever Street will introduce unnecessary delay and confusion. Presence of the existing freeway ramps disrupt the neighborhood fabric and introduce unsafe vehicle speeds in a residential area. The proposed design would set this problem in concrete for another 50 years. Like other managed lanes connections, the SH 288 Managed/Toll Lanes could just be connected to the SH 288 main lanes near Alabama. The other option would be reconfigured the ramps to connect to Hamilton and Chartress that serve as the frontage road along this section of the freeway. Doing so would make access much more intuitive, improving the chances of success for the Managed Lane project. It would also give drivers headed toward Downtown or other connecting freeways a more convenient route for doing so than Midtown surface streets.</p>	<p>Based on public input, the proposed SH 288 managed lane ramps were relocated and would not connect to Chenever St.</p>
31	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 3, South: US 59/1-69</p> <p>As part of the removal of the ramps from the neighborhood, the grid of local streets be reconnected including Francis Street, Chenever Street, and Holman Street. Re-gridding the streets would create surplus land for redevelopment to mitigate the impact of the project on adjacent neighborhoods. Connecting Holman Street through to Hamilton Street would obviate the need for the freeway-style ramps connecting to Chenever Street south of Holman Street. Removing them would be more consistent with the context of the neighborhood while improving safety, reducing right-of-way acquisition, and creating more surplus right-of-way.</p>	<p>Based on public input, the proposed SH 288 managed lane ramps were relocated and would not connect to Chenever St. Connecting Holman St. between Holman St. and Chenever St. is not possible due to conflicts with the proposed I-69/SH 288 interchange.</p>
32	COALITION ATTACHMENT	<p>Poorly Conceived Highway/Urban Interfaces (CONT)</p> <p>In its comments during the 2015 scoping process, the Houston Parks Board suggested that "the termination of the proposed spur at Allen Parkway should be designed in order to accommodate safe pedestrian crossings at that intersection and in a way that drivers are reminded that they are entering a park." TxDOT has ignored this suggestion.</p>	<p>The direct connectors will terminate at Pease and Jefferson. Concerning the exit and entrance to the direct connectors at Allen Parkway, TxDOT notes the access will be just before and after a traffic light and crosswalks. The intersection (like all others) will be coordinated with COH and designed to ADA standards.</p>
32	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 3, East: I-69, I-45, SH 288</p> <p>Connectivity on the east side has historically been limited and the project should ensure that this issue is appropriately addressed. There is no proposed street that provides direct two-way east-west access between Downtown and the East Downtown / East End area along the stretch between IH-45 South to IH-10, a distance of nearly 2 miles. Even those streets that cross the proposed IH-45/IH-69 trench require switching to an adjacent street through several turns to continue east/west.</p>	<p>TxDOT closely coordinated with the COH to optimize the local street network in Segment 3, including the cross streets between Downtown and the east side of downtown. The proposed project would add a continuous southbound street adjacent to the highway between Commerce St. and Leland St., which would restore the east-west connectivity of four streets that were previously cut off when the GRB was constructed (Dallas, Lamar, McKinney, and Walker) and would improve access between Downtown and areas to the east (East End and Third Ward). Design constraints related to reconnecting I-45 in the capped area between Lamar St. and Commerce St. to connect with existing I-45 to the south necessitated the closure of the Polk St. over the highways. Per coordination with the COH, the Polk St. dedicated bike lane would be rerouted to follow the proposed Hamilton St. and connect to the Columbia Tap Rail-Trail via Walker St.</p>

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Comment Number	Source	Comment Topic	Response
33	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 3, East: I-69, I-45, SH 288</p> <p>The loss of connections such as Polk, Leeland/Bell and Runnels are significant. Include Runnels to McKee or Canal to Ruiz connection. The loss of Runnels cuts off the area of the East End north of the West Belt subdivision rail line and Buffalo Bayou and limits access to Downtown to just the Franklin/Navigation underpass. Other option for residents is to backtrack to Harrisburg, which doesn't connect to downtown that well due to the street network, stadiums and large parking lots in the area. One of these proposed connections would be significant improvement.</p>	<p>Runnels St. cannot be extended across I-69 due to the vertical transition of the highway from below-grade to elevated, and cannot be extended below I-69 within the proposed ROW of the project. An alternative east-west route is using Navigation Blvd. to Commerce St., then west on Commerce St. to Downtown.</p>
34	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 3, East: I-69, I-45, SH 288</p> <p>Evaluate options for northbound exit from US 59 main lanes to Runnels Street.</p>	<p>This was considered during design. It is not possible to have an exit to Runnels St. due to proximity of I-10 direct connectors and inadequate distance to transition from below-grade to at-grade.</p>
35	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 3, East: I-69, I-45, SH 288</p> <p>Evaluate options for extending Canal Streets across I69/US 59/I-45 between Downtown and Second Ward.</p>	<p>Canal Street is a city street, any extension across the highways would be the responsibility of the City of Houston. The project would not be able to accommodate an at-grade extension of Canal St. across I-69 due to the vertical transition of the highway from below-grade to elevated.</p>
36	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 3, East: I-69, I-45, SH 288</p> <p>Existing two-way connection of Nance Street to Jensen is being replaced by one-way frontage road along Rothwell. Identify another two-way connection between Jensen and Nance Street. This is especially important since the westbound frontage road along I-10, which is not proposed to be extended across I-69.</p>	<p>The proposed design provides east-west connectivity along I-10 with the proposed Rothwell St. and Providence St. connections. The new east-west connections would be grade-separated at railroads to provide unimpeded flow.</p>
37	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 3, East: I-69, I-45, SH 288</p> <p>Maintain Jensen Street exit from IH 30 eastbound or provide other alternatives to maintain connectivity without at-grade rail crossings.</p>	<p>The Jensen St. exit cannot be maintained in its current location due to safety concerns. The exit would be relocated and grade-separated at railroads to provide unimpeded flow.</p>
38	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 3, East: I-69, I-45, SH 288</p> <p>Identify option for ingress and egress from I-69 near the Buffalo Bayou areas to improve access to and from Downtown, East Downtown, East End, and 5th Ward.</p>	<p>TxDOT closely coordinated with the COH to optimize the local street network in Segment 3, including the cross streets between Downtown and the east side of downtown. The proposed project would add a continuous southbound street adjacent to the highway between Commerce St. and Leeland St., which would restore the east-west connectivity of four streets that were previously cut off when the GRB was constructed (Dallas, Lamar, McKinney, and Walker) and would improve access between Downtown and areas to the east.</p> <p>TxDOT also coordinated with the Fifth Ward Redevelopment Authority and the East Bayou Civic Club regarding access for the Fifth Ward area. TxDOT developed a revised design to grade-separate Rothwell St. and Providence St. under the UPRR and HB&T railroads, so that eastbound and westbound traffic between Jensen Dr. and Main St. would no longer cross the tracks at-grade.</p> <p>Other suggested improvements, including an additional northbound exit from I-69 near Buffalo Bayou were evaluated but were determined to not be feasible due to the proximity of I-10 direct connectors and inadequate distance to transition from the below-grade section of I-69.</p>

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Comment Number	Source	Comment Topic	Response
39	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, East: I-69, I-45, SH 288 Proposed design still has limited connectivity to the 5th ward areas north of Buffalo Bayou. The exit ramp for Jensen previously proposed has been removed. Provide alternate access from 5th Ward to mitigate any loss of access. Evaluate options to extend Brinhurst across I-10 to enhance connectivity across I-10. Providing an additional crossing of I-10 between Gregg St and Hirsch St would be very beneficial, given the potential Midway East River development of the KBR site and Lovett Homes development on MDJ superfund site in the East End.	TDDOT has coordinated with local stakeholders including Fifth Ward Redevelopment Authority, East Bayou Civic Club, Greater Northside Management District, and others regarding local access for the area. Proposed access improvement include grade-separating Rothwell St. and Providence St. under the UPRR and HB&T railroads, so that eastbound and westbound traffic between Jensen Dr. and Main St. would no longer cross the tracks at-grade. Extending Brinhurst St. would require significant raising of the I-10 mainline profile, which would impact the proposed entrance and exit ramps between Waco St. and Gregg St.
40	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, East: I-69, I-45, SH 288 Evaluate options to maintain Polk Street Connection across I-69 / I-45 Coordinate with the City, adjoining management entities to evaluate design options to bring I-45 Main Lane ramps and I-45 to I-69 N ramps down below grade between Polk and Rusk. Maintain critical Polk Street connection (Adjust Polk alignment and grades as needed). This proposal eliminates crossings for Dallas, Lamar, McKinney (similar to today). o This change would reduce the size of the proposed Park Cap by several blocks (from 10+ blocks to 7) to a more manageable size. For reference, Kyle Warren is about 5 acres, the east side park cap as proposed is nearly 30 acres. o The potential park area as currently conceived is as big as 15 Market Square Parks or 2.5 Discovery Greens. That is a lot of park space to program and maintain. Some of the space should be envisioned with the potential to be developed with walkable one to two story buildings, potentially as a home for the businesses displaced in East Downtown. Freeway support structure should be designed with this in mind. For example you could relocate all the bars and restaurant along St. Emanuel demoted by the freeway widening to location on top of the cap creating an instant destination linking the convention center and stadiums. Would be similar to the bar/meeting space that is on top of Kyle Warren and provide revenue to support maintenance.	TDDOT closely coordinated with the COH to optimize the local street network in Segment 3, including the cross streets between Downtown and the east side of downtown. The proposed project would add a continuous southbound street adjacent to the highway between Commerce St. and Leland St., which would restore the east-west connectivity of four streets that were previously cut off when the GRB was constructed (Dallas, Lamar, McKinney, and Walker) and would improve access between Downtown and areas to the east (East End and Third Ward). Design constraints related to reconnecting I-45 in the capped area between Lamar St. and Commerce St. to connect with existing I-45 to the south necessitated the closure of the Polk St. over the highways. Per coordination with the COH, the Polk St. dedicated bike lane would be rerouted to follow the proposed Hamilton St. and connect to the Columbia Tap Rail-Trail via Walker St.
41	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, East: I-69, I-45, SH 288 Polk Street pedestrian and bicycle connection is a critical connection to Downtown. The Lamar Street separated bike lane is proposed to be expanded along Polk Street to connect East Downtown and other East End neighborhoods to Downtown. Main Street Rail and Buffalo Bayou as part of TIGER Grant. In any scenario, maintaining this pedestrian-bicycle connection is vital for residents and businesses in the area.	TDDOT closely coordinated with the COH to optimize the local street network in Segment 3, including the cross streets between Downtown and the east side of downtown. The proposed project would add a continuous southbound street adjacent to the highway between Commerce St. and Leland St., which would restore the east-west connectivity of four streets that were previously cut off when the GRB was constructed (Dallas, Lamar, McKinney, and Walker) and would improve access between Downtown and areas to the east (East End and Third Ward). Design constraints related to reconnecting I-45 in the capped area between Lamar St. and Commerce St. to connect with existing I-45 to the south necessitated the closure of the Polk St. over the highways. Per coordination with the COH, the Polk St. dedicated bike lane would be rerouted to follow the proposed Hamilton St. and connect to the Columbia Tap Rail-Trail via Walker St.

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42	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 3, East: I-69, I-45, SH 288</p> <p>The loss of Downtown to East End/East Downtown connectivity at Polk and Runnels also impacts METRO service from the East End to Downtown. Routes 40, 41, 48 will need to find separate routes for eastbound and westbound trips. This will increase complexity, impact reliability for customers, and potentially incur service costs for METRO. Keeping Polk open would mitigate some of these issues and is recommended.</p>	<p>TxDOT closely coordinated with the COH to optimize the local street network in Segment 3, including the cross streets between Downtown and the east side of downtown. This coordination work will necessarily take into consideration the City's executive order on Complete Streets, which in turn promotes safe, accessible and convenient use by motorists, public transit riders, pedestrians, people of all abilities and bicyclists. The proposed project would add a continuous southbound street adjacent to the highway between Commerce St. and Leeland St., which would restore the east-west connectivity of four streets that were previously cut off when the GRB was constructed (Dallas, Lamar, McKinney, and Walker) and would improve access between Downtown and areas to the east (East End and Third Ward). Design constraints related to reconnecting I-45 in the capped area between Lamar St. and Commerce St. to connect with existing I-45 to the south necessitated the closure of the Polk St. over the highways.</p>
43	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 3, East: I-69, I-45, SH 288</p> <p>Proposed Lamar St. at St. Emanuel Intersection is difficult to see on the schematic but seems awkward with difficult geometry. Keeping Polk open (with related ramp changes) would address connectivity issues and eliminate need for this funky design.</p>	<p>TxDOT closely coordinated with the COH to optimize the local street network in Segment 3, including the cross streets between Downtown and the east side of downtown. This coordination work will necessarily take into consideration the City's executive order on Complete Streets, which in turn promotes safe, accessible and convenient use by motorists, public transit riders, pedestrians, people of all abilities and bicyclists. The proposed project would add a continuous southbound street adjacent to the highway between Commerce St. and Leeland St., which would restore the east-west connectivity of four streets that were previously cut off when the GRB was constructed (Dallas, Lamar, McKinney, and Walker) and would improve access between Downtown and areas to the east (East End and Third Ward). Design constraints related to reconnecting I-45 in the capped area between Lamar St. and Commerce St. to connect with existing I-45 to the south necessitated the closure of the Polk St. over the highways. Per coordination with the COH, the Polk St. dedicated bike lane would be rerouted to follow the proposed Hamilton St. and connect to the Columbia Tap Rail-Traffic via Walker St.</p>
44	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 3, East: I-69, I-45, SH 288</p> <p>Connect Leeland to a Leeland/Bell one-way pair as it is currently. This will require redesign of the freeway off-ramp connected to Bell, which seems achievable. If Polk connection is eliminated, TxDOT should identify funds for grade separation of Leeland at the West Belt Subdivision rail lines so that major east-west connection exists without barrier between Eastwood and downtown.</p>	<p>TxDOT closely coordinated with the COH to optimize the local street network in Segment 3, including the cross streets between Downtown and the east side of downtown. Design constraints related to reconnecting I-45 in the capped area between Lamar St. and Commerce St. to connect with existing I-45 to the south necessitated the closure of Polk St. over the highways. Per coordination with the COH, the Polk St. dedicated bike lane would be rerouted to follow the proposed Hamilton St. and connect to the Columbia Tap Rail-Traffic via Walker St.</p> <p>The Polk St. exit from I-69 southbound is constrained structurally and cannot be revised to allow for the one-way pair. This was evaluated in during the design process.</p> <p>The grade separation of Leeland St. at the West Belt Subdivision rail line has been evaluated by GCRD and would impact many adjacent properties. This option was also evaluated during the NHHP design process, with the same conclusion; therefore, it is not included in the NHHP.</p>
45	COALITION ATTACHMENT	<p>Connectivity and Multimodal Consideration, Segment 3, East: I-69, I-45, SH 288</p> <p>Mainain Walker Street crossing between St. Emanuel and Hamilton as an extension of Columbia Tap trail to west side of SB frontage road (instead of as a street crossing) then bring trail south to Polk St. along the back of the convention center.</p>	<p>Per coordination with the COH, the Polk St. dedicated bike lane would be rerouted to follow the proposed Hamilton St. and connect to the Columbia Tap Rail-Traffic via Walker St.</p>

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Comment Number	Source	Comment Topic	Response
46	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, East: 1-69, 1-45, SH 288 Ensure Buffalo Bayou trails can connect to East End/Fifth Ward through detention area and freeway crossings. This is critical connection for the East End and must be excellent.	TxDOT will continue to coordinate with the Buffalo Bayou Partnership during final design regarding accommodating trails to/from Buffalo Bayou.
47	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, East: 1-69, 1-45, SH 288 Consider making more bridges and related traffic control two-way (e.g., Leeland, Commerce). This should be paired with consideration of more two-way streets in downtown. At the proposed box/beam structure behind the GRB, Rusk, Capital, Leeland, and Commerce Street connectivity travel is diminished between downtown and southeast Houston.	TxDOT closely coordinated with the COH to optimize the local street network in Segment 3, including the cross streets between Downtown and the east side of downtown. The proposed project would add a continuous southbound street adjacent to the highway between Commerce St. and Leeland St., which would restore the east-west connectivity of four streets that were previously cut off when the GRB was constructed (Dallas, Lamar, McKinney, and Walker) and would improve access between Downtown and areas to the east (East End and Third Ward). The COH is evaluating the overall local street network including possible conversion of one-way streets to two-way streets.
48	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, East: 1-69, 1-45, SH 288 Southeast Houston is a historically under resourced area and an area that relies on bikes to safely travel throughout the city. Crossings at these points need to be designed with wide sidewalks and high comfort bike lanes complete with physical barriers, green paint, signage, and a continuation of the Bike Plan's programmed projects to build these streets out as dedicated on-street bicycle lanes. In addition, consider sustaining the connection on Polk Street as it connects to the Harrisburg and Columbia Tap trails.	TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHP. TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets. Per coordination with the COH, the Polk St. dedicated bike lane would be rerouted to follow the proposed Hamilton St. and connect to the Columbia Tap Rail-Trail via Walker St.
49	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, North: 1-45, 1-10 This realigned segment of 1-10 and 1-45 has significant impact on existing businesses and could benefit by improving the connectivity in this area, which is already hampered by freight rail lines and the Bayou. Coordinate with the City and UPRR on the potential to realign the freight main along the passenger main to remove existing freight crossings through Downtown.	TxDOT has previously coordinated with HB&T, BNSF, and UPRR railroad representatives, and they desire to maintain their current operations and rail locations. Please note the project will accomplish some nearby grade separations. After coordinating with local stakeholders, TxDOT determined to grade-separate Rothwell Street and Providence Street under the UPRR and HB&T railroads, so that eastbound and westbound traffic between Lenson Drive and Main Street will no longer cross the tracks at-grade.
50	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, North: 1-45, 1-10 Integrate connection to link area north of UPRR on the north side of the post office site to Downtown. This could potentially be incorporated into Downtown Connector, Bagby, Washington Avenue extension design.	TxDOT will continue to coordinate with the COH to optimize the local street network. Modifications to the local network would be City projects.
51	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, North: 1-45, 1-10 Plan for the extension of San Jacinto Street to Fulton including potential grade separation at the UP Passenger Main crossing which is hugely impactful to drivers and transit in this area. This extension could help mitigate the impacts along the north side of Downtown.	TxDOT is coordinating and will continue to coordinate with the City of Houston to accommodate the City's future expansion of San Jacinto Street. Support columns for the elevated 1-10 main and express lanes and 1-45 main lanes will be positioned to accommodate the northward extension of San Jacinto Street. The proposed design would maintain connectivity between Northside and the Central Business District. All of the existing streets connecting the Northside to Downtown would remain and accommodations would be made for a future San Jacinto St. connection. Improvements also include railroad underpasses at McKee St. and Jensen Dr. The proposed design would minimize impacts in the historic warehouse district.

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52	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, North: I-45, I-10 Provide improved version of existing pedestrian and bicycle bridge crossings of freeway east of Elysian and link to a new north-south trail connecting to Near Northside.	The existing crossing would be replaced as part of the NHHP. TxDOT evaluated options for a new bridge, including possibly constructing it under Elysian St., as suggested by others. However, this is not possible because it would not meet vertical clearance requirements with the reconstructed Providence and Rothwell streets. The May 2018 revised schematic shows the proposed location of the pedestrian/bicycle bridge just west of the BNSF rail crossing. This location will provide improved pedestrian connectivity compared to the existing conditions.
53	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, North: I-45, I-10 The schematic drawings do not define street network under the freeway segment of IH-10 north of Downtown. This area is designated "Excess ROW" and has significant potential to transform the warehouse district area. Coordinate with the City and Downtown District on the alignment of roadway network to ensure circulation in this area.	TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHP, including the area noted. Modifications to the local network would be City projects.
54	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, North: I-45, I-10 Consider abandoning Conit Street between McKee and Frontage Road. Space could be abandoned and reallocated to development space. Also evaluate the option to clean up transition from Lyons to McKee to make smoother and more legible. McKee and Hardy streets provide pedestrian bicycle connectivity between Buffalo Bayou and the Northside neighborhood. Ensure bridges across I-10 are designed to incorporate safe and high comfort bike facilities.	Local street connections were studied by TxDOT and their consultants in coordination with the COH. The proposed project design resulted from extensive coordination and public input. TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHP. TxDOT will continue to coordinate with the COH to optimize the local street network. Modifications to the local network would be City projects. TxDOT has agreed to follow the requirements of the COH Bike Plan. There will be a pedestrian/bicycle connection across I-10 at Hardy St. and McKee St.
55	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, North: I-45, I-10 Links to Downtown should support high-quality, fast, reliable connections to major activity centers or the northwest transit center. The loss of the existing downtown connector tied into Franklin, should be re-evaluated to see if it could be better used as part of high capacity transit network or as an alignment for a light rail extension.	The connector cannot be maintained due to conflicts with the reconfigured I-10. The connector would be replaced with a dedicated bus lane along I-10.
56	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, North: I-45, I-10 Coordinate with City, METRO and TCP to explore High Capacity Transit connection to northwest Transit Center and proposed High Speed Rail Terminal. The existing I-10 corridor west of Segment 3 could be planned to include the extension of METRO's purple and green light rail lines. The current North Houston Highway Improvement Project plans do not consider this connectivity, and in fact, would preclude it, since the plans call for the demolition of the HOV ramp.	TxDOT has coordinated with METRO; METRO is evaluating potential options for BRT connections from the Northwest Transit Center and proposed High Speed Rail Terminal to Downtown. TxDOT will continue to coordinate with METRO during detailed design of the NHHP. The existing downtown connector would be relocated approximately 1/4 mile east of the current connector. The proposed project would provide a dedicated bus lane to/from Downtown to replace the operations of the existing downtown connector.
57	COALITION ATTACHMENT	Connectivity and Multimodal Consideration, Segment 3, West: Downtown Connector, Pierce Elevated While the planned project will remove the I-45 main lanes from the west side of downtown, the planned "downtown connectors," their ramps and related surface streets will have significant impacts on Buffalo Bayou, Sam Houston Park, Fourth Ward and Midtown. With the assistance of the Downtown District, community representatives from the surrounding area have achieved consensus on modifications we are asking TxDOT to make to its plans from Buffalo Bayou to Pierce Street during its FEIS phase:	Responses to referenced comments are below.

NHHHP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
58	COALITION ATTACHMENT	Buffalo Bayou and Sam Houston Park Sam Houston Park is Houston's most historic park, and Buffalo Bayou is Houston's greatest natural resource. The project should protect and even benefit both important civic assets.	TxDOT understands that Sam Houston Park and Buffalo Bayou are important resources and has developed the proposed NHHHP in consideration of these constraints. The proposed project would not directly impact the park, and would continue to bridge over Buffalo Bayou. The project would significantly reduce the highway footprint in the area of Sam Houston Park and Buffalo Bayou, creating opportunities for additional open space. The excess TxDOT right-of-way behind Sam Houston Park could be donated to the City.
59	COALITION ATTACHMENT	Buffalo Bayou and Sam Houston Park Configure NB cloverleaf and SB ramps to and from Allen Parkway to allow for a cleaner bridge design over Allen Parkway and Buffalo Bayou.	TxDOT is updating the cloverleaf design to provide a better connection over Allen Parkway to the northbound downtown connector. TxDOT is evaluating the southbound ramp to Allen Parkway to determine if a revised connection would be provided.
60	COALITION ATTACHMENT	Buffalo Bayou and Sam Houston Park The design of both bridges over Buffalo Bayou (elevated connectors and surface street) should minimize bridge piers and be carefully coordinated with design features of the park and bayou.	Bridges over Buffalo Bayou would be designed to minimize piers within the bayou. Additional coordination regarding design features will occur during detailed design.
61	COALITION ATTACHMENT	Buffalo Bayou and Sam Houston Park Our groups are inclined to support a proposal for a "signature bridge" over the park and Buffalo Bayou (pending design details).	TxDOT will consider options for a signature bridge over the park and Buffalo Bayou.
62	COALITION ATTACHMENT	Downtown Connectors South of Buffalo Bayou In many areas, the project is converting overhead freeway lanes to below-grade except here where a freeway underpass is being replaced with an overpass at West Dallas.	TxDOT has revised the design in the area from West Dallas St. to Andrews St. The revision includes placing downtown connectors below-grade, under West Dallas St. and Andrews St.
63	COALITION ATTACHMENT	Downtown Connectors South of Buffalo Bayou With "low profile" bridge structures (thin slabs) and minimal re-grading, current standards can be met and still allow the elevated connectors to pass over Allen Parkway and then go below West Dallas as the I-45 main lanes do today.	TxDOT has revised the design in the area from West Dallas St. to Andrews St. The revision includes placing downtown connectors below-grade, under West Dallas St. and Andrews St.
64	COALITION ATTACHMENT	Downtown Connectors South of Buffalo Bayou Continue the downtown connectors below grade south of Andrews.	TxDOT has revised the design in the area from West Dallas St. to Andrews St. The revision includes placing downtown connectors below-grade, under West Dallas St. and Andrews St.
65	COALITION ATTACHMENT	Downtown Connectors South of Buffalo Bayou Include a direct pedestrian connection and gateway at Andrews Street from downtown to Fourth Ward.	TxDOT is accommodating pedestrian/bicycle access within the project limits between Andrews St. and St. Joseph Parkway, on the west side of the downtown connectors. In addition, an east-west pedestrian/bicycle connection along Andrews St. would be accommodated.
66	COALITION ATTACHMENT	Downtown Connectors South of Buffalo Bayou Shift all roadways within the existing right-of-way to open up more space on the Fourth Ward side for a linear green space and high-comfort trail (see below).	The design was revised to provide space for a shared-use path.
67	COALITION ATTACHMENT	Downtown Connectors South of Buffalo Bayou Include the possibility of a small cap park on the north side of Andrews as part of the Fourth Ward Gateway.	TxDOT has revised the design in the area from West Dallas St. to Andrews St. The revision includes placing downtown connectors below-grade, under West Dallas St. and Andrews St.
68	COALITION ATTACHMENT	Surface Streets Reconnecting with Complete Streets communities that were split apart by the freeway is a critical component of the project scope.	TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHHP. The intersection designs will be further refined during detailed design, in coordination with the COH. Since Segment 3 has not had traditional frontage roads but instead has a typical street network crossing the freeways with typical city blocks that are signalized, the COH design standards will be used for street design.

NHHIP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
69	COALITION ATTACHMENT	<p>Surface Streets Provide direct connections from Walker and McKinney to Houston Avenue (terminate two-way north-south surface street at this direct connection on north side of Bayou).</p>	<p>After further evaluation, it was determined that a connection between Walker St./McKinney St. and Houston Ave. is not feasible due to vertical constraints associated with the downtown connectors.</p>
70	COALITION ATTACHMENT	<p>Surface Streets Eliminate the Walker Street roadway to Allen Parkway that bisects Sam Houston Park.</p>	<p>TxDOT met with the COH and maintaining a Walker St. connection to Allen Parkway was requested. At this time, no change to the project design is proposed. TxDOT is open to discussing this connection further with the COH.</p>
71	COALITION ATTACHMENT	<p>Surface Streets Reduce the two-way surface street north of Allen Parkway by one lane in each direction.</p>	<p>Local street connections were studied by TxDOT and their consultants in coordination with the COH. The proposed project design resulted from extensive coordination and public input. TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHIP. TxDOT will continue to coordinate with the COH to optimize the local street network. Modifications to the local network would be City projects.</p>
72	COALITION ATTACHMENT	<p>Surface Streets Reduce Heiner Street to two lanes (three lanes once the Bagby ramp merges with Heiner Street) to accommodate the green space and high-comfort trail (see below)</p>	<p>In response to requests from stakeholders, TxDOT revised the design to provide additional space for a shared-use path. The path itself will be constructed on this additional space by organizations other than TxDOT. TxDOT will continue to coordinate with stakeholders on the construction of this path.</p>
73	COALITION ATTACHMENT	<p>Surface Streets Extend the NB Pease Street to West Dallas over the depressed downtown connectors to access Allen Parkway.</p>	<p>TxDOT coordinated with COH and it was determined that the requested street connection over the depressed downtown connectors is not necessary because access from Pease St. to Allen Parkway would be provided via the northbound surface street.</p>
74	COALITION ATTACHMENT	<p>Surface Streets As an Option to #5, consider extending the two-way surface street north of Allen Parkway along Heiner Street to St. Joseph Parkway to improve the legibility of the street network.</p>	<p>Local street connections were studied by TxDOT and their consultants in coordination with the COH. The proposed project design resulted from extensive coordination and public input. TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHIP. TxDOT will continue to coordinate with the COH to optimize the local street network. Modifications to the local network would be City projects.</p>
75	COALITION ATTACHMENT	<p>Multi-Modal Trails and Green Space Multi-modal connections between the area's high-density urban populations and Buffalo Bayou is a critical component of the project scope</p>	<p>TxDOT has coordinated and will continue to coordinate with the Buffalo Bayou Partnership to accommodate plans for trails.</p>
76	COALITION ATTACHMENT	<p>Multi-Modal Trails and Green Space Along the west side of the right-of-way from Pierce to Allen Parkway, provide a high-comfort multi-modal trail from Midtown, south downtown and Fourth Ward to Buffalo Bayou.</p>	<p>TxDOT has coordinated and will continue to coordinate with the Buffalo Bayou Partnership to accommodate plans for trails.</p>
77	COALITION ATTACHMENT	<p>Multi-Modal Trails and Green Space It is critical that the at-grade Allen Parkway crossing be designed for pedestrian and cycling safety.</p>	<p>TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHIP. TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets. The intersection designs will be further refined during detailed design, in coordination with the COH.</p>
78	COALITION ATTACHMENT	<p>Multi-Modal Trails and Green Space Provide a safe connection at Andrews Street from this high-comfort trail into the green space between the downtown connectors and then to Pierce Street (and possibly the Pierce Sky Park).</p>	<p>TxDOT is accommodating a trail within the project limits between Andrews St. and St. Joseph Parkway, on the west side of the downtown connectors. In addition, an east-west pedestrian/bicycle connection along Andrews St. would be accommodated. TxDOT continues to consider issues of safety.</p>
79	COALITION ATTACHMENT	<p>Multi-Modal Trails and Green Space Preserve the option for the Pierce Sky Park from Andrews Street to Pierce Street, including a transition to the high-comfort trail accessing Buffalo Bayou.</p>	<p>The existing elevated I-45 roadway along the west and south sides of Downtown would be removed. The portion of I-45 (Pierce Elevated) between Brazos Street and US 59/I-69 could be left in place for future use and redevelopment. TxDOT will coordinate with COH regarding disposition of that portion of the Pierce Elevated.</p>

NHHIP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
80	COALITION ATTACHMENT	Multi-Modal Trails and Green Space Include gateways to Fourth Ward/Freedmen's Town at Andrews Street and West Dallas Street.	TXDOT would coordinate during detailed design to accommodate gateways proposed and funded by local entities.
81	COALITION ATTACHMENT	Other Comments Review need/potential to maintain IH-10 HOV Connector near Amtrak Station coordinating with Metro's upcoming planning to address express transit connectivity from downtown to NW transit center. Maintenance as a transit only facility could have significant value. If the existing IH-10 Connector is removed as currently proposed, Washington Avenue should be connected to the Post Office site. Ideally the connector could be maintained and designed to allow the Washington Avenue connection, and incorporate a transit stop to serve post office redevelopment.	The connector cannot be maintained due to conflicts with the reconfigured I-10. The connector would be replaced with a dedicated bus lane along I-10, Washington Ave. is a city street and it is the City of Houston's responsibility to evaluate connecting it to the post office site.
82	COALITION ATTACHMENT	Other Comments Coordinate with the City of Houston, and adjoining communities and management districts on the opportunity to along the Pierce Elevated between Downtown and Midtown to ensure the preservation of multimodal opportunities to connect East Downtown, to Buffalo Bayou Park.	The portion of the Pierce Elevated between Brazos St. and I-69 is no longer needed by TXDOT for a transportation use and could be redeveloped by others to include open space and multimodal connections. TXDOT will coordinate with COH regarding disposition of that portion of the Pierce Elevated.
83	COALITION ATTACHMENT	Design This project represents a once in a lifetime opportunity, and the details which impact how people safely get around need to be fully thought out. This requires careful planning and a greater level of detail than has been provided by the current schematics. Focus on well thought out design of safe intersections, sidewalks and bikeways, transit stops, frontage roads, and connections have the potential to greatly enhance mobility options. Failure to do so would be a huge detriment to the project. Elements like wide outside lanes for bicyclists, which are likely to be eliminated as guidance from the new AASHTO bikeway design guide, should not be included in this project. The design needs to be forward looking and incorporate best practices for safe multimodal streets. Transit, including how the NHHIP can be designed to support faster transit trips between major activity centers and destinations, should be much more prominently considered in the plan. This should include rail expansion opportunities as well as the potential for an optimized express bus network.	The schematic design has established the proposed ROW footprint to accommodate the multimodal functions of the I-45 corridor, including vehicular, bicycle, and pedestrian travel. Specific details of the design, such as bicycle/pedestrian treatments and signalization at intersections, will be further developed during detailed design with consideration for all modes of travel. The proposed Max lanes would provide 2-way, 24x7 operation. The Max lanes would have a flexible footprint for HOV, bus and rubber-tired high-capacity transit (e.g., Bus Rapid Transit [BRT]). TXDOT has been working with METRO to accommodate light rail within the NHHIP corridor. Since Segment 3 has not had traditional frontage roads but instead has a typical street network crossing the freeways with typical city blocks that are signalized, the COH design standards will be used for street design. With respect to Segment 2, the intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan. Another matter, TXDOT acknowledges that the segment does not have concentrated retail development as is typical for frontage roads in the Houston area. Accordingly, TXDOT agrees with the Coalition that it should reexamine the number of frontage road lanes, and consider reducing the frontage road lanes by one in each direction. This change could be made only if it is consistent with the regional transportation plan and the plan is confirmed to be consistent with air quality attainment standards. Those changes have not yet occurred, and so likely any change must wait for after approval of the Record of Decision for the currently-proposed project. Segment 1 is an area that has heavy retail/commercial uses; driveways are frequent and signalized intersections are widely spaced. The frontage roads do not function as local streets but instead function as a transition from a high-speed freeway to arterials and local streets. For these reasons, low speed local street design standards cannot be used and we must follow the design standards of frontage roads. The intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan.

NHHP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
84	COALITION ATTACHMENT	<p>Design Ensure bridge widths throughout the project include sufficient space for quality sidewalks and high comfort bikeways as called for in City of Houston standards and guidelines, and not be designed to match existing cross-section or old standards. Ensure all bridges across the freeway and street crossings under the freeway provide for a minimum 6' unobstructed sidewalks. Where appropriate wider sidewalks should be provided since there is limited buffer between the vehicular lanes and the pedestrian.</p>	<p>Since Segment 3 has not had traditional frontage roads but instead has a typical street network crossing the freeways with typical city blocks that are signalized, the COH design standards will be used for street design. With respect to Segment 2, the intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan. Another matter, TxDOT acknowledges that the segment does not have concentrated retail development as is typical for frontage roads in the Houston area. Accordingly, TxDOT agrees with the Coalition that it should reexamine the number of frontage road lanes, and consider reducing the frontage road lanes by one in each direction. This change could be made only if it is consistent with the regional transportation plan and the plan is confirmed to be consistent with air quality attainment standards. Those changes have not yet occurred, and so likely any change must wait for after approval of the Record of Decision for the currently-proposed project. Segment 1 is an area that has heavy retail/commercial uses; driveways are frequent and signalized intersections are widely spaced. The frontage roads do not function as local streets but instead function as a transition from a high-speed freeway to arterials and local streets. For these reasons, low speed local street design standards cannot be used and we must follow the design standards of frontage roads. The intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan.</p>
85	COALITION ATTACHMENT	<p>Design All lanes on city streets and frontage roads should comply with City of Houston's 11' lane standards and encourage appropriate travel speeds and safe travel. Having different lane width for different roads create inconsistent driver experience. 12' lanes are freeway lane standards and not local streets. They encourage excessive speeds through urban area where higher speeds are out of context and unsafe. It is also recommended that the local street network and the frontage road be designed with target/design speed not to exceed 30 mph, especially in the urban areas.</p>	<p>Since Segment 3 has not had traditional frontage roads but instead has a typical street network crossing the freeways with typical city blocks that are signalized, the COH design standards will be used for street design. With respect to Segment 2, the intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan. Another matter, TxDOT acknowledges that the segment does not have concentrated retail development as is typical for frontage roads in the Houston area. Accordingly, TxDOT agrees with the Coalition that it should reexamine the number of frontage road lanes, and consider reducing the frontage road lanes by one in each direction. This change could be made only if it is consistent with the regional transportation plan and the plan is confirmed to be consistent with air quality attainment standards. Those changes have not yet occurred, and so likely any change must wait for after approval of the Record of Decision for the currently-proposed project. Segment 1 is an area that has heavy retail/commercial uses; driveways are frequent and signalized intersections are widely spaced. The frontage roads do not function as local streets but instead function as a transition from a high-speed freeway to arterials and local streets. For these reasons, low speed local street design standards cannot be used and we must follow the design standards of frontage roads. The intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan.</p>
86	COALITION ATTACHMENT	<p>Design Define which intersections are proposed with traffic signals and all-way stop control. It is impossible to truly assess whether the design supports safe walkability, bikeability, and transit use without this information. Traffic control recommendations should be developed with multimodal safety and connections in mind.</p>	<p>Intersection signalization will be determined during detailed design.</p>
87	COALITION ATTACHMENT	<p>Design Entire design should be reviewed to ensure optimized bus stop locations have been considered. Stops (and access to stops) must be designed to ADA and METRO standards with room for shelters to support high quality transit experience.</p>	<p>TxDOT will coordinate with METRO during detailed design and construction to optimize transit accessibility and minimize disruptions to transit service. Bus stops and access to bus stops would meet ADA and METRO standards.</p>

NHHIP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
88	COALITION ATTACHMENT	<p>Design</p> <p>Of the bicycle features proposed, a clear design criterion with the safety of bicyclists in mind is not apparent. The City of Houston has committed to building only high comfort bicycle lanes and facilities through the recently adopted Bike Plan. A high comfort bicycle lane minimizes people's interaction with high volume, high speed traffic, and requires more separation and protection as these traffic characteristics increase. Design standards for bicyclists and pedestrians need to be set to reflect the Houston Bike Plan's high comfort commitment.</p>	<p>Since Segment 3 has not had traditional frontage roads but instead has a typical street network crossing the freeways with typical city blocks that are signalized, the COH design standards will be used for street design.</p> <p>With respect to Segment 2, the intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan. Another matter, TxDOT acknowledges that the segment does not have concentrated retail development as is typical for frontage roads in the Houston area. Accordingly, TxDOT agrees with the Coalition that it should reexamine the number of frontage road lanes, and consider reducing the frontage road lanes by one in each direction. This change could be made only if it is consistent with the regional transportation plan and the plan is confirmed to be consistent with air quality attainment standards. Those changes have not yet occurred, and so likely any change must wait for after approval of the Record of Decision for the currently-proposed project.</p> <p>Segment 1 is an area that has heavy retail/commercial uses; driveways are frequent and signalized intersections are widely spaced. The frontage roads do not function as local streets but instead function as a transition from a high-speed freeway to arterials and local streets. For these reasons, low speed local street design standards cannot be used and we must follow the design standards of frontage roads. The intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan.</p> <p>TxDOT continues to consider issues of safety.</p>
89	COALITION ATTACHMENT	<p>Design</p> <p>Design bikeways for people of All Ages and Abilities in line with the high-comfort bikeway guidelines set out in Houston Bike Plan. Protected bikeways or side paths set behind the curb should be designed for all bike connections. Bike lanes should be 6' wide minimum, 14' wide outside lanes designed as shared bicycle facilities are unacceptable and should not be included in this project. Intersections should be designed for safe crossing to accommodate bikeways and sidewalks.</p>	<p>Since Segment 3 has not had traditional frontage roads but instead has a typical street network crossing the freeways with typical city blocks that are signalized, the COH design standards will be used for street design.</p> <p>With respect to Segment 2, the intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan. Another matter, TxDOT acknowledges that the segment does not have concentrated retail development as is typical for frontage roads in the Houston area. Accordingly, TxDOT agrees with the Coalition that it should reexamine the number of frontage road lanes, and consider reducing the frontage road lanes by one in each direction. This change could be made only if it is consistent with the regional transportation plan and the plan is confirmed to be consistent with air quality attainment standards. Those changes have not yet occurred, and so likely any change must wait for after approval of the Record of Decision for the currently-proposed project.</p> <p>Segment 1 is an area that has heavy retail/commercial uses; driveways are frequent and signalized intersections are widely spaced. The frontage roads do not function as local streets but instead function as a transition from a high-speed freeway to arterials and local streets. For these reasons, low speed local street design standards cannot be used and we must follow the design standards of frontage roads. The intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan.</p>

NHHIP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
90	COALITION ATTACHMENT	<p>Design Along frontage roads, the bikeways constructed in this project need to sustain a high level of comfort for both motorists and cyclists to create a clear and safe space for both parties to travel with no room for misinterpretation.</p>	<p>Since Segment 3 has not had traditional frontage roads but instead has a typical street network crossing the freeways with typical city blocks that are signalized, the COH design standards will be used for street design. With respect to Segment 2, the intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan. Another matter, TxDOT acknowledges that the segment does not have concentrated retail development as is typical for frontage roads in the Houston area. Accordingly, TxDOT agrees with the Coalition that it should reexamine the number of frontage road lanes, and consider reducing the frontage road lanes by one in each direction. This change could be made only if it is consistent with the regional transportation plan and the plan is confirmed to be consistent with air quality attainment standards. Those changes have not yet occurred, and so likely any change must wait for after approval of the Record of Decision for the currently-proposed project. Segment 1 is an area that has heavy retail/commercial uses; driveways are frequent and signalized intersections are widely spaced. The frontage roads do not function as local streets but instead function as a transition from a high-speed freeway to arterials and local streets. For these reasons, low speed local street design standards cannot be used and we must follow the design standards of frontage roads. The intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan.</p>
91	COALITION ATTACHMENT	<p>Design The proposed bicycle lanes along the outside of the frontage roads do not provide adequate protection for cyclists and create more opportunity for bicycle/motorist collisions. Instead, it is recommended any bikeway associated with these roadways be completely separated from vehicular traffic, be positioned behind the outermost curb, be at least 6 feet wide and separated from pedestrian traffic.</p>	<p>Since Segment 3 has not had traditional frontage roads but instead has a typical street network crossing the freeways with typical city blocks that are signalized, the COH design standards will be used for street design. With respect to Segment 2, the intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan. Another matter, TxDOT acknowledges that the segment does not have concentrated retail development as is typical for frontage roads in the Houston area. Accordingly, TxDOT agrees with the Coalition that it should reexamine the number of frontage road lanes, and consider reducing the frontage road lanes by one in each direction. This change could be made only if it is consistent with the regional transportation plan and the plan is confirmed to be consistent with air quality attainment standards. Those changes have not yet occurred, and so likely any change must wait for after approval of the Record of Decision for the currently-proposed project. Segment 1 is an area that has heavy retail/commercial uses; driveways are frequent and signalized intersections are widely spaced. The frontage roads do not function as local streets but instead function as a transition from a high-speed freeway to arterials and local streets. For these reasons, low speed local street design standards cannot be used and we must follow the design standards of frontage roads. The intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan.</p>
92	COALITION ATTACHMENT	<p>Design An intersection is the most likely place for a vehicle-bicycle collision. A protected intersection (or Dutch Junction) for bicyclists and pedestrians is recommended and makes travel considerably safer for all parties. This design includes small islands as buffers from right-turning motorists. Green paint is then used to direct the cyclist from one protected lane to the next in a circular fashion moving counter-clockwise. College Station, TX has already completed a similar design and the protected intersection in the Energy Corridor in Houston is planned to be implemented in the fall. It is recommended that TxDOT use such safer intersection design treatments and consider design guidance from NACTO in the design of intersections.</p>	<p>TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHIP. TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets. The intersection designs will be further refined during detailed design, in coordination with the COH.</p>

NHHIP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
93	COALITION ATTACHMENT	<p>Design Multiple streets have been shown with sweeping, large radius turns. Several of these match the existing roadway curb lines which may have been designed at a different time for different uses. This project should take the opportunity to minimize these issues, especially in areas where large numbers of people walking can be expected around Downtown and Buffalo Bayou. Sweeping right turns, not limited to Sabine Street and the IH-69 exit to Main Street, need to be avoided. This design makes it difficult for both the motorist and the cyclist to anticipate a potential collision.</p>	<p>TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHIP. TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets. The intersection designs will be further refined during detailed design, in coordination with the COH.</p>
94	COALITION ATTACHMENT	<p>Design It is not clear if local street network and intersections have been analyzed in any way. Given the impact of the project on adjoining communities and the City, coordinate with the City and included this analysis in the plan and FEIS analysis. If not, it is a serious oversight to understand the proposed plan impacts.</p>	<p>Local street connections were studied by TxDOT and their consultants in coordination with the COH. The proposed project design resulted from extensive coordination and public input. TxDOT is coordinating with COH regarding specific design of the city street network adjacent to and crossing the NHHIP. TxDOT will continue to coordinate with the COH to optimize the local street network. Modifications to the local network would be City projects.</p>
95	COALITION ATTACHMENT	<p>Design In general, creating excess unproductive space should be avoided in street design (e.g., small triangles of isolated land) unless there is clear plan to address the use of the space (e.g. public art projects).</p>	<p>Comment noted</p>
96	COALITION ATTACHMENT	<p>Design Consider all detention areas and how to make these attractive and usable green spaces.</p>	<p>Other proposed detention areas are being evaluated as potential open spaces. The project will be developed under TxDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. A detailed landscaping plan will be developed as part of the final design process. TxDOT will coordinate with local groups and agencies to accommodate enhancements to standard landscaping and recreation use of open space in and around storm water detention areas, where feasible. The detention areas will not be parks.</p>
97	COALITION ATTACHMENT	<p>Design The City of Houston has adopted a Complete Streets policy to ensure streets are constructed for all users of the system. The City's Infrastructure Design Manual also requires streets should be built using a Context Sensitive Design guidelines as those recommended in the ITE - Design Walkable Urban Thoroughfares: A Context Sensitive Approach and NACTD - Urban Street Design Guide, and others. Since the project location is within the dense urban core of the Houston, especially Segments 1 and 2 any future engineering design should meet these guidelines. Segment 3 should be designed to General Urban context guidelines.</p>	<p>Since Segment 3 has not had traditional frontage roads but instead has a typical street network crossing the freeways with typical city blocks that are signalized, the COH design standards will be used for street design. With respect to Segment 2, the intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan. Another matter, TxDOT acknowledges that the segment does not have concentrated retail development as is typical for frontage roads in the Houston area. Accordingly, TxDOT agrees with the Coalition that it should reexamine the number of frontage road lanes, and consider reducing the frontage road lanes by one in each direction. This change could be made only if it is consistent with the regional transportation plan and the plan is confirmed to be consistent with air quality attainment standards. Those changes have not yet occurred, and so likely any change must wait for after approval of the Record of Decision for the currently-proposed project. Segment 1 is an area that has heavy retail/commercial uses; driveways are frequent and signalized intersections are widely spaced. The frontage roads do not function as local streets but instead function as a transition from a high-speed freeway to arterials and local streets. For these reasons, low speed local street design standards cannot be used and we must follow the design standards of frontage roads. The intersections will be pedestrian-friendly and include bicycle design elements as per the COH Bike Plan.</p>
98	COALITION ATTACHMENT	<p>Design While the freeways are designed to FHWA and AASHTO design guidelines; all frontage roads, adjoining local streets and intersection should be designed consistent with the City's Context Sensitive design guidelines.</p>	<p>TxDOT is coordinating with COH regarding the specific design of the city street network adjacent to and crossing NHHIP. This coordination work will necessarily take into consideration the City's executive order on Complete Streets, which promotes safe, accessible and convenient use by motorists, public transit riders, pedestrians, people of all abilities and bicyclists. We note that the policy states that not all streets are identical, and that the policy should take into consideration the function of the road. TxDOT will continue to work with the City and its executive order, but the solutions to promote multiple modes of transportation will be different for different contexts.</p>

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Comment Number	Source	Comment Topic	Response
99	COALITION ATTACHMENT	<p>Design</p> <p>It is important to ensure that all freeway overpasses are designed with lighting to ensure safety of all user of the roadway. Coordinate with the City, adjacent community, and management entities for identify opportunity for pedestrian improvements under the freeway.</p>	<p>Many of the elements that impact on landscape and aesthetic design overlap into all parts of the final design process. Typically these areas include:</p> <ul style="list-style-type: none"> •bridge design •lighting design •roadway design •hydraulics •environmental mitigation <p>TRDOT plans to coordinate with outside groups and organizations to seek input during detailed design.</p> <p>The intersection was evaluated and it was decided to maintain the existing configurations of the I-45 intersections with Airline Dr. and Victoria Dr.</p>
100	COALITION ATTACHMENT	<p>Design, Segment 1</p> <p>Evaluate how the Airline, Victoria Drive and Northbound I-45 intersection would operate safely and legibly to people traveling through any mode of travel. Existing configuration should be improved to ensure safety for all users of the roadway.</p>	<p>Werner St. is proposed to connect to Tidwell St. on the south side to maintain the access that exists today. The existing connection to Tidwell St. on the north side would be removed, but access would still be provided to Tidwell St. via the southbound frontage road. East of I-45, Werner St. would terminate at a cul-de-sac, but the frontage road would still be able to be accessed from Wilcher Ln.</p>
101	COALITION ATTACHMENT	<p>Design, Segment 1</p> <p>Clarify plan for Werner Street in northeast corner of Tidwell intersection with I-45.</p>	<p>TRDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHIP.</p> <p>TRDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets, including 11-foot-wide lanes and designated bike lanes on cross-streets. The intersection designs will be further refined during detailed design, in coordination with the COH.</p>
102	COALITION ATTACHMENT	<p>Design, Segment 1</p> <p>All intersection should also be designed with special care for safe, comfortable crossings for pedestrians. Most arterials crossing I-45 are on METRO's bus network, have significant nearby boardings and will require safe crossings to serve stops for people traveling in both directions. Additionally, development adjacent to I-45 should be safely accessible for people walking. In particular, the intersection of Shepherd and I-45 is directly adjacent to the N. Shepherd Park & Ride. This intersection should be assessed to ensure that it is safely traversable by people walking.</p>	<p>Bus stops and access to bus stops would meet ADA and METRO standards.</p> <p>METRO has implemented the initial phase of their transit plan in the corridor, including construction of the Red Line to Northline Mall. TRDOT has been working with and will continue to coordinate with METRO to accommodate a planned extension of the Red Line within the NHHIP corridor.</p>
103	COALITION ATTACHMENT	<p>Design, Segment 1</p> <p>N. Shepherd Transit Center would be logical extension for METRO Red Line. We encourage consideration of how that connection could be made and to consider that in design so as to not preclude options. For example, consider making West Little York and Parker crossing spans wide enough as these would be potential point for light rail to cross I-45 to reach N. Shepherd.</p>	<p>TRDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHIP.</p> <p>TRDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets. The intersection designs will be further refined during detailed design, in coordination with the COH. Safety of pedestrians and bicycles will be a primary consideration.</p>
104	COALITION ATTACHMENT	<p>Design, Segment 1</p> <p>Most intersections in Segment 1 are proposed with suburban intersection design considerations. This segment falls within an urban area and all intersections should be designed to improve pedestrian and bicycle accessibility. To this end, an intersection design that incorporates a free flow right turn lane with a pedestrian island creates an unsafe environment for pedestrians since many drivers do not yield to pedestrians at such intersections. Additionally, several intersections have dedicated right turn lanes. Ensure the traffic counts warrant dedicated right turns. 5-6 lane/multi-lane frontage roads are daunting for pedestrians to cross. Coordinate with City of Houston on all intersection designs.</p>	<p>TRDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHIP.</p> <p>TRDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets. The intersection designs will be further refined during detailed design, in coordination with the COH. Safety of pedestrians and bicycles will be a primary consideration.</p>

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Comment Number	Source	Comment Topic	Response
105	COALITION ATTACHMENT	Design, Segment 1 Ensure adequate clearance across Halls Bayou to allow for adequate natural drainage conveyance, and a pedestrian and bicycle trail along the bayou.	TxDOT has performed a preliminary drainage study and further studies are currently underway. Elevating the frontage roads at Halls Bayou to accommodate a trail below is not feasible because it would require additional ROW and would impact access to adjacent properties. TxDOT will coordinate with COH during detailed design to accommodate an alternate route across I-45 in this area for bicycle and pedestrian use.
106	COALITION ATTACHMENT	Design, Segment 1 Provide dedicated left turn lane at the proposed Blue Bell Interchange.	A grade separated intersection will be constructed within existing TxDOT ROW to allow for connection of the east and west sides of Blue Bell Road under the main lanes of I-45. The addition of a dedicated left-turn lane would require acquisition of additional ROW.
107	COALITION ATTACHMENT	Design, Segment 1 Justify the need for 5-lane frontage road for portion I-45 between West Road Blue Bell Road, a minor collector street.	The 5-lane frontage road is needed to accommodate both thru traffic on the frontage road and exiting traffic destined to SH 249.
108	COALITION ATTACHMENT	Design, Segment 2 The proposed extension of frontage roads under IH-610 at I-45 interchange are beneficial. These roadways and intersections should be designed to also allow safe pedestrian and bicycle crossings as there is not another crossing for approximately ½ mile in either direction. The large radius turn lanes are not typically supportive of safe, comfortable crossings at these locations.	TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHIP. TxDOT is working with the COH to incorporate the COH bike plan and desired bicycle/pedestrian accommodations on city streets. The intersection designs will be further refined during detailed design, in coordination with the COH.
109	COALITION ATTACHMENT	Design, Segment 2 Entire design should be reviewed to ensure optimized bus stop locations have been considered and stops (and access to stops) would be designed to ADA and METRO standards to support high quality transit experience. For Segment 2, this is most critical for the Cavalcade St. bridge crossing and the operation of the existing 44 Acres Homes which travels on a section of Main St and Houston Avenue impacted by the NHHIP project	TxDOT will coordinate with METRO during detailed design and construction to optimize transit accessibility and minimize disruptions to transit service. Bus stops and access to bus stops would meet ADA and METRO standards.
110	COALITION ATTACHMENT	Design, Segment 2 Justify the need for proposed multi-lane frontage road along northbound I-45 between Quitman and N. Main. A single lane north of Quitman is expanded to 4 lanes at N. Main Street creating significant impact on adjacent properties. Additionally, this creates a design that encourages high speed adjacent to the proposed park deck.	The segment between Quitman St. and North St. is a series of ramps handling multiple traffic movements to and from the highway, with no driveway access. This segment is constrained by a historic property. From North St. to N. Main St., it becomes a frontage road with a sidewalk. The four lanes are needed to handle projected traffic volumes.
111	COALITION ATTACHMENT	Design, Segment 2 Add safe pedestrian crossings, and bike lanes, to cross, and continue east, on Cavalcade (has existing bike lanes), Patton, and Cottage St.-Searle Dr. These are to have access to the red line train stops at Cavalcade and Moody Park, as well as shops, the MD Anderson YMCA, the new park (see below), and neighbors	TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHIP. TxDOT is working with the COH to incorporate the COH bike plan and desired bicycle/pedestrian accommodations on city streets. The intersection designs will be further refined during detailed design, in coordination with the COH.
112	COALITION ATTACHMENT	Design, Segment 2 Add shade trees along sidewalks and bike lanes on Cavalcade, Patton, and Cottage St – Searle Dr.	The design of the Cottage Street crossing includes accommodations for bicycles and pedestrians. The U-Turns at Cottage Street will be removed from the schematic.
113	COALITION ATTACHMENT	Design, Segment 2 Ensure a location to post a Welcome to Brook Smith/Montie Beach sign at the I-45 and N. Main intersection	The project will be developed under TxDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. A detailed landscaping plan will be developed as part of the final design process. TxDOT is coordinating with local groups and agencies to accommodate enhancements to standard landscaping.

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Comment Number	Source	Comment Topic	Response
114	COALITION ATTACHMENT	Design, Segment 2 Ensure the design maintains safe multi-modal accessibility across the I-45 and I-610 interchange.	TXDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHIP. TXDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets. The intersection designs will be further refined during detailed design, in coordination with the COH.
115	COALITION ATTACHMENT	Design, Segment 2 Reconfigure the design of the local network to the new frontage road along I-610 and I-45 on the northeast side of the interchange. Create two-way T-Intersection instead of the proposed one-way connection to Reid Road. Evaluate the option to extend Melbourne Street to I-45 northbound frontage road	TXDOT has revised the schematic to reflect converting the previous one-way frontage road between Reid Rd and Melbourne St. TXDOT will work with the COH to develop an intersection to the Melbourne St and the two-way street to the proposed NB frontage road.
116	COALITION ATTACHMENT	Design, Segment 3, South: US 59/I-69 Ensure Wheeler Bridge is designed to accommodate University Corridor LRT, 4-lanes vehicular and pedestrian accommodations. Current proposal does not take into account the proposed high capacity transit along Wheeler Street.	TXDOT has coordinated and continues to coordinate with the COH and METRO regarding the improved Wheeler Transit Center proposed to be on the cap.
117	COALITION ATTACHMENT	Design, Segment 3, South: US 59/I-69 Consider widening Alameda bridge to allow simple buffer buildings (See example of I-670 in Columbus, OH). This would reduce view of freeway and make a more seamless commercial corridor experience on this important roadway.	TXDOT is coordinating with the COH regarding cap opportunities along this segment of I-45.
118	COALITION ATTACHMENT	Design, Segment 3, South: US 59/I-69 Justify why Caroline Street warrant 4-lanes with dedicated left turn lane at Wheeler Street. Maintain the current 4-lane configuration with wide median across I-69 to maintain the existing character of Caroline Street.	Caroline St. is not being widened. TXDOT is coordinating with the COH regarding the need for a left turn lane at this location.
119	COALITION ATTACHMENT	Design, Segment 3, South: US 59/I-69 Area south of Baldwin Park should be redesigned to more of a neighborhood context without sweeping high speed curves in streets. For example, Francis Street could be designed as a T-Intersection with Chenevert. This would allow block between Chenevert, Francis, Jackson and Stewart to be reassembled at full city block. This could be used for green space or redevelopment opportunities given the impact of the proposed project.	Local street connections were studied by TXDOT and their consultants in coordination with the COH. The proposed project design resulted from extensive coordination and public input. TXDOT is coordinating with COH regarding specific design of the city street network adjacent to and crossing the NHHIP. TXDOT will continue to coordinate with the COH to optimize the local street network. Modifications to the local network would be City projects.
120	COALITION ATTACHMENT	Design, Segment 3, South: US 59/I-69 Proposed access from Chenevert to the extension of Hamilton Street can be designed as a 2 lane local street and limit impacts on adjacent properties and would be a context sensitive design solution.	Local street connections were studied by TXDOT and their consultants in coordination with the COH. The proposed project design resulted from extensive coordination and public input. TXDOT is coordinating with COH regarding specific design of the city street network adjacent to and crossing the NHHIP. TXDOT will continue to coordinate with the COH to optimize the local street network. Modifications to the local network would be City projects.
121	COALITION ATTACHMENT	Design, Segment 3, South: US 59/I-69 Where frontage roads are proposed, such as between Midtown and Museum Park or between Downtown and the East End, it would be helpful to know which intersections would be proposed for signalization or all-way stop control. This will greatly impact people's ability to safely cross at these locations, especially those walking or biking. It would likely be beneficial if all of these are considered for either a signal or all-way stop control.	Intersection signalization will be determined during detailed design.
122	COALITION ATTACHMENT	Design, Segment 3, South: US 59/I-69 Ensure Wheeler Transit Center can function effectively for all users with this project. Current Schematic does not show exit point for Transit Center driveway. This project presents opportunity to rethink operations.	TXDOT has coordinated and continues to coordinate with the COH and METRO regarding the improved Wheeler Transit Center proposed to be on the cap.

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Comment Number	Source	Comment Topic	Response
123	COALITION ATTACHMENT	<p>Design, Segment 3, South: US 59/1-69</p> <p>The design of the street network near Wheeler Transit Center should be optimized to maximize TOD opportunity. Main goal would be to minimize train/roadway conflicts (e.g., train does not cross streets in the middle of intersections) while maximizing transit operations and TOD potential. Design should be developed to accommodate future two-way express bus service on I-69/US 59 with particular focus on Spur 527. Direct or expedited HOV connections to Wheeler TC should also be explored</p>	<p>TxDOT has coordinated and continues to coordinate with the COH and METRO regarding the improved Wheeler Transit Center proposed to be on the cap.</p> <p>I-69 south of and including Spur 527 is being evaluated by TxDOT in a separate study.</p>
124	COALITION ATTACHMENT	<p>Design, Segment 3, East: I-69, I-45, SH 288</p> <p>Tuam Street is a local street and does not warrant a 4 lane redesign as 2 lanes with left turn lane and dedicated bike lanes.</p>	<p>TxDOT will continue to coordinate with the COH regarding City streets. Based on discussions with the COH, Tuam St. bridge will be reduced to match the number of lanes on the existing City street.</p>
125	COALITION ATTACHMENT	<p>Design, Segment 3, East: I-69, I-45, SH 288</p> <p>Re-evaluate the need for 5 lanes on McGowen Street. Two lanes with dedicated left turn lane and bike lanes may be adequate based on the existing and projected capacity.</p>	<p>Local street connections were studied by TxDOT and their consultants in coordination with the COH. The proposed project design resulted from extensive coordination and public input. TxDOT is coordinating with COH regarding specific design of the city street network adjacent to and crossing the NHHIP. TxDOT will continue to coordinate with the COH to optimize the local street network.</p>
126	COALITION ATTACHMENT	<p>Design, Segment 3, East: I-69, I-45, SH 288</p> <p>Rewrite the design of Hamilton and McGowen Street to remove free flowing right turn lane.</p>	<p>TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHIP. TxDOT is working with the COH to incorporate the COH bike Plan and desired bicycle/pedestrian accommodations on city streets. The intersection designs will be further refined during detailed design, in coordination with the COH. Radius turns will be further evaluated and reduced where appropriate.</p>
127	COALITION ATTACHMENT	<p>Design, Segment 3, East: I-69, I-45, SH 288</p> <p>Propose Chartres Street at McGowen Street should be redesigned to limit ROW taking from the new residential development in Third Ward.</p>	<p>In response to public comment, TxDOT has revised the schematic to reflect reconstruction of the frontage road cross section to match existing conditions. No additional ROW will be taken from the residential development located south of McGowen Street.</p>
128	COALITION ATTACHMENT	<p>Design, Segment 3, East: I-69, I-45, SH 288</p> <p>Redesign Webster Street and Hamilton Street intersection as a T-Intersection to improve pedestrian accessibility along Hamilton.</p>	<p>Local street connections were studied by TxDOT and their consultants in coordination with the COH. The proposed project design resulted from extensive coordination and public input. TxDOT is coordinating with COH regarding specific design of the city street network adjacent to and crossing the NHHIP. TxDOT will continue to coordinate with the COH to optimize the local street network. Modifications to the local network would be City projects.</p>
129	COALITION ATTACHMENT	<p>Design, Segment 3, East: I-69, I-45, SH 288</p> <p>Light new bridges along I-69 in a manner similar to those in Montrose along I-69.</p>	<p>TxDOT is working with the COH to incorporate the COH bike Plan and desired bicycle/pedestrian accommodations on city streets. The intersection designs will be further refined during detailed design, in coordination with the COH.</p>
130	COALITION ATTACHMENT	<p>Design, Segment 3, East: I-69, I-45, SH 288</p> <p>The project appears to take out HPD's South Central command station. How is this impact being mitigated and have alternate location been identified to relocate the facility in the area?</p>	<p>Safety lighting would be provided as part of the project. Aesthetic lighting could be provided under agreements with local entities.</p> <p>TxDOT has revised the schematic by modifying the exit ramp to Gray Street from US 59/I-69 North in order to avoid direct impacts to the HPD South Central police station building. Some of the parking area at the police station will be removed in order to meet right of way requirements.</p> <p>TxDOT continues to prepare its analyses on community impacts. TxDOT may conclude the police station may be impacted and steps should be taken to mitigate the impact. A draft of TxDOT's final analyses on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office.</p>

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Comment Number	Source	Comment Topic	Response
131	COALITION ATTACHMENT	Design, Segment 3, East: I-69, I-45, SH 288 Include bike lanes and wide sidewalks on Elgin, Tuam and McGowen bridges. Light new bridges in a manner similar to those in Montrose along I-69.	TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHP. TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets. The intersection designs will be further refined during detailed design, in coordination with the COH. Safety lighting would be provided as part of the project. Aesthetic lighting could be provided under agreements with local entities.
132	COALITION ATTACHMENT	Design, Segment 3, East: I-69, I-45, SH 288 Southbound Hamilton at McGowen and northbound Chartres at Elgin should be designed without sweeping right turn lane	TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHP. TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets. Intersection designs will be further refined during detailed design to ensure safe crossings are provided for pedestrians and bicyclists. Radius turns will be further evaluated and reduced where appropriate.
133	COALITION ATTACHMENT	Design, Segment 3, East: I-69, I-45, SH 288 When reconstructing Green/Purple crossing of I-69/I-45 trench between East End and downtown, design larger radii turns to support faster train operation speeds. Improve signal operations for rail crossing at St. Emanuel and design Hamilton crossing to work effectively. Coordinate with the City of Houston and METRO and potential for dedicated transit lanes on Capital and Rusk as well as rail connection through proposed cap park.	TxDOT coordinated with METRO regarding the construction phasing of this line, and METRO did not propose any changes to the existing configuration of the lines.
134	COALITION ATTACHMENT	Design, Segment 3, East: I-69, I-45, SH 288 Ensure potential bottle necks are evaluated in the design process o Could I-45 to I-69N to I-10 ramp be separated to eliminate some of the likely weaving through that section? I-45 N to I-69 N connection could occur in vicinity of Runnets. This has potential to reduce weaving through that area overall. o I-69 S south of merges seven southbound lanes (2 from Hamilton/Webster, 4 from I-69 S main lanes, 1 from I-45N) in 6 lanes, which drop to 4 lanes once two lanes are peeled off to local streets on south end of midtown. This seems like it will end up as a major bottle neck similar to existing I-69 NB at the Spur. Don't really have a solution but seems like it will be challenge at day one of opening.	Traffic modeling and analysis conducted for this project indicates that the proposed design/configuration is the best solution for achieving the project's mobility goals
135	COALITION ATTACHMENT	Design, Segment 3, East: I-69, I-45, SH 288 In the area, north of Minute Maid Park, the operations of the proposed southbound frontage road and existing Hamilton appears problematic. Having two parallel one-way street traveling the same direction and located 100' apart seems like a recipe for conflicting queues and confusing operation for motorists both on these streets and crossing them. There is significant potential for wrong way turns from crossing streets as drivers are used to the alternative pattern of one-way street Downtown. Consider consolidation of these streets or revisions to ramp access to Downtown.	Local street connections were studied by TxDOT and their consultants in coordination with the COH. The proposed project design resulted from extensive coordination and public input. TxDOT is coordinating with COH regarding specific design of the city street network adjacent to and crossing the NHHP. TxDOT will continue to coordinate with the COH to optimize the local street network. Modifications to the local network would be City projects.
136	COALITION ATTACHMENT	Design, Segment 3, East: I-69, I-45, SH 288 Ensure underpass at Commerce/Navigation proposed by GCFRD can be constructed with acceptable and safe grades/visibility for all modes of traffic.	The NHHP design has been revised to accommodate the proposed Commerce/Navigation underpass project by GCRD and the City of Houston by shifting the location of St. Emanuel closer to I-69. Construction of the underpass is not part of the NHHP project and will not be completed by TxDOT.
137	COALITION ATTACHMENT	Design, Segment 3, East: I-69, I-45, SH 288 The intersection of Franklin and St. Emanuel frontage road seems poorly thought out given existing grades, typical travel speeds, and sight distance, should the full underpass mentioned above not come to fruition.	The NHHP design has been revised to accommodate the proposed Commerce/Navigation underpass project by GCRD and the City of Houston by shifting the location of St. Emanuel closer to I-69. Even in the absence of construction of the Commerce/Navigation underpass, St. Emanuel will be constructed to meet TxDOT design criteria.

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Comment Number	Source	Comment Topic	Response
138	COALITION ATTACHMENT	Design, Segment 3, East: I-69, I-45, SH 288 Ensure rail underpasses are built with drainage improvement to avoid flooding.	Proposed roadway drainage facilities would permit conveyance of the 100-year flood without causing major impacts to the main lanes of the proposed roadways, streams, or adjacent properties. Fill placement in the floodplain would be mitigated with equivalent floodplain storage in the vicinity of the proposed project. Depressed sections of the proposed project will be designed to provide a 500-year level of protection. This will be achieved through a pumped drainage system that will collect rainwater falling inside the depressed sections and discharge it to an adjacent detention basin or receiving channel. In addition, the entrance points to the depressed sections will be constructed above the adjacent 500-year water surface elevation, such that adjacent floodwaters cannot enter and flood the depressed sections. During final design, final drainage and mitigation analyses will be performed, and will be reviewed by regulatory agencies to confirm that adequate measures have been incorporated into the design to ensure that floodplain encroachment does not increase the risk of flooding to adjacent properties.
139	COALITION ATTACHMENT	Design, Segment 3, East: I-69, I-45, SH 288 Ensure at grade crossing of railroads is avoided in the proposed design for enhance freight and vehicular circulation and safety.	The proposed project does not include new at-grade railroad crossings, and it eliminates four existing at-grade crossings.
140	COALITION ATTACHMENT	Design, Segment 3, East: I-69, I-45, SH 288 Design the proposed detention basin north of Runnels as a wet bottom basin that is publicly accessible gateway feature from the bayou trail system.	Other proposed detention areas are being evaluated as potential open spaces. The project will be developed under TXDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. A detailed landscaping plan will be developed as part of the final design process. TXDOT will coordinate with local groups and agencies to accommodate enhancements to standard landscaping and recreation use of open space in and around storm water detention areas, where feasible. The detention areas will not be parks.
141	COALITION ATTACHMENT	Design, Segment 3, East: I-69, I-45, SH 288 Include landscaping and noise mitigation along widened freeway adjacent to Fifth Ward, East Downtown, East Downtown, Downtown, First Ward, Third Ward and Midtown.	The project will be developed under TXDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. A detailed landscaping plan will be developed as part of the final design process. TXDOT is open to coordination with local groups or agencies to accommodate enhancements to standard landscaping. Next Generation Concrete Surface (NGCS) or an equivalent material will be used on the mainlanes to lessen noise. NGCS is a longitudinal noise-attenuating texture treatment that can be used for both new construction, and for the rehabilitation of existing surfaces. The resulting surface is the quietest and smoothest concrete pavement surface measured to date that can provide desirable friction characteristics. This surface has been used and tested on the US 290 Corridor project and on sections of I-10. Longitudinal tining will be used on all frontage roads and bridges, which will also decrease noise. Longitudinal tining creates shallow grooves in a roadway surface, running lengthwise.
142	COALITION ATTACHMENT	Design, Segment 3, North: I-45, I-10 Reconstruct Hogan, Quitman, Mckee and Hardy bridges with safe pedestrian and bike friendly crossings and sidewalks.	TXDOT continues to prepare its analyses on traffic noise. A draft of TXDOT's final analysis on traffic noise will be posted on the project website. It will also be available at the TXDOT Houston District Office.
143	COALITION ATTACHMENT	Design, Segment 3, North: I-45, I-10 Ensure the design of Providence and Rothwell accommodates pedestrian and bicycle users.	TXDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHIP. TXDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets.

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Comment Number	Source	Comment Topic	Response
144	COALITION ATTACHMENT	Design, Segment 3, West: Downtown Connector, Pierce Elevated Sabine Street at Allen Parkway should be shown as T-intersection without sweeping right turn design. These are not appropriate for the context, given walking and biking crossings and desired travel speeds along Buffalo Bayou Park.	Sabine Street at Allen Parkway is proposed to be a T-intersection. Intersection designs will be further refined during detailed design to ensure safe crossings are provided for pedestrians and bicyclists. Radius turns will be further evaluated and reduced where appropriate.
145	COALITION ATTACHMENT	Design, Segment 3, West: Downtown Connector, Pierce Elevated The removal of the existing freeway and the proposed configuration of Downtown Connector will have significant impact on Buffalo Bayou Park and Sam Houston Park. Coordinate on design and identifying opportunities to enhance the parks, with City of Houston, Buffalo Bayou Park, Downtown District and HCTCD is critical to minimize impact on our parks, bayous and its users.	TxDOT understands that Sam Houston Park and Buffalo Bayou are important resources and has developed the proposed NHHIP in consideration of these constraints. The proposed project would not directly impact the park, and would continue to bridge over Buffalo Bayou. The project would significantly reduce the highway footprint in the area of Sam Houston Park and Buffalo Bayou, creating opportunities for additional open space. The excess TxDOT right-of-way behind Sam Houston Park could be donated to the City.
146	COALITION ATTACHMENT	Design, Segment 3, West: Downtown Connector, Pierce Elevated Minimize the number of piers supporting the downtown connector bridges over Buffalo Bayou.	Bridges over Buffalo Bayou would be designed to minimize piers within the bayou. Additional coordination regarding design features will occur during detailed design.
147	COALITION ATTACHMENT	Design, Segment 3, West: Downtown Connector, Pierce Elevated Realignment of I-45 along Pierce Elevated creates a unique opportunity to connect adjoining neighborhoods like East Downtown, Third Ward, Midtown, Downtown, and Fourth Ward with a unique urban space. We encourage the City, Midtown District, Downtown District, and other adjacent neighborhoods to develop the best solution that would meet the goals of the City and our neighborhoods. We look forward to these partners to work with TxDOT over the next few years to discuss options along this corridor since this is the last phase of the NHHIP Segment 3 project.	TxDOT has actively coordinated with COH and stakeholders regarding the project and has incorporated multiple changes to the project design in response to this coordination. TxDOT will continue to work with these groups throughout the environmental and design phases of the project to address community concerns. TxDOT continues to prepare its analyses on community impacts. A draft of TxDOT's final analyses on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office.
148	COALITION ATTACHMENT	Design, Segment 3, West: Downtown Connector, Pierce Elevated Design and locate the downtown connectors to preserve the option of retaining some of the existing freeway bridge structures, similar to the Pierce Sky Park concept, where possible.	The existing elevated I-45 roadway along the west and south sides of Downtown would be removed. The portion of I-45 (Pierce Elevated) between Brazos Street and US 59/69 could be left in place for future use and redevelopment by others. TxDOT will coordinate with COH regarding disposition of that portion of the Pierce Elevated.
149	COALITION ATTACHMENT	Design, Segment 3, West: Downtown Connector, Pierce Elevated Evaluate the opportunity to create a deck park or green belt extension between W. Gray and St. Joseph to allow for the opportunity to extend greenway along the Pierce Elevated, connecting Buffalo Bayou, Midtown and Downtown to Third Ward and East Downtown.	TxDOT will evaluate and try to accommodate any plans that are provided by others. Extension of the proposed open space would require a partnership with local entities.
150	COALITION ATTACHMENT	Parks and Open Spaces The proposed project has a significant impact on parks, open space and recreation areas in the Houston Region. The project should identify opportunities to limit this impact and mitigate any impact proposed.	The NHHIP Study Team evaluated numerous alternatives for the proposed project to avoid or minimize impacts to parks and other recreation resources. TxDOT is committed to preserving existing and future park areas, trails, and bike paths as much as possible. In the instance of any permanent or temporary modifications to existing facilities, TxDOT will work with the City of Houston, Houston Parks Board, and other agencies and organizations to provide the same level of connectivity as the existing conditions.

NHHIP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
151	COALITION ATTACHMENT	<p>Parks and Open Spaces, Segment 1</p> <p>Coordinate with City of Houston and Houston Parks Board for opportunities to develop opportunities for parks and open space along Little White Oak Bayou between I-610 and East Parker Road and Shepherd. Develop the detention basin between I-610 and CrossTimbers as a wet bottom basin and publicly-accessible green space tied the bikeway along the bayou. Install a trash mitigation system that will collect both heavy debris and floating debris.</p>	<p>Proposed detention areas are being evaluated as potential open spaces. The project will be developed under TxDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. A detailed landscaping plan will be developed as part of the final design process. TxDOT will coordinate with local groups and agencies to accommodate enhancements to standard landscaping and recreation use of open space in and around storm water detention areas, where feasible. The detention areas will not be parks. TxDOT will perform routine maintenance operations that include street sweeping and litter removal. Wet bottom detention basins will be considered if a partner entity agrees to maintain them.</p>
152	COALITION ATTACHMENT	<p>Parks and Open Spaces, Segment 1</p> <p>Coordinate with City of Houston and Houston Parks Board for opportunities to develop opportunities for parks and open space along Halls Bayou along I-45.</p> <p>Parks and Open Spaces, Segment 2</p> <p>Little White Oak Bayou represents a prime opportunity to extend open space connectivity north from White Oak Bayou Greenway to Woodlands Park, Moody Parks and beyond up to Halls Bayou. It also connects neighborhoods like Near Northside, Independence Heights and Acres Homes. This connection between Acres Homes and downtown would benefit many of the underserved communities directly impacted by the North Houston Highway Improvement Project. Through most of Segment 2 the project follows the course of the Little White Oak Bayou. It is imperative that the project fully embrace the ecological values and open space potential offered by Little White Oak Bayou.</p>	<p>TxDOT will coordinate with the COH and the Houston Parks Board to consider proposed plans for parks and other recreation areas along bayous in the project area, and accommodate such plans, if feasible.</p> <p>TxDOT is making an effort to replace affected open space by creating new open space where possible. Proposed detention areas are being evaluated as potential open spaces. The proposed project considers trails, and will accommodate or replace existing trails, if feasible, and allow for planned future trails. During detailed design, TxDOT will coordinate with entities who desire to create open space or develop trails and connections in the proposed project area, and will accommodate plans by others, if feasible.</p> <p>The proposed opening at the Little White Oak Bayou crossing of I-45 south of North St. provides an opportunity for a trail to connect Woodland Park and Moody Park, which does not exist today. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-45 just north of Patton St. The size of the opening would be HCFCD's decision since this could result in flooding downstream. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-610. The size of the opening would be HCFCD's decision due to flooding considerations downstream. We will not be able to discuss this with HCFCD until we have a more detailed drainage study that shows flood elevations; the study will be completed in the detailed design phase. The preliminary drainage analysis is being finalized and the report will be posted on the project website when it is complete.</p> <p>TxDOT is making an effort to replace affected open space by creating new open space where possible. Proposed detention areas are being evaluated as potential open spaces. The proposed project considers trails, and will accommodate or replace existing trails and allow for planned future trails. During detailed design, TxDOT will coordinate with entities who desire to create open space or develop trails and connections in the proposed project area, and will accommodate plans by others, if feasible.</p>
154	COALITION ATTACHMENT	<p>Parks and Open Spaces, Segment 2</p> <p>Improved greenspace and pedestrian accessibility to Woodland Park along Little White Oak Bayou east of I-45.</p>	<p>The proposed opening at the Little White Oak Bayou crossing of I-45 south of North St. provides an opportunity for a trail to connect Woodland Park and Moody Park, which does not exist today. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-45 just north of Patton St. The size of the opening would be HCFCD's decision since this could result in flooding downstream. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-610. The size of the opening would be HCFCD's decision due to flooding considerations downstream. We will not be able to discuss this with HCFCD until we have a more detailed drainage study that shows flood elevations; the study will be completed in the detailed design phase. The preliminary drainage analysis is being finalized and the report will be posted on the project website when it is complete.</p>

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Comment Number	Source	Comment Topic	Response
155	COALITION ATTACHMENT	<p>Parks and Open Spaces, Segment 2</p> <p>In 1914 Woodland Park was a 26 acre park in a neighborhood which included the two communities of Woodland Heights and Near Northside. In 1959, TxDOT acquired one third of the park (8.5 acres) to construct I-45 just to the north of downtown. The remaining 17.5 acres of I-45 Woodland Park is now situated entirely to the west of I-45 within the Woodland Heights. Because of I-45, Near Northside residents no longer have access to this park except via the North Street Bridge. Improve greenspace along Little White Oak Bayou east of I-45, with hike and bike trails connecting to Moody Park. This will provide Near Northside residents with access to greenspace and Little White Oak Bayou.</p>	<p>TxDOT is making an effort to replace affected open space by creating new open space where possible. Proposed detention areas are being evaluated as potential open spaces. The proposed project considers trails, and will accommodate or replace existing trails, if feasible, and allow for planned future trails. During detailed design, TxDOT will coordinate with entities who desire to create greenways or develop trails and connections in the proposed project area, and will accommodate plans by others, if feasible.</p> <p>The proposed opening at the Little White Oak Bayou crossing of I-45 south of North St. provides an opportunity for a trail to connect Woodland Park and Moody Park, which does not exist today. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-45 just north of Patton St. The size of the opening would be HCFCDD's decision since this could result in flooding downstream. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-610. The size of the opening would be HCFCDD's decision due to flooding considerations downstream. We will not be able to discuss this with HCFCDD until we have a more detailed drainage study that shows flood elevations; the study will be completed in the detailed design phase. The preliminary drainage analysis is being finalized and the report will be posted on the project website when it is complete.</p>
156	COALITION ATTACHMENT	<p>Parks and Open Spaces, Segment 2</p> <p>Connectivity from Woodland Park to the Little White Oak Bayou east of I-45. This could be through an improved channel conduit under I-45 that would provide a safe walking and biking path along the bayou connecting Woodland Park on the west of I-45 to the hike and bike path along Little White Oak Bayou on the east side of I-45.</p>	<p>TxDOT is making an effort to replace affected open space by creating new open space where possible. Proposed detention areas are being evaluated as potential open spaces. The proposed project considers trails, and will accommodate or replace existing trails, if feasible, and allow for planned future trails. During detailed design, TxDOT will coordinate with entities who desire to create greenways or develop trails and connections in the proposed project area, and will accommodate plans by others, if feasible.</p> <p>The proposed opening at the Little White Oak Bayou crossing of I-45 south of North St. provides an opportunity for a trail to connect Woodland Park and Moody Park, which does not exist today. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-45 just north of Patton St. The size of the opening would be HCFCDD's decision since this could result in flooding downstream. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-610. The size of the opening would be HCFCDD's decision due to flooding considerations downstream. We will not be able to discuss this with HCFCDD until we have a more detailed drainage study that shows flood elevations; the study will be completed in the detailed design phase. The preliminary drainage analysis is being finalized and the report will be posted on the project website when it is complete.</p>

NHHP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
157	COALITION ATTACHMENT	<p>Parks and Open Spaces, Segment 2</p> <p>Connectivity of public parks, HPARD's "String of Pearls", can be achieved by connecting Woodland Park to Moody Park along Little White Oak Bayou. Coordinate with City of Houston and Houston Parks Board for opportunities to develop opportunities for parks and open space along Little White Oak.</p>	<p>TxDOT is making an effort to replace affected open space by creating new open space where possible. Proposed detention areas are being evaluated as potential open spaces. The proposed project considers trails, and will accommodate or replace existing trails, if feasible, and allow for planned future trails. During detailed design, TxDOT will coordinate with entities who desire to create greenways or develop trails and connections in the proposed project area, and will accommodate plans by others, if feasible.</p> <p>The proposed opening at the Little White Oak Bayou crossing of I-45 south of North St. provides an opportunity for a trail to connect Woodland Park and Moody Park, which does not exist today. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-45 just north of Patton St. The size of the opening would be HCFCD's decision since this could result in flooding downstream. TxDOT will propose an opening conducive to bicycle/pedestrian crossings at Little White Oak Bayou under I-610. The size of the opening would be HCFCD's decision due to flooding considerations downstream. We will not be able to discuss this with HCFCD until we have a more detailed drainage study that shows flood elevations; the study will be completed in the detailed design phase. The preliminary drainage analysis is being finalized and the report will be posted on the project website when it is complete.</p>
158	COALITION ATTACHMENT	<p>Parks and Open Spaces, Segment 3</p> <p>The White Oak Bayou Greenway is part of Bayou Greenways 2020, a \$220 million public/private investment by the City of Houston to provide continuous linear parks and recreation areas, with hike/bike trails, along 150 miles of Houston's major waterways. The White Oak Bayou Greenway extends over 15 miles from the city limits to UH Downtown where a federally funded TIGER project, currently under construction, is connecting White Oak Bayou Greenway to Buffalo Bayou Park. The DIS does not reflect the impact on White Oak Bayou greenway which clearly serves an open space and recreation area with the project. TxDOT should address this issue and work with the stakeholders to mitigate the impact on the White Oak Bayou Greenway.</p>	<p>The proposed project would create open spaces where the existing freeway is removed, including in the area of existing I-10 north of Downtown. Efforts have been made to maintain existing open space and proposed detention areas are being evaluated as potential open spaces. There are opportunities for aesthetic enhancements under elevated sections of the highways.</p> <p>TxDOT continues to consider historic resources in accordance with applicable statutory and regulatory requirements. TxDOT met with the COH and maintaining a Walker St. connection to Allen Parkway was requested. At this time, no change to the project design is proposed. TxDOT is open to discussing this connection further with the COH.</p>
159	COALITION ATTACHMENT	<p>Parks and Open Spaces, Segment 3</p> <p>Sam Houston Park is one of Houston's most important historical destinations, featuring some of the oldest structures in the city. The proposed one-way connection from Walker/McKinney loop street should be removed since it separates Sam Houston Park from Buffalo Bayou. This roadway cuts through the original Sam Houston Park, which originally extended to Buffalo Bayou. This is also the primary biking and jogging route from downtown to the bayou and creates a very dangerous crossing point on a heavily-used route.</p>	<p>TxDOT is coordinating with the COH regarding the specific design of the city street network adjacent to and crossing the NHHP Sabine Promenade/ Buffalo Bayou Park area has undergone a nearly \$90 million enhancement. TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets.</p>
160	COALITION ATTACHMENT	<p>Parks and Open Spaces, Segment 3</p> <p>Sabine Promenade/ Buffalo Bayou Park area has undergone a nearly \$90 million enhancement. TxDOT's should design roadways in a context sensitive manner to ensure accessibility and safety of people walking and biking.</p>	<p>TxDOT is working with the COH to incorporate the COH Bike Plan and desired bicycle/pedestrian accommodations on city streets.</p>
161	COALITION ATTACHMENT	<p>Parks and Open Spaces, Segment 3</p> <p>Lighting improvement is needed under the ramps at Lyons Avenue and Gregg Street. These improvements should be coordinated by TRZ 18 and the Houston Arts Alliance.</p>	<p>Safety lighting would be provided as part of the project. Aesthetic lighting could be provided under agreements with local entities.</p>

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Comment Number	Source	Comment Topic	Response
162	COALITION ATTACHMENT	<p>Coordination & Process This project will be transformative, for the region and City. TxDOT closely coordinates with the City of Houston, METRO and other entities such as Management Districts, TRZs to make the project as strong as possible. This means thinking beyond the direct right-of-way of the project to understand opportunities and impacts on street, bikeway, greenway, and transit networks. It also means working to tie communities together, not separating them further with ever wider freeways serving as barriers.</p>	<p>TxDOT has closely coordinated and will continue to coordinate with the noted entities as well as numerous other stakeholder groups and neighborhoods.</p>
163	COALITION ATTACHMENT	<p>Coordination & Process The project impact facilities managed by multiple agencies, entities and organization. While TxDOT has engaged these organizations on planning level concepts, additional coordination warranted ensuring the design drawings and details are coordinate with these agencies, entities and organization. Develop a process for coordination to ensure major issues are resolved early in the design phase of the project. This could be achieved through workshop for design level discussion and decision for the proposed project.</p>	<p>Comment noted. TxDOT will continue to engage agencies, entities, and organizations during detailed design and construction. Additionally, TxDOT contacted (or attempted to contact) representatives of community facilities that would be directly or indirectly affected. TxDOT contacted these representatives by phone and in writing, sending questionnaires to solicit input on their concerns. TxDOT also conducted four rounds of public meetings for the Draft EIS and held a public hearing to receive input from the communities.</p>
164	COALITION ATTACHMENT	<p>Coordination & Process Several stakeholders have submitted recommendations that have potential to significantly improve connectivity but have not been reflected in current plans. Plans state that these are "subject to change". Clarify to the public the process to consider these changes.</p>	<p>TxDOT has conducted more 200 stakeholder meetings with individual organizations to review design plans and the Power Point presentations given at the public meetings and the public hearing included discussion of design changes resulting from public input. The design is being revised to reflect several recommendations from stakeholders. The revised schematics will be posted on the project website and the proposed revisions will be included in the FEIS. Additionally, the Community Impact Assessment will discuss design changes and how the design changes corresponded to community input.</p>
165	COALITION ATTACHMENT	<p>Coordination & Process Ensure coordination with the City and other organization to ensure safe pedestrian bicycle access for trails along Buffalo Bayou and White Oak Bayou.</p>	<p>TxDOT will accommodate plans by others for parks and other recreation areas. Trails that would be temporarily or permanently affected will be replaced or relocated, with details developed during final design and in coordination with appropriate entities.</p>
166	COALITION ATTACHMENT	<p>Coordination & Process Ensure coordination with local business being impacted during the construction phase of the projects to identify opportunities to limit impact to businesses.</p>	<p>Access to adjacent properties would be maintained during construction. The project would include acceleration strategies to minimize the duration of construction. TxDOT contacted business owners of environmental justice facilities that would be directly or indirectly affected by construction. TxDOT also sent notices of public hearing and public meetings to adjacent property owners.</p>
167	COALITION ATTACHMENT	<p>Economic Development A project of this magnitude has significant impact on potential development, both positively and negatively. It will also impact the City's tax base through acquisition of valuable land in the City's urban core. The design should be optimized to support high quality development opportunities that are beneficial to the City of Houston and the surrounding communities. To pretend this is solely a mobility project and to overlook the development impacts would be huge missed opportunity. TxDOT and its partners should work to identify and incorporate development opportunities into the project in the initial design, especially in areas where the project eliminates significant existing tax base.</p>	<p>TxDOT has been coordinating with the CDH, management districts, and Tax Incremental Reinvestment Zones to accommodate their redevelopment plans and will continue to coordinate during detailed design and construction.</p>

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Comment Number	Source	Comment Topic	Response
168	COALITION ATTACHMENT	<p>Economic Development</p> <p>Segment 1 has significant impact, approximately 212 acres, proposed widening of the project. TxDOT should identify other options and meaningfully engage the neighborhoods to limit this impact on the community.</p>	<p>TxDOT developed a comprehensive public/stakeholder outreach program and conducted/attended meetings with elected officials, neighborhood associations, management districts, and others during project development. The project design has been developed in consideration of the input received to minimize impacts within the study area.</p> <p>NHHP is maintaining existing roadways where it is feasible to do so while still meeting the purpose and need of this project. TxDOT is making every effort to minimize impacts to historic neighborhoods and buildings.</p> <p>The proposed project would be below-grade in some areas to avoid constraints and allow for the Downtown Interstates to be realigned to remove existing weaving issues. In Segment 1, below-grade options were not feasible due to the proximity of Little White Oak Bayou, and a depressed freeway would limit access and visibility from I-45 for businesses along the corridor.</p>
169	COALITION ATTACHMENT	<p>Noise & Environment</p> <p>In general noise and environmental impacts should be mitigated proactively as a part of the project. Plan should designate where noise walls are proposed to mitigate neighborhood impacts. Reduce road noise with grooved pavement and slower speed limits especially in the densely-populated and historic areas.</p>	<p>TxDOT continues to prepare its analysis on this subject, and so cannot answer the question fully at this time. The new Traffic Noise Analysis Technical Report documents the updated analysis of noise impacts and evaluates mitigation measures. A draft of TxDOT's final analysis on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office.</p> <p>Next Generation Concrete Surface (NGCS) or an equivalent material will be used on the mainlines to lessen noise. NGCS is a longitudinal noise-attenuating texture treatment that can be used for both new construction, and for the rehabilitation of existing surfaces. The resulting surface is the quietest and smoothest concrete pavement surface measured to date that can provide desirable friction characteristics. This surface has been used and tested on the US 290 Corridor project and on sections of I-10. Longitudinal timing will be used on all frontage roads and bridges, which will also decrease noise. Longitudinal timing creates shallow grooves in a roadway surface, running lengthwise.</p>
170	COALITION ATTACHMENT	<p>Noise & Environment</p> <p>Roadway alignments and the project scope should allow for street trees and pedestrian realm designed to urban standards. Add landscaping along freeway lanes and frontage roads plus noise walls to mitigate for increased traffic from wider freeway. Develop a landscape plan and coordinate with the City and stakeholders along the corridor to reduce visual impacts along the corridor.</p>	<p>The project will be developed under TxDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. A detailed landscaping plan will be developed as part of the final design process. TxDOT is open to coordination with local groups or agencies to accommodate enhancements to standard landscaping.</p> <p>The new Traffic Noise Analysis Technical Report documents the updated analysis of noise impacts and evaluates mitigation measures. TxDOT continues to prepare its analysis on this subject, and so cannot answer the question fully at this time. A draft of TxDOT's final analysis on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office.</p> <p>Next Generation Concrete Surface (NGCS) or an equivalent material will be used on the mainlines to lessen noise. NGCS is a longitudinal noise-attenuating texture treatment that can be used for both new construction, and for the rehabilitation of existing surfaces. The resulting surface is the quietest and smoothest concrete pavement surface measured to date that can provide desirable friction characteristics. This surface has been used and tested on the US 290 Corridor project and on sections of I-10. Longitudinal timing will be used on all frontage roads and bridges, which will also decrease noise. Longitudinal timing creates shallow grooves in a roadway surface, running lengthwise.</p>

NHHP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
171	COALITION ATTACHMENT	<p>Noise & Environment</p> <p>The NHHP project will have a significant impact on Houston neighborhoods and businesses. Provide a landscape plan for the project where landscape screening will be provided along the project to screen the freeway and also help mitigate the air quality and noise impact from the freeway while improving aesthetics.</p>	<p>The project will be developed under TxDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. A detailed landscaping plan will be developed as part of the final design process. TxDOT is open to coordination with local groups or agencies to accommodate enhancements to standard landscaping.</p>
172	COALITION ATTACHMENT	<p>Noise & Environment</p> <p>Waterways affected by the project are already listed as impaired waters. TxDOT should model the runoff and stormwater discharges into Buffalo Bayou, White Oak and, Halls and Little White Oak in order to meet state requirements that prohibit the addition of any pollutant load into impaired waters and focus instead on improving those waters through the additional application of more rigorous best management practices for stormwater and runoff. Similarly, TxDOT should adopt and disclose the best management practices and plans that will be adopted, including source controls, to avoid further discharge of trash into these waterways.</p>	<p>As discussed in the DEIS, TCEQ assigns each body of water in the state from 1 to 5. The higher the category number, the higher level of effort required to manage the water quality. Because the bodies of water mentioned are in categories 4 & 5 and are considered "impaired waters", the more strict TCEQ becomes in allowing such bodies of water to receive pollutants. A Storm Water Pollution Prevention Plan will be developed for the proposed project, pursuant to the Texas Pollutant Discharge Elimination System (TPDES) program implementing the federal National Pollutant Discharge Elimination System (NPDES) program, and in accordance with TxDOT policies. Measures would be implemented to prevent or correct erosion that may develop during construction. Guidance documents, such as TxDOT's Storm Water Management Guidelines for Construction Activities, discuss temporary erosion control measures to be implemented to minimize impacts to water quality during construction. Temporary and permanent erosion control practices from TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges will be implemented for the proposed project. TxDOT will perform routine maintenance operations that include street sweeping and litter removal. TxDOT will comply with its statewide permit for discharges of stormwater, which was issued by TCEQ in November 2016.</p>
173	COALITION ATTACHMENT	<p>Noise & Environment, Segment 1</p> <p>All alternatives would result in traffic noise impacts. The current DEIS does not adequately address mitigation.</p>	<p>TxDOT continues to prepare its analysis on this subject, and so cannot answer the question fully at this time. The new Traffic Noise Analysis Technical Report documents the updated analysis of noise impacts and evaluates mitigation measures. A draft of TxDOT's final analysis on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office.</p>
174	COALITION ATTACHMENT	<p>Noise & Environment, Segment 2</p> <p>Ensure all neighborhoods with noise impacts, irrespective of existing conditions, are mitigated appropriately with options such as noise/sound wall including the southeast corner of I-610 and I-45 adjacent to Delaney Street.</p>	<p>TxDOT continues to prepare its analysis on this subject, and so cannot answer the question fully at this time. The new Traffic Noise Analysis Technical Report documents the updated analysis of noise impacts and evaluates mitigation measures. A draft of TxDOT's final analysis on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office.</p> <p>Next Generation Concrete Surface (NGCS) or an equivalent material will be used on the mainlanes to lessen noise. NGCS is a longitudinal noise-attenuating texture treatment that can be used for both new construction, and for the rehabilitation of existing surfaces. The resulting surface is the quietest and smoothest concrete pavement surface measured to date that can provide desirable friction characteristics. This surface has been used and tested on the US 290 Corridor project and on sections of I-10. Longitudinal tining will be used on all frontage roads and bridges, which will also decrease noise. Longitudinal tining creates shallow grooves in a roadway surface, running lengthwise.</p>

NHHP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
175	COALITION ATTACHMENT	<p>Noise & Environment, Segment 2</p> <p>Provide for noise mitigation along the eastern border of Woodland Park. There is constant din of freeway noise is part of the fabric of a Woodland Park visit. With an added upper deck, above grade, the noise will be even more oppressive and incessant. Provide state-of-the-art sound mitigation with an additional shielding of tall trees and vegetation.</p>	<p>The Draft Traffic Noise Analysis Technical Report documents no anticipated noise impacts to Woodland Park as a result of the project. TxDOT continues to prepare its analysis on this subject, and so cannot answer the question fully at this time. The new Traffic Noise Analysis Technical Report documents the updated analysis of noise impacts and evaluates mitigation measures. A draft of TxDOT's final analysis on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office.</p> <p>Next Generation Concrete Surface (NGCS) or an equivalent material will be used on the mainlanes to lessen noise. NGCS is a longitudinal noise-attenuating texture treatment that can be used for both new construction, and for the rehabilitation of existing surfaces. The resulting surface is the quietest and smoothest concrete pavement surface measured to date that can provide desirable friction characteristics. This surface has been used and tested on the US 290 Corridor project and on sections of I-10. Longitudinal timing will be used on all frontage roads and bridges, which will also decrease noise. Longitudinal timing creates shallow grooves in a roadway surface, running lengthwise.</p>
176	COALITION ATTACHMENT	<p>Noise & Environment, Segment 2</p> <p>The TxDOT plan proposes to increase the amount of flow of Little White Oak Bayou under I-45 via a larger culvert or channel will result in hydrologic changes within the LWOB channel in Woodland Park. Increased water flow upstream, at the I-45 culvert, will add increased flooding pressure and erosion downstream within the park.</p>	<p>TxDOT has conducted a preliminary drainage study and additional studies are underway. The plan is to detain water so that the flood levels of White Oak Bayou and Little White Oak Bayou will not change. The updated drainage study will be posted to the project website upon completion. TxDOT will comply with its statewide permit for discharges of stormwater, which was issued by TCEQ in November 2016.</p>
177	COALITION ATTACHMENT	<p>Noise & Environment, Segment 2</p> <p>Erosion can be mitigated with careful planting of appropriate vegetation particularly along the steep banks of the Little White Oak Bayou channel to prevent collapse and further instability due to increased flood water pressure.</p>	<p>Temporary and permanent erosion control practices from TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges would be implemented for the proposed project. The project will be developed under TxDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. Maintenance of the Bayous outside of TxDOT ROW is the responsibility of the HCFCD. TxDOT will coordinate with HCFCD regarding vegetation replacements or enhancements for areas of the bayous directly affected by the project.</p>
178	COALITION ATTACHMENT	<p>Noise & Environment, Segment 2</p> <p>Little White Oak Bayou continues to be one of the top 10 polluted waterways in the greater Houston area. The bayou suffers from freeway pollution from both run-off and litter. It makes a small meander on the east side of I-45. Current TxDOT plans include detention basins on the east side of the freeway along the Little White Oak Bayou channel. Currently most of the channel is not accessible and is tremendously polluted with dissolved pollutants, heavy trash within the channel, and floating debris of cups and plastic bags, much of this coming from the freeway.</p>	<p>A Storm Water Pollution Prevention Plan will be developed for the proposed project, pursuant to the Texas Pollutant Discharge Elimination System (TPDES) program implementing the federal National Pollutant Discharge Elimination System (NPDES) program, and in accordance with TxDOT policies. Temporary and permanent erosion control practices from TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges will be implemented for the proposed project. TxDOT will perform routine maintenance operations that include street sweeping and litter removal.</p>
179	COALITION ATTACHMENT	<p>Noise & Environment, Segment 2</p> <p>Create detention ponds that are open and unfenced, planted with native plants which filter dissolved pollutants from freeway run-off.</p>	<p>Proposed detention areas on the project are being evaluated as potential open spaces. The project will be developed under TxDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. A detailed landscaping plan will be developed as part of the final design process. TxDOT will coordinate with local groups and agencies to accommodate enhancements to standard landscaping and recreation use of open space in and around storm water detention areas, where feasible. The detention areas will not be parks. TxDOT will perform routine maintenance operations that include street sweeping and litter removal.</p>
180	COALITION ATTACHMENT	<p>Noise & Environment, Segment 2</p> <p>Install a trash mitigation system that will collect both heavy debris and floating debris. There are several locations along Little White Oak Bayou where this could be installed and maintained. Ideally it would be located upstream of both Moody Park and Woodland Park.</p>	<p>A Storm Water Pollution Prevention Plan would be developed for the proposed project, pursuant to the Texas Pollutant Discharge Elimination System (TPDES) program implementing the federal National Pollutant Discharge Elimination System (NPDES) program, and in accordance with TxDOT policies. TxDOT will perform routine maintenance operations that include street sweeping and litter removal. TxDOT will comply with its statewide permit for discharges of stormwater, which was issued by TCEQ in November 2016.</p>

NHHIP COALITION COMMENTS - ATTACHMENT

Comment Number	Source	Comment Topic	Response
181	COALITION ATTACHMENT	Noise & Environment, Segment 3 The proposed realignment of the freeway near Hardy Yards will have significantly larger noise and visual impact on the Hardy Yards area. The current DEIS does not adequately address mitigation along this area.	The Draft Traffic Noise Technical Report demonstrates no anticipated noise impacts in the Hardy Yards area as a result of the project. TxDOT has prepared a 3-D visualization of the proposed project and it is available online: http://www.txdot.gov/projects/central-expressway/3d-visualization.html . The visualization does not reflect design changes made after the public hearing (May 2017). TxDOT continues to prepare its analyses on these subjects, and so cannot answer the question fully at this time. The new Traffic Noise Analysis Technical Report documents the updated analysis of noise impacts and evaluates mitigation measures. An addendum to the Visual Impact Assessment Technical Report is also being prepared. A draft of TxDOT's final analyses on the subjects will be posted on the project website. It will also be available at the TxDOT Houston District Office. Next Generation Concrete Surface (NGCS) or an equivalent material will be used on the mainlanes to lessen noise. NGCS is a longitudinal noise-attenuating texture treatment that can be used for both new construction, and for the rehabilitation of existing surfaces. The resulting surface is the quietest and smoothest concrete pavement surface measured to date that can provide desirable friction characteristics. This surface has been used and tested on the US 290 Corridor project and on sections of I-10. Longitudinal tining will be used on all frontage roads and bridges, which will also decrease noise. Longitudinal tining creates shallow grooves in a roadway surface, running lengthwise.
182	COALITION ATTACHMENT	Noise & Environment, Segment 3 Include landscaping and noise mitigation along widened freeway adjacent to Third Ward and Midtown.	The project will be developed under TxDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. A detailed landscaping plan will be developed as part of the final design process. TxDOT is open to coordination with local groups or agencies to accommodate enhancements to standard landscaping. The new Traffic Noise Analysis Technical Report documents the updated analysis of noise impacts and evaluates mitigation measures. TxDOT continues to prepare its analysis on this subject, and so cannot answer the question fully at this time. A draft of TxDOT's final analysis on the subject will be posted on the project website. It will also be available at the TxDOT Houston District Office. Next Generation Concrete Surface (NGCS) or an equivalent material will be used on the mainlanes to lessen noise. NGCS is a longitudinal noise-attenuating texture treatment that can be used for both new construction, and for the rehabilitation of existing surfaces. The resulting surface is the quietest and smoothest concrete pavement surface measured to date that can provide desirable friction characteristics. This surface has been used and tested on the US 290 Corridor project and on sections of I-10. Longitudinal tining will be used on all frontage roads and bridges, which will also decrease noise. Longitudinal tining creates shallow grooves in a roadway surface, running lengthwise.
183	COALITION ATTACHMENT	Noise & Environment, Segment 3 Impacts of run-off on Buffalo Bayou west and northeast of downtown. Provide wet bottom detention where detention is being proposed along this section.	TxDOT can build the detention pond south of Patton Street where a truck stop is currently located with a wet bottom. TxDOT would need a partner to maintain the pond and any other amenities that may be added. Proposed detention areas on the project are being evaluated as potential open spaces. The project will be developed under TxDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. A detailed landscaping plan will be developed as part of the final design process. TxDOT will coordinate with local groups and agencies to accommodate enhancements to standard landscaping and recreation use of open space in and around storm water detention areas, where feasible. The detention areas will not be parks.

NHHP COALITION COMMENTS- ATTACHMENT

Comment Number	Source	Comment Topic	Response
184	COALITION ATTACHMENT	Noise & Environment, Segment 3 Ensure detention ponds that are open and unfenced, planted with native plants which filter dissolved pollutants from freeway run-off.	Proposed detention areas on the project are being evaluated as potential open spaces. The project will be developed under TxDOT's Green Ribbon Program, which allocates funds for trees and plants within roadway ROW. A detailed landscaping plan will be developed as part of the final design process. TxDOT will coordinate with local groups and agencies to accommodate enhancements to standard landscaping and recreation use of open space in and around storm water detention areas, where feasible. The detention areas will not be parks.
185	COALITION ATTACHMENT	Noise & Environment, Segment 3 Install a trash mitigation system that will collect both heavy debris and floating debris.	TxDOT will perform routine maintenance operations that include street sweeping and litter removal. A Storm Water Pollution Prevention Plan would be developed for the proposed project, pursuant to the Texas Pollutant Discharge Elimination System (TPDES) program implementing the federal National Pollutant Discharge Elimination System (NPDES) program, and in accordance with TxDOT policies. TxDOT will perform routine maintenance operations that include street sweeping and litter removal. TxDOT will comply with its statewide permit for discharges of stormwater, which was issued by TCEQ in November 2016.
186	COALITION ATTACHMENT	Historic The project segment between 610 and I-10 impacts several historic neighborhoods. Three designated historic districts are located along I-45 south of North Main Street. The project's affect on the National Register-listed Near Northside Historic District on the east side of I-45 must be addressed as part of the review process along with potential impacts on two city-designated historic districts on the west side of I-45: Germantown and Woodland Heights. Both of the city-designated districts are potentially eligible for listing in the National Register. The Brooke Smith Addition on the west side of I-45 and the north side North Main Street is also potentially eligible for listing in the NRHP. The project's potential impact on historic resources in the First Ward, on the west side of I-45 south of I-10, should also be considered, particularly the National Register-listed Jefferson Davis Hospital (1925).	Effects considerations will be made regarding the NRHP-listed Near Northside Historic and NRHP-eligible Germantown districts during the FES phase following completion of various additional technical studies. No new ROW is being taken from NRHP-eligible Germantown nor Woodland Heights (Woodland Heights is not located within the project APE). Jefferson Davis Hospital is not within the project APE (and not impacted), so effects were not considered. Brooke Smith is also not within the project APE.