

MEETING DETAILS	
Project Name	Nottingham Area Drainage and Paving Improvements Project
CIP/Need Area#	M-000247-0001-4
Meeting date/time	June 16, 2016 and July 12, 2016
Meeting location	Thornwood Elementary School (14400 Fern Dr. Houston, TX 77079) Memorial West Community Club (700 N Kirkwood Rd, Houston, TX 77079)
Presenter	Carol Haddock, Deputy Director Engineering and Construction Division Department of Public Works & Engineering (PWE) Nottingham Task Force
Attendance	June 16, 2016: >50 citizens July 12, 2016: >100 citizens
Meeting info	
Contact info	For questions or to request the full public comments technical memo email: pweplanning@houstontx.gov
DETAILS ABOUT PROJECT	
Project Description	<p>This Capital Improvement Plan project provides storm water drainage and paving improvements to reduce the potential for structural flooding in the Nottingham neighborhood. It is funded and programmed for construction in late 2017 or early 2018. Project is at the 90% design stage. Project limits encompass Kirkwood from Britoak Lane to Memorial Drive, and Woodthorpe Lane from West Forest Drive to Carlingford Lane.</p> <p>The reconstruction of Kirkwood includes increasing the lane width from 10 feet to 11 feet, and widening the on-street bike lane from 4 feet to 5 feet with 3 foot painted buffer and adding dedicated left turn lanes. To achieve this, the median will be decreased in width from 31 feet to (23 feet or 19 feet). Sidewalks will be widened from 4 feet to 5 feet wide. Underground storm sewer will be added and upsized. Roadway will be reconstructed. Waterline and sanitary sewer will be replaced. All work will be within the existing right-of-way.</p> <p>The reconstruction of Woodthorpe Lane includes reconstruction of the roadway, decreasing in width from 27 feet to 26 feet. Underground storm sewer will be added, and waterline and sanitary sewer will be replaced. All work will be within the existing right-of-way.</p>
SUMMARY OF PUBLIC COMMENTS	
Summary of Public Comments	<p>In order to involve the public in the design process, the preliminary engineering findings and recommendations for the reconstruction of Kirkwood Road were presented at a public meeting on June 16, 2016 at Thornwood Elementary School (14400 Fern Dr. Houston, TX 77079) and on July 12, 2016 at the Memorial West Community Club (700 N Kirkwood Rd, Houston, TX 77079). PWE received comments submitted by residents and other stakeholders during the public comment period from June through August of 2016. The following is a summary of the comments received.</p> <p>Top Concerns: Over seven hundred comments were received as a result of the public meetings held on June 16 and July 12, 2016. All comments have been included in the attached "Comment Summary" and have been categorized into the following five categories: Trees, Medians, Left Turn Lanes, Bike Lanes and Nottingham Task Force Recommendations.</p>

Trees

1. Removal of trees within the esplanades will diminish aesthetics and potentially impact property values, save all trees.

Engineer Response: The addition of roadway width and turn lanes affects the existing trees. Maintaining the existing roadway cross-section has the least affect while the proposed layout presented to the public removes almost all existing trees within the median. At this time, we believe a reduction in left turn lanes will be most effective in saving existing trees.

2. Residents understand removal of trees are necessary, but recommend saving as many trees as possible and replanting with similarly sized trees.

Engineer Response: We recommend replanting as required by current ordinance which adds to the available options to consider in finalizing the roadway layout.

3. Residents support removal and replanting of all trees.

Engineer Response: CivilTech fully supports the City of Houston's determination of the final roadway layout but recommends consideration of identified options to maintain some of the mature trees if possible while obtaining the City of Houston's mobility improvement goals.

Medians

1. Residents recommend reducing the number of median openings.

Engineer Response: Although this option likely will reduce the number of trees required to be removed, the number saved is dependent on which median openings will be removed and will the public approve of median opening being removed. A detailed study to determine the number of trees saved will have to be performed.

2. Current median width allows cars to safely pause in traffic before turning left onto Kirkwood Road. The U-turn maneuver is both protected and easier with the wider median openings. Residents do not favor improvements that require a reduction in the overall median width.

Engineer Response: We believe the only means to achieve this request and provide 11-foot travel lanes is to remove the bike lane from the street and utilize its width for the remaining travel lanes. This potentially would require a shared bike/pedestrian path behind the back of curb. CivilTech does not recommend this option.

3. Residents support reducing the width of the medians.

Engineer Response: CivilTech favors this while considering available options to minimize encroachment into the median.

Left Turn Lanes

1. Residents do not support left turn lanes due to the lack of daily use, and the anticipated increase in traffic speeds, cut through traffic, and impervious cover, which will require additional detention.

Engineer Response: CivilTech recommends considering a reduction in required left turn lanes and/or elimination of left turn lanes if left turn movements are minimal.

2. Residents recommend eliminating left turn lanes turning into cul-de-sacs and fewer left turn lanes overall.

Engineer Response: CivilTech recommends considering a reduction in required left turn lanes and/or elimination of left turn lanes if left turn movements are minimal.

3. Residents suggest left turn lanes at Kimberley Lane and Memorial Drive only.

Engineer Response: CivilTech recommends considering a reduction in required left turn lanes and/or elimination of left turn lanes if left turn movements are minimal. We do however strongly recommend left turn lanes at the signalized intersections.

4. Residents recommend shortening the length of left turn lanes to preserve trees.

Engineer Response: CivilTech recommends considering a reduction in required left turn lanes and/or elimination of left turn lanes if left turn movements are minimal. A reduction in overall length may be possible based on number of left turn movements.

5. Few residents support left turn lanes at every cross street.

Engineer Response: CivilTech recommends considering a reduction in required left turn lanes and/or elimination of left turn lanes if left turn movements are minimal.

Bike Lanes

1. Proposed bike lane configuration should include a physical barrier such as plastic bollards or armadillo humps between the bicycle lane and the car lane to enhance the comfort level of cyclists.

Engineer Response: Civiltech believes the idea has merit but requires input and acceptance from the City of Houston. Although we do not recommend the construction of a concrete barrier which would require end protection at each cross street, we do recommend consideration of rumble strips, reflective buttons, or other pavement treatments that provide an audible and physical warning that a vehicle is straying from its lane.

2. Bike lanes should be moved back away from the curb and incorporated into a dual-use 6' walkway/bikeway.

Engineer Response: CivilTech is not certain that a shared pedestrian / sidewalk has been used by the City of Houston on any other roadway corridor, although most certainly used on bayou trails. We believe a 6 to 7-foot sidewalk could be constructed if the outside curb was move in toward the roadway center by two feet. This would allow 2 additional feet behind the curb for the shared use sidewalk and two additional feet for inclusion of 11-foot travel lanes. The option requires acceptance from several City departments.

3. Bike lanes along Kirkwood Road are unsafe due to high traffic speeds and volumes. Bike lanes should be completely removed from Kirkwood Road and moved to another road.

Engineer Response: This option is achievable but must have concurrence from the City. However, based on the City of Houston's complete street program, we do not recommend removal of the bike lanes.

4. Bike lane and sidewalk should only be on one side of the street.

Engineer Response: This option may appear to resolve encroachments into the median but appears to only provide a benefit to one side only. If bike traffic were limited to one side of the street, it would present issues at intersections. We do not recommend this option be considered.

5. Residents support the idea of a bike lane on Kirkwood Road.

Engineer Response: CivilTech recommends maintaining bike lanes in some format while considering methods to reduce the number of trees removed within the median. However, it appears inevitable that some trees will require removal to incorporate most of the proposed improvements.

Nottingham Task Force Recommendations

1. 572 residents support the Nottingham Task Force plan of a dual-use 6' walkway/bikeway behind the back of curb, turning lanes only at Kimberley, and preserving the medians.
2. 5 residents support the Nottingham Drainage and Paving project as presented by Carol Haddock and do not support the Nottingham Task Force plan.

ABOUT COMPLETE STREETS

Houston Complete Streets and Transportation Plan (Executive Order 1-15) guides the development of mobility planning and design of City of Houston street and drainage projects. This Executive Order identifies goals and steps to move the city toward the achievement of Complete Streets through the planning, designing, budgeting, constructing, and reconstructing of all transportation improvements. The Executive Order recognizes that all streets are not the same and that reconstruction of the public right-of-way should strongly utilize context sensitive design, incorporating local development context, and also take into account the role a particular corridor plays in the region's multimodal transportation networks. The advent of these programs, as well as other initiatives such as Goal Zero to address multimodal safety on the region's roadways, requires rethinking existing planning and design approaches to ensure that the projects developed and constructed by the City of Houston meet these objectives.

ABOUT REBUILD HOUSTON

The reconstruction of the City's street and drainage infrastructure following the guidelines of the Complete Street and Transpiration Plan is made possible through resources provided by the ReBuild Houston Program. ReBuild Houston is a voter-initiated and voter-approved, Pay-As-You-Go program to address the City of Houston's street and drainage infrastructure needs in a systematic, prioritized and objective manner. ReBuild Houston is a part of the City's Capital Improvements Program (CIP) and the 10-Year plan for Streets & Drainage. Street & Drainage improvement projects are separated into three phases of planning, design, and construction which allows for a much more detailed and objective planning process that complements the City's established Capital Improvement Plan. To learn more about ReBuild Houston and Street & Drainage infrastructure improvement process visit www.rebuildhouston.org. To obtain a full copy of the technical memo detailing all the public comments received at the public meeting email: pweplanning@houstontx.gov.

COMMENTS SUMMARY

Key	Trees			Medians			Left Turn Lanes					Bike lanes					Task Force Recommendations		Public Comments	
	Save Trees	Save Max # of Trees / Replant	Support Removal	Reduce No. of Median Openings	Maintain Width	Reduce Width	No Left Turn Lanes	Reduce No. of Left Turn Lanes	Kimberley and Memorial Only	Reduce Left Turn Lane Length	Support Left Turn Lanes	Raised Barrier Separation	Dual Use Sidewalk (remove bike from street)	Remove Bike Lanes	Bikelane/ sidewalk on one side only	Support Bike Lanes	For	Against		
TOTAL	47	12	3	3	35	3	21	14	15	9	9	46	13	16	4	10	572	5		
1				1			1													Several "facts" presented at the neighborhood meeting on Thursday, June 16, 2016, has cause for concern. First, Kirkwood was named by some agency (The person I asked about what agency, said she had no idea who it was) as a major thoroughfare. Looking at maps, one can easily see that Wilcrest, Dairy Ashford and Eldridge are much more of a major thoroughfare as they extend well beyond the limited boundaries of Kirkwood. They also have easy access to Terry Hershey Park. Second, another "fact" presented said that left hand turns are impeding traffic. When asked if that was part of the traffic study, no one I asked seemed to have that answer! I did a very unofficial study since the meeting, and RARELY saw left hand turns slowing the flow of traffic. Those turns are made by a limited number of residents. I did see that traffic WAS slowed by people turning right and also by the lights at the frontage road, Kimberley and Memorial. (Do you suggest that perhaps no right turns should be allowed and those lights should be eliminated so Kirkwood traffic can flow better?) Why the design is not a good design: 1. It destroys approximately 100 established trees. Would the same be said for Wilcrest, Dairy Ashford or Eldridge? With the proposed esplanade width change, the tree drip line will not sustain large trees for years to come. 2. A turn lane at Kimberley would be advisable as many people use this, but at the other intersections this is not the case. Cut through traffic certainly would be encouraged with the turn lanes. 3. Evidently safety of the people in the neighborhood is not a concern: speed in Kirkwood would increase, walking on the new sidewalks would be more dangerous because of the added traffic and speed, and people in the neighborhood wanting to leave it would not have the needed space to comfortably locate their vehicle in the median opening, especially if there is a vehicle in the turn lane which would block the sight line. Suggestions: Move the major thoroughfare idea to a street that is really a major thoroughfare. If you refuse to see the sense in that proposal then: Eliminate the turn lanes and save many of the trees. Close off some of the opening in the esplanade, this saving trees... thoughts would be Kingside as a priority, a cut through now for those from the Wilchester area and all the businesses on the frontage road east of Kirkwood who want to travel south. The original drainage and bicycle improvements are a good idea. Then quickly (?) adding on the other aspects seems a poor addition. Many got the feeling that you were placating us by listening to our suggestion but in reality it was a done deal. Hopefully this was not the case. Looking forward to hearing from you to find out if we had a real voice in this proposal!!
							1			1					1					Why are bike lanes on both sides No turn lanes/shorter turn lanes at the culdesacs Regular turn lane length at Kimberley
1										1										Why are these trees between Kimberley and Pinerock being removed in future median? (roots) Shorter turn lane at Queensbury and Kingside
														1						Eliminate bike lane too high traffic and speed
										1										Evaluate northbound left turn lanes length if warranted. Only Kimberley is a thoroughfare. Use length design detail at Perthshire
																				Police monument must be put back
1																				Traffic light at St. Marys?
1									1											No, because it would create a super highway right through the middle of Nottingham and add a lot more traffic through the side streets. It would also detract from the aesthetics and value of the neighborhood; there are big oaks all along the stretch of road that make it feel like a neighborhood No, because (1) will ruin entrance to the neighborhood w/removal of trees and increased traffic (2) turn lanes unnecessary- only back up is at Memorial and turn lanes will be added (3) Wilchester killed a similar project for Wilcrest + Nottingham feels the same way about Kirkwood
1															1	1				I support the Nottingham Task Force Plan. However, if a mixed bike/sidewalk is implemented, I will still ride in the road unless it is illegal
2					1		1													I am aware of the city proposed North Kirkwood reconstruction plan. I am for the plan proposed by the Nottingham task force committee plan. There should be no turn lanes and the current median should be left intact as is.
3					1									1						I support the Nottingham task force plan preserve the median as is, move bike lane off Kirkwood
4																				Support the Nottingham Task Force Plan
5																				Support the Nottingham Task Force Plan
6																				Support the Nottingham Task Force Plan, also reject the Woodthorpe Drainage, we don't flood and never have. This project will make the portion of the street unlivable for months and little kids ... is not...
7																				Support the Nottingham Task Force Plan
8					1				1				1							5' bike lanes and 3' buffers on 11" thick major thoroughfare concrete pavement is completely and totally ludicrous and waste of taxpayer money. Consolidate bike lanes to the median and only provide a left turn lane (each way) at Kimberly. Leave remaining medians alone! Wider roads mean lesser pervious surfaces, thus more detention meaning larger storm sewers for in-line detention storage and a much greater cost.
9					1									1						I strongly support the plan of the Nottingham Task Force. It makes sense on so many levels. Keeping the median in its present form is a must. In fact, the median presently is wide enough to accommodate a left turn which would preclude the number of proposed turn lanes (13). Consider moving bike lanes to West Forest for biker safety and better access to the Bayou
10																				Support the Nottingham Task Force Plan
11																				Support the Nottingham Task Force Plan
12																				Destroys trees and unnecessary additional pavement in turn lanes. I support the Nottingham Task Force suggestion
13																				Do not support current city proposal Support mixed use sidewalk/bike path vs bike lane on road Support adding turn lane at signal intersections only Consider one more traffic light to control flow Priority to preserve median and trees Task force plan does not address traffic flow increase Otherwise support principles of that plan
14																				Support the Nottingham Task Force Plan I do not favor the city plan (completely) as written some things are OK some things are not If there are bike lanes I would like the 6 foot dual use sidewalk/bike option
15											1									I still support turn lanes at all streets. I live on one of the corners and hear much honking from cars behind those vehicles that are turning left.
16																				Support Nottingham Plan
17																				Kirkwood, unlike dairy Ashford or Eldridge, is not a commercial thoroughfare. When Eldridge was reconfigured a few years ago it didn't receive such drastic treatment and...
18																				Support the Nottingham Task Force Plan
19							1													I do not support the current plan. I support the Nottingham Task Force Plan: Dual lane/ bike lane separate from Road Little to no change to the median No turn lanes
20																				Support the Nottingham Task Force Plan
21	1																			Do not support messing with the wildlife or trees (especially the peacocks)
22								1				1								I do not support the entire Nottingham Task Force Plan. I like trying to reduce the number of proposed turning lanes, but I do not support a 6 foot sidewalk/bike path. The bike path should be dedicated to bikes only. If it's possible to include a physical barrier from Kirkwood traffic, that would be safer. The suggestion to move the bike lanes to West Forest and then connect across Memorial into the southern neighborhood adjacent to the bayou path should be investigated as well.
23																				I support this project as described by Carol Haddock (I do not support the Nottingham Task Force Recommendation)
24																				I support the Nottingham Task Force Plan. I do not support the city plan. I support: No turning lanes (minimal number of turn lanes) Mixed use bike/pedestrian pathway separated from traffic by curb Minimal loss median and existing trees Support drainage projects
25																				I support the Nottingham Task Force Plan. I do not believe a bike lane in the road is safe in any way. Biking and pedestrian traffic is important and should be safe. Many communities use dual bike/walk paths and I believe that is the best for this neighborhood. I also believe preserving the trees is of great importance as it preserves something that gives this neighborhood it's value.
26																1				I support the Nottingham Task Force Plan with some concession to a dedicated bike lane. The median should be maintained as a minimum of 25 ft width
27																				Support the Nottingham Task Force Plan
28																				Support the Nottingham Task Force Plan
29																				Support the Nottingham Task Force Plan
30							1													I support the Nottingham Task Force Plan. Turn lanes are not needed. Don't want to lose trees and sense of neighborhood they provide. Suggest moving bikes above curb
31																				We support the Nottingham revised plan retaining the median and trees
32																				Support the Nottingham Task Force Plan
33																				Support the Nottingham Task Force Plan
34																				Support the proposal of the Nottingham Task Force and that this concept be utilized for the future work on Kirkwood towards Briar Forest and Westheimer
35																				I support the Nottingham Task Force Plan. I do not want to lose the trees! The extra left turn lanes are not acceptable only at Kimberly, Memorial and I-10
36																				Support the Nottingham Task Force Plan
37																				Support the Nottingham Task Force Plan
38																				Support the Nottingham Task Force Plan
39																				I support the Nottingham Task Force. I do not want any diminishment of the median or destruction of trees. I am not in support of bike lanes on Kirkwood. I do not support the addition of 13 turn lanes. I would support a dual use bike/pedestrian path behind/above the curb
40																				Support the Nottingham Task Force Plan
41																				Support the Nottingham Task Force Plan

COMMENTS SUMMARY

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	Save Trees	Save Max # of Trees / Replant	Support Removal	Reduce No. of Median Openings	Maintain Width	Reduce Width	No Left Turn Lanes	Reduce No. of Left Turn Lanes	Kimberly and Memorial Only	Reduce Left Turn Lane Length	Support Left Turn Lanes	Raised Barrier Separation	Dual Use Sidewalk (remove bike from street)	Remove Bike Lanes	Bikelane/ sidewalk on one side only	Support Bike Lanes	For	Against	
42																1		I support the Nottingham Task Force Plan. I like the concept of separating the bike lane from the street with a curb. I suggest a painted line on the dual bike/pedestrian lane : 2 feet for sidewalk/4 feet for bike lane to keep biking and pedestrian populations separate. I support keeping the medians as wide as possible. Please do not cut the trees	
43																1		Support the Nottingham Task Force Plan	
44																1		Support the Nottingham Task Force Plan	
45																1		Support the Nottingham Task Force Plan	
46																1		I support the Nottingham Task Force. For drainage issues, can there be a local street panel replacement? The streets do not drain and crest like they used to because of root damage and subsidence. Some local flooding comes from water not moving from the center of the streets	
47	1				1													I support reworking Kirkwood, but not at the expense of removing medians, trees and I am not in favor of seeing Kirkwood made into another expressway	
48																1		Support the Nottingham Task Force Plan	
49																1		I do not support the City Plan as presented. We do support the Nottingham Task Force Plan and support the task force to represent us. Multi-use pedestrian/bike lanes work well on Buffalo Bayou. They will work here	
50																1		Support the Nottingham Task Force Plan	
51																1		Support the Nottingham Task Force Plan. The current medians are wide enough to stop and turn onto any street without backup. It is also a safe area for kids to cross and stop halfway to get across Kirkwood	
52																1		Support the Nottingham Task Force Plan. Also safety issues of bikers are not adequate without a barrier	
53																1		Support the Nottingham Task Force Plan	
54																1		Support the Nottingham Task Force Plan. Bikes are in the minority. It is too hot in Houston. The majority of this community prefers to maintain the current look and feel of this area. Please do not spend my hard earned tax dollars on something my community does not want	
55																1		Support the Nottingham Task Force Plan with no bike lane	
56																1		Support the Nottingham Task Force Plan	
57																1		Support the Nottingham Task Force Plan. It would be a good idea to improve barrier along the bike path to keep vehicles out. Question: How can we limit passage of big trucks down Kirkwood? Will road improvement cause more trucks to come?	
58																1		Support the Nottingham Task Force Plan	
59																1		Support the Nottingham Task Force Plan or as close to it as possible with minimal impact to medians	
60																1		Support the Nottingham Task Force Plan	
61																1		Support the Nottingham Task Force Plan	
62																1		Community wants the Task Force presented plan or as close to that plan as can be approved	
63																1		Support the Nottingham Task Force Plan	
64																1		Support the Nottingham Task Force Plan	
65																1		Support the Nottingham Task Force recommendation. Left turn lane unnecessary. Median is wide enough now to accommodate left turn traffic	
66																		See attachment?	
68																1		Support the Nottingham Task Force Plan	
69																1		Support the Nottingham Task Force Plan	
70																1		Support the Nottingham Task Force Plan	
71																1		Support the Nottingham Task Force Plan	
72																1		Be sure light is long enough for pedestrian traffic to cross. My 90+ neighbor walks every day and cannot cross on single light. Considering add another light, I am on Kimberly west of Kirkwood so additional light doesn't particularly impact me but some streets between I-10 and Kirkwood had trouble getting out to head north. Sidewalk/bicycle use better and safer use than combined with street. The few adults I see on bicycles are commuting and would be safer separated from street, children would definitely be safer. I quit biking when moved here- too dangerous. I support the Nottingham Task Force Plan. I am OK with wider combined use lanes if needed	
73																1		Support the Nottingham Task Force Plan. Consider making Kirkwood a green corridor like the City of Houston is doing for Yale Street. Please consider west east and east west traffic flow across Kirkwood	
74																1		I support the Nottingham Task Force Plan. I do not support the current Public Works Plan. The large medians we currently have on Kirkwood are wide enough to serve our neighborhood as a turn lane. I drive a suburban and my SUV easily fits within the median when I turn left off of Kirkwood without disrupting traffic	
75																1		Support the Nottingham Task Force Plan, I do not support losing any of our median	
76																1		Support the Nottingham Task Force Plan	
77																1		Support the Nottingham Task Force Plan	
78																1		Support the Nottingham Task Force Plan, the turn study and the review of the growth projections	
79																1		Support the Nottingham Task Force Plan	
80																1		Support the Nottingham Task Force Plan	
81																1		Support the Nottingham Task Force Plan as presented 7/12/16 with these additions [??]	
82																1		No, I do not support or agree to the City's plans for Kirkwood, it is wrong to put lanes in for drivers to go faster than they already do- Make them go slower in the same space as they already speed on. I support a barrier to shield any bike lane from side swiping cars and trucks!	
83	1				1													I believe the bike lanes should be moved to another road. Given the anticipated increase in traffic no one is going to use them even if divided. The medians should remain as they are with the trees. They do not need to be smaller. Do not support current plan proposed by the City	
84	1				1								1	1				Reducing buffer curb-sidewalk Moving bike lane behind curb Eliminating some median cuts Using signage to control left turn at non-signalized intersection at peak use periods	
85																1		Alternative 4 will destroy the character of our own neighborhood. I support the Nottingham opposition to this alternative and would like to preserve the neighbor friendly layout of own neighborhood	
1		1																Do we really need LTL @ every median cut- neighborhood population is stable! Not increasing. It would be wonderful if neighborhood residents agreed to fewer median cuts to save some trees. So sad to loose all the nice trees on medians but nice of you (COH/PWE) to replace them, albeit smaller and shorter for now	
2																		Relieve traffic congestion and implement Houston bike plan use raised separation instead of printed buffer	
3																		Concerned about the short term impact especially with the Memorial Drive reconstruction. Longer-term really think about how many turns are needed	
4																		I lived at 13931 Barryknoll and the water does not flow efficiently to the drain at our end of the street. Please consider more Nottingham streets if drainage can be improved there at the same time	
5																		Recommend turn lanes as follows near Britoak, Kimberly and then near Memorial 60 left turn lanes is a total overkill and will encourage more traffic in neighborhood. Also, the bike lane is not needed	
6		1																Leave trees alone. No one uses it sidewalks. Why on both sides of road. Remove sidewalks, keep trees and median. No one rides bikes on bike lane	
7																		House has flooded five times. Time to fix the problem	
8																		Make sure the concrete roadway is thick enough to handle ever larger vehicles the break the concrete down	
9																		I think that the plan is sensible, make improvements, looks to the future without being radical. Thanks to all for your thoughts, work and patience. Please don't pay too much attention to the people who are always mad about any change	
10			1															Thank you for offering and explanation of the Kirkwood project and actually listening to us. It is badly needed, please pay attention to aesthetics as well as practical things. Life needs beauty as much as speed	
11		1																The residential area will become faster moving commercial traffic, loss of trees will lower values of property in beauty of the area. Bike lanes in such traffic will be dangerous	
12			1															Yes I support this project with reservations. Just repave it. Loss of trees- bad. We watched them grow 49 years!	
13			1															Too many trees are being removed. Kirkwood does not need sidewalks on both sides. People turning left slow down the speeding cars. Turn lanes will encourage more cut throughs and allow more speed on Kirkwood	
14																		I think the plan is awesome and support it 100%! I like the turn lanes! That PWE folks you have here for us to ask questions of seem ill-prepared. I heard them several times that they "don't know" the answer to questions. Please do not plant too many saplings in the medians because it will create too many roots long-term	
15			1															Glad to see the left turn lanes (sorry to see the trees going). Do not want to destroy all but seven trees from Britoak to Memorial	
16																		Too much turn lanes. No need for such lengths turn lanes. At most, one or two cars turning at a time. Should not be encouraging more traffic to go through the neighborhood	
17																		Make construction short	
18																		Thank you for the open talking session	
19																		Note-the bicycle buffer should encompass a safety buffer-either armadillo bumps per downtown or "charlie strip" rumble strip in the buffer. I applaud the increased pedestrian access and the buffered bike lanes. I don't applaud the concept that increasing the traffic lane width and installing left turn lanes will increase the traffic capacity because the capacity will only increase by increasing the traffic speed. This is not desirable	
20																		Too many turn lanes-must be reevaluated. Shorter turn lanes to hold one car and eliminate turn lanes into cul-de-sacs. Kimberly at Kirkwood needs a long turn lanes	
21																		Understand about trees will be removed. Replacement of trees will be critical. Look at length turn lanes... too long?	
22																		Have a 8 foot path on each side and add the space in median. Eliminate left turn lanes at non through streets.	
23																		I believe that left turn lane should be confined to Memorial, Kimberly and I-10. These are the only places you see cars turning left except an isolated cases. There is no point in cutting into the median	
24																		Put in the turning lanes, look to the future not today	
25																		Turn lanes not needed except for traffic light. Reducing medians is disaster for crossing street. As rush-hour can never cross both sides at once. Always have to park in median. You wait to cross one side and then wait to enter traffic. Very often takes five minutes to cross. Extremely rare that two cars try to turn at once. The big median holds a car waiting	
26			1															I do hope that as many trees as possible can be planted on the esplanades	
27																		Love the bike lanes	
28			1															There was a misconception that the bike lanes were reason for tree loss, glad you clarified it was not. I think bike lanes are important. I also think more protection than painted lines would be desirable. A city engineer explain to me that the "armadillos" we have around bike lanes downtown would present a problem because sweepers cannot clean effectively. Another citizen suggested Charlie strips, the double groovers. Seems like a good option to alert drivers who Driftwood bike lanes. Please consider it. As long as you do a 2:1 replacement of trees, I'm all for it. Glad you're thinking of so many interests to make community more mobile, attractive and desirable	
29			1															I don't agree with the need to create (design standard) turn lanes into the neighborhoods. I don't believe in exhaustive study of the actual turns was conducted to show that turns are creating a back up of the flow along Kirkwood. We would like to see more of the existing median and trees to remain. Let's use some common sense instead of "we have to stick with design standards" when in this case will not have an impact. It doesn't now	
30																		Please consider the bike lanes in a manner similar to those on Lamarr Street. Doing so increases safety by creating physical separation be other raised bumps, and standardizes the approach to bike transit	
31			1															I enthusiastically support the buffered bike lanes in the proposed design. Please consider leaving the car lanes at the current 10 foot as wider traffic lanes only serve to increase travel speeds of cars and reduce overall safety for all road users. It only encourages car drivers to treat it as a highway. Please try to save trees whenever and wherever possible	
32																		Shorter turn lanes except at Kimberly. Make a right turn lanes at Memorial. No on very short turn lanes into culdesacs	

COMMENTS SUMMARY

Key	Trees			Medians			Left Turn Lanes					Bike lanes					Task Force Recommendations		Public Comments
	Save Trees	Save Max # of Trees / Replant	Support Removal	Reduce No. of Median Openings	Maintain Width	Reduce Width	No Left Turn Lanes	Reduce No. of Left Turn Lanes	Kimberley and Memorial Only	Reduce Left Turn Lane Length	Support Left Turn Lanes	Raised Barrier Separation	Dual Use Sidewalk (remove bike from street)	Remove Bike Lanes	Bikelane/ sidewalk on one side only	Support Bike Lanes	For	Against	
33							1												The added turn lanes are not needed for our use. They will only encourage people to cut through our neighborhood on the way to other places. We have too many children on our street for that to be a good choice. Also, when Kirkwood and I 10 was widened, they took out trees and promised they would rebuild the Esplanade and replace the trees. That never happened
34																			Currently, Kirkwood is a traffic jam making it very difficult for local residents to enter or exit surrounding streets, walk along or bike on Kirkwood. Also there needs to be a way to indicate how to turn left from the side streets. There is always confusion between turning left in front of the oncoming car turning left from the opposite direction or to turn behind. What can be done? Is there a rule?
35	1								1										Please evaluate turn lane lengths and size for minimal needs. Can they be shorter? I usually see max of two cars waiting to turn. Save the big trees
36								1					1						Drainage: 100% in favor Mobility: (a) bike lanes, no! Bikers can use West Forest. (b) left turn lanes no, except for Britoak, Kimberly and Memorial. Water and Wastewater: 100% in favor. If turn lanes must be included, then adjust length for actual use. E.g. "mini" turn lanes for cul-de-sacs
	1							1					1						Unfortunately we will be out of state on July 12th so unable to attend this meeting. I would like to give my input however..... I would be more in favor of trying to save the mature trees in the esplanade by having fewer left turn lanes, and a bike lane on one side with a sidewalk on the other. Thank you so much for your consideration. I know it's impossible to please all the people all the time!
					1								1						Howdy, I am writing to support Nottingham neighborhood doubts about the described plan to rebuild Kirkwood north of Memorial to I-10. Bike lanes? Narrower esplanades? Fewer mature trees? How can this be a good idea? And given the city's persistent failure to invest enough in drainage planning and infrastructure (the official mantra is it is too expensive), it is hard to understand how we can spare money for a network of bike lanes. I love biking. But I enjoy it off the street, in season, as recreation, not transportation. We need expanded bike trails off streets, not in them. Unless and until we require all businesses to install showers and locker rooms for changing out of humidity-drenched clothing, it is doubtful biking is going to be a major contributor to Houston mobility. And more detention and better drainage to reduce avoidable flood damage should be our first objective. Move water, not cars and bikes. Please straighten out your priorities. Thanks.
	1																		Please see attached comment card relating to the M-000247 project. Just to reiterate what's in the attached, I am against any proposal to widen Kirkwood via modifying the median and/or create any new entrances/exists along the entire stretch of Kirkwood from Britoak to Memorial.
	1																		Please DON'T remove the trees on Kirkwood from I 10 to Memorial. We need as much natural beauty as possible. Clean up the trash & weedat the overgrown weeds in this city. Houston highways & streets are inexcusably littered with trash. Too much concrete & not enough natural runoff add to the problem of flooding in Houston. No responsible city planning and COH not doing their job in my opinion. Sorry to complain, but improvement is needed to clean up and sustain nature in numerous Houston areas. Drive around River Oaks and Tanglewood and you see clean and tree filled streets. Thank you.
	1																		Please keep tree destruction to a minimum. Perfectly happy to have narrower bike lanes and sidewalks as a trade off for saving trees. Tree canopy is essential for aesthetic reasons and to keep Houston cooler. Also effects property values. Replacing destroyed trees is NOT an acceptable alternative to saving mature trees.
																			Greg, I met you last night at the meeting. My wife and I are native Houstonians and have lived in this house for 23 years. We have been fighting this flooding for a long time. We lost 4 years ago to Lakeside Forest because they did not want the City of Houston to cut down trees for detention. Now we are counting on you to proceed with the Nottingham drainage proposal. I would like for you and Dane Schneider and Carol Haddock to know what happens when we get the big rains. When the sewer lines back up, rainwater from I10 heads south on W. Forest Dr. like a river. And I mean like a quick, fast river. In addition to that, all of the streets in Nottingham drain to W. Forest Dr. The way our subdivision was planned was for this water to cross Memorial and feed into Buffalo Bayou. Of course, the city overlaid Memorial so high that the water goes into the houses instead of Buffalo Bayou. Whatever the plan is for Woodthorpe, there needs to be big enough openings for a river of water to enter quickly. Or when the street is laid, a gentle slope toward Kirkwood would help. Also, since relief was supposed to happen in 2012, anything you can do to expedite would be appreciated. Please make sure Mr. Schneider understands the situation so he can plan accordingly. Thank you for your help. And please advise of any further developments.
	1				1		1						1						Council Member Travis, At Thursday nights meeting (June 19, Thornwood Elementary) you said that the plans presented for Kirkwood's expansion were not "set in stone" and could be changed per neighborhood input. I recommend the following: 1. Reduce the eleven-foot wide traffic lanes to their current ten-foot width thereby reducing the project cost and enhancing the safety of the roadway without sacrificing traffic capacity. Please read Eric Jaffe's comments at http://www.citylab.com/cityfixer/2015/07/10-foot-traffic-lanes-are-safer-and-still-move-plenty-of-cars/399761/ Doing so would increase the median width to twenty-three feet (current width is thirty-one feet; design width is nineteen feet) thereby allowing safer left turns and Kirkwood crossing for vehicles exiting the neighborhood. The length of full size vans and large trucks currently in use is nineteen feet. Drivers of these vehicles, just as many drivers of smaller vehicles, will find it difficult to position themselves in the allotted nineteen feet without creating a lane hazard to either their front or rear. Commercial vehicles or those with trailers will not be able to position themselves in the median break at all. Sight lines for vehicles attempting to either turn left through the median or crossing it will be impeded any time more than one vehicle accesses a break in the median. Imagine two turning vehicles facing each other at an intersection, each in their respective left turn lanes. Drivers of either vehicle will find their vision of oncoming traffic impeded. In the same manner, the driver of any vehicle exiting the neighborhood to either cross Kirkwood or turn left will have his vision blocked by any vehicle entering the left turn lane located to his right. Additionally, increasing the median width to twenty-three feet would also reduce the number of trees needing replacement thereby reducing the project cost and amount of citizen complaint. 2. Provide more than paint in the three-foot buffer separating the traffic lanes from the bicycle lane. "Armado" traffic bumps are currently in use downtown and they should be considered for this project. If such objects are deemed undesirable, I recommend that rumble strips such as those used on roadway center lines and shoulders to reduce lane departure crashes are installed in the buffer zone. 3. Provide the actual traffic studies that purport to show that the traffic capacity problem on Kirkwood is due to traffic slowing as a result of vehicles turning left into the neighborhood. I suspect that the traffic capacity on Kirkwood is limited by the capacity through the Memorial and I-10 intersections during peak traffic periods and not because of the lack of left turn lanes at the intersections on Kirkwood. In summary, the effect and probable intent of the eleven foot lane width design will be to increase traffic speed on Kirkwood which coupled with the impaired sight lines will also increase the number of collisions and their severity. My final recommendation is to publish an estimate of the additional human and property costs the present Kirkwood design is expected to incur. Doing so just might result in a smarter and safer design.
	1												1						I live in the 77077 zip code. I am an avid supporter for Houston area programs to improve bicycle safety. I have been bicycling on public streets since a child; have commuted daily to engineering school at the University of Texas (BSME-1978); and routinely, since. I regularly ride in the area and participate in local area bike events such as the Tour de Houston and the BP MS150, riding approximately 2500 miles per year. Furthermore, I participate in many events as an On-the-Bike Safety Marshal or Ride Marshal. Separating motor vehicles from bicyclists with physical barriers drastically improves safety for bicyclists. This cannot be over-emphasized. I have been personally struck several times by motor vehicles as a result of inattentive distracted drivers and luckily I have survived; others have not been so lucky. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. The plan for buffered bike lanes on Kirkwood must be augmented by the addition of physical barriers between motor vehicle traffic and bicycle traffic. Anything less places bicyclists at serious risk of injury or fatality. Moving bicycles and pedestrians must NEVER share space. Bicycles DO NOT belong on sidewalks; it is incredibly dangerous. Creating a safe bike lanes for people to bicycle at reasonable speeds (bicyclists typically travel at speeds between 12mph and 25mph) is especially important for people wishing to bicycle to Terry Hershey Park or into various employment centers in the Energy Corridor. The grassy median with trees and shrubs contributes greatly to quality of life and community along residential boulevards such as Kirkwood and Wilcrest. If it is necessary to bury large drainage pipes like has occurred on Gessner, Memorial, Barryknoll, etc. please make plans to restore the median with grass, shrubs and trees. Please do not make Kirkwood attractive as a thru-way for wide loads, permit loads or heavy truck traffic. Ten foot wide lanes are OK for cars. Please DO provide extra concrete thickness and reinforcing tendons to support cyclic loads created by MTA/City Bus traffic.
													1						I live in the 77079 zip code. I am a supporter of safe places to bicycle. I support building buffered bike lanes on Kirkwood and would also support adding physical barriers as possible. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. Creating a safe space for people to bicycle at reasonable speeds is especially important for people wishing to connect to Terry Hershey Park or into employment centers in the Energy Corridor. For homes directly on Kirkwood, will the changes extend beyond the current fence line? If so, buy how much and will the city pay to replace the removed fence?
	1				1		1												I would like to put my two cents into this researched suggestion of turning Kirkwood into 6 lanes. Obviously the engineers/researchers were only focused on the amount of traffic going THROUGH on Kirkwood. Did any of these researchers contact ANY of the residents north and south on Kirkwood? All of these residents that reside on or cornered to Kirkwood will be greatly affected with increased speeding traffic and higher number of cars traveling through. With more lanes to travel, more drivers will choose Kirkwood as their preferred north/south passage through this area. Dairy Ashford was repaved at Briar Forest. Why wasn't that street turned into a 6 lane road? Why not Wilcrest when it went through it's recent overhaul? Please don't force our neighborhoods to be the newest raceway to Westheimer and beyond. I'm close enough to Kirkwood to head daily traffic. I do not want to hear more traffic! The additional lanes, removal of our esplanades and the trees on them is unacceptable!
	1				1		1												Good morning. My name is Nina Alford. I have lived at 14106 Pinerock Lane/ Nottingham West since 1977. I plan to spend considerable energy protesting your plans to remove the medium/trees on Kirkwood. I am especially upset about the possible killing of those Live Oak trees. (Texas state tree!). I am prepared to place myself in front of the bulldozers if necessary. I taught U.S. History in HISD for 30 years, and encouraged my students to get involved in local government issues. My former AP students at Bellaire High School would expect no less of me. Besides, we have sidewalks/bike paths on Kirkwood, and we don't need turn lanes. This whole proposed project is a total waste of time and money.
					1														As a resident of Nottingham West subdivision, I am concerned about whether a vehicle can cross half of Kirkwood and have a safe space to wait until the next half can be crossed. Rarely can you cross both lanes without stopping because the traffic is so busy.
	1				1														Please consider the positive impact these mature trees have on the look and health of neighborhood. It takes many years for trees of this size to be in place. It takes on seconds to destroy them and all the beauty and benefit they bring to the city. As a concerned citizen of this area, I would ask that median size be left at 29 feet to retain the trees. Alternative options for bike lanes and sidewalks should be considered. After all the bike rides and walks along the street will be greatly enhanced by the beauty of these trees. There must be an alternative to destruction of beauty. Sometimes this city loses sight of that.
		1								1					1				I am a homeowner on Riverview Drive (just off Kirkwood) and strongly support the Kirkwood rebuild using the standard PWE design with 100 ft ROW with two 11 ft lanes in each direction, a 19 ft median, a 5 ft bike lane on each side with 2.5 ft buffer, curb, 4.5 ft buffer and 5 ft sidewalks. Although I do appreciate the existing mature trees, trees will grow back (especially if planted back with fast growing Autumn Blaze Maple trees) - and this new design will improve traffic flow dramatically as well as make it much safer for me to bicycle to work in the future. I look forward to the extension of this rebuild from Buffalo Bayou to Westheimer at some point in the future.
	1												1						In planning the rebuild of Kirkwood from the Bayou south to Westheimer please save as many trees as possible. Trees have been there for 20 years and add beauty to the neighborhood. An option would be to have a sidewalk on only one side of the street or eliminate the bike lanes. Another option his to reduce the number of left turn lanes.
Drainage and Traffic			1							1									My wife & I attended the Kirkwood mtg on June 16, and have the following observations & questions. I live on Kingside off of Kirkwood. Kirkwood & surrounding area has become very congested within the last few years with the large office bldg. development that has happened North of the Kirkwood/I-10 intersection. Many offices buildings and apartments have been allowed to be built by the city with no real consideration to the impact on existing infrastructure (road congestion, water drainage, schools, etc...). The whole traffic situation has gotten terribly worse, over the past few years & METRO's new bus plan, instituted last year(that eliminated the fast bus down Memorial/BW8 to the NW transit Center), has made my wife's bus/train trip to the Med center very long & painful every day. We understand the bus route was changed, mainly because it was thought that our service was too good. Outer Memorial bus riders were getting express bus service & not paying express bus prices. 1. The Kirkwood Planning Q&A session was dominated by those people with a few personal agendas: don't cut any trees, don't make Kirkwood any larger, we don't want left turn lanes, proof of traffic study & what it said. These people monopolized the Q&A with repeated questions. My wife & I finally gave up and left the session, after it became apparent that reasonable people could not ask any relevant questions. 2. I have no issue with adding the left turn lanes at each current intersection, even if it means losing some trees. 3. What is being done to improve overall drainage for upper Kirkwood? How will the lower Kirkwood drainage improvements, help upper Kirkwood? We have been getting heavy rains & Kingside tends to run fuller of water during these heavy storms.
	1				1														I'm writing about plans to replace Kirkwood from Memorial Drive to I10. I want to convey how disappointed and confused I was to learn that plans include widening Kirkwood, while removing mature trees from the medians, and possibly removing medians entirely. For as long as I've lived in the area, Kirkwood has never had high traffic problems on this stretch of road. This is a classic solution in search of a problem. This area has always had a wide street to handle north/south traffic to the interstate. That street is Dairy Ashford, and is lined with businesses and a high school. Kirkwood is currently an inviting street with mature trees, with homes on both sides. It is not a commercial district. These neighborhoods are already being impacted tremendously by ongoing Memorial Drive reconstruction. Whereas through traffic was never a problem in the neighborhoods, it is now with the Memorial Drive project. This traffic has made for a much more dangerous environment with many young families in these neighborhoods. Widening Kirkwood will only encourage higher traffic on that street, and then ultimately through our neighborhoods. This plan has the potential for a monumental negative shift in the surrounding neighborhoods, impacting safety, quality of life and property values. I encourage you to think of the people whose every day life is impacted by this decision, and to let common sense prevail. It doesn't make sense to fix what isn't broken.

COMMENTS SUMMARY

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	1				1		1												<p>I have been a resident of Nottingham West for sixteen years, and in my opinion, the removal of the median and trees in the center Kirkwood Road (from Carlingford to Memorial Drive) would adversely affect the value of Nottingham West as well as the value of all homes in the adjacent subdivisions. The placement of a turn lane in place of the median down the center of Kirkwood Road would lessen the value of the homes in the adjacent neighborhoods and NOT serve to alleviate any traffic concerns, which are non-existent anyway. You are trying to turn Kirkwood Road into a major rapid travel thoroughfare, when it is a residential street with sidewalks, school bus routes, churches, etc.</p> <p>No center turn lane is planned for Memorial Drive during the current reconstruction, so HOW is it being justified on Kirkwood Road?? I will be in favor of supporting the initiating of a class action lawsuit to prevent the destruction of the trees and other amenities in the center of Kirkwood Road.</p> <p>There are no plans to destroy the median in Wilcrest, or Dairy Ashford, or any other residential street in Houston for that matter. Austin has center turn lanes. Houston does NOT!!</p>
	1									1				1					<p>Hello, I'm concerned about the proposed kirkwood road re-do. It would be terrible to lose all of those established live oaks. They provide shade and makes the area look a whole lot better. Whoever is planning this is not thinking about our urban forests. It will take over 40 years to get trees like that back.</p>
																			<p>Bike lanes should be eliminated altogether. I have lived here for 41 years and have never seen a bike rider on Kirkwood. Bikers don't seem to think that laws apply to them. I would guess that less than 1% of taxpayers ride bikes on Kirkwood. Turn lanes are great. It made Westheimer a lot safer than it was when they eliminated openings in the median without turn lanes. Sidewalks are great and used a lot.</p>
													1						<p>Please do NOT waste your time and our tax dollars on outdated "Bike Lanes" for the subject Kirkwood Road Reconstruction Project. The proposed "bike lanes" are extremely dangerous for cyclists since painted lines on the road will NOT protect them from the ever more distracted drivers that we are seeing these days, with GPS, cell phones, satellite radio, electric transmissions and driverless vehicles.</p> <p>Let's get with the 21st Century and simply EXPAND the sidewalks on either side of Kirkwood Road to incorporate cyclists and pedestrians alike. Maybe instead of 4-5 feet with an additional 3 foot buffer, just build them 6-8 feet like the Terry Hershey Hike and Bike Trails. Call it a Hike and Bike, or SHARED, pathway which would offer a MUCH GREATER degree of safety for BOTH pedestrians and cyclists by virtue of the fact that they are no longer competing with motorized traffic for space on the roadways, and a wider sidewalk is a more visible and formidable obstacle for motorized vehicles. This should not utilize any more of the surface space than is already allocated for the actual reconstructed street and medians.</p> <p><u>Just think of the lives you will save, even if it is just ONE life. Remember, it could be your loved ones, too.</u></p>
	1				1			1					1						<p>I would like to voice my opposition to portions of the design of this project (Nottingham/Kirkwood -CIP number M-00247).. Specifically, I am opposed to the buffered bike lanes, the removal of existing trees, the addition of turning lanes at every intersection, and the reduction of the median.</p> <p>I favor a design proposed by local civic groups that would make use of a dual purpose bike lane/sidewalk inside the curb and leave the median and trees intact.</p>
	1																		<p>(Double) My husband attended the discussion regarding drainage and widening plans for Kirkwood. I have several concerns:</p> <ol style="list-style-type: none"> 1. I agree with what I was told was a consensus. We should preserve the trees. I drove down Heights Blvd. once the construction is complete. Instead, it will look like Dairy Ashford. 2. I heard that the concern was in letting traffic flow better, but to me that just means we are incentivizing more people (more traffic) to use Kirkwood. Instead, let them flow through Dairy Ashford and Eldridge, these are much less residential streets! No new turn lanes, less concrete, save the trees. Please! 3. We have waited 12 years for better drainage. Our street floods every time there is a hard rain. The water has come up inches from my home over a dozen times since we have lived here. I have sent pictures and letters and thought Nottingham was getting the improvements needed. What do we need to do to bring this higher up on the priority list?
									1										<p>In regards to the kirkwood drainage project between memorial and brit oak.</p> <p>My preferences in order:</p> <ol style="list-style-type: none"> 1) Keep as is 2) Shorter turn lanes <p>I would be strongly opposed to an option that closes off residential entrances unless the Kirkwood / St. Marys entrance is closed off or the St Marys / West Forest entrance is closed off. Traffic will increase exponentially for those entrances that remain open. Outside traffic is already horrendous in Nottingham. Additional closures will bias traffic flow and be unfair to certain residents.</p> <p>I think the only fair option to keep as is and go for the shorter turn lanes.</p>
	1				1										1				<p>I am writing you in conjunction with the plans to renovate Kirkwood between I-10 and Memorial. Respectfully I have to object to these plans as they directly effect my street, neighborhood and property value. I reside at 14115 Queensbury lane in Nottingham West and with the construction going on at memorial already our street has become more of a cut-through for the apartments west of us. Because of this cars are exceeding the speed limit and causing our street to be dangerous to pedestrians.</p> <p>The current plans have a left turn lane being put in the median at Queensbury lane. I feel that this is a waste of money. Most traffic during the peak hours comes from I-10 and then turning west to cut-through our neighborhood and go to the apartments to the west of us. There is not any backup of cars trying to turn left from Kirkwood coming from I-10 because it's only residence of Nottingham east, there is not as much cut-through traffic going through their neighborhood.</p> <p>The plans to make the median 19 feet would also make it more difficult for property owners in these neighborhoods to turn left onto Kirkwood. Currently during peak traffic hours between pauses in traffic you can move to the median and stay clear of opposite traffic until you have a opportunity to turn left. This is not only convenient but it is also more safe. By shrinking the size of the median you no longer have a median where you can safely wait in you car for a pause in traffic, you are raising the probability of a traffic collision because the motorist has to react faster to both ways of traffic rather than addressing one at a time.</p> <p>My biggest objection to the plan is taking out all of but six trees along the median. These trees are considered the entrance and beauty of our neighborhood. By taking them out your are wrecking the image and possibly property value of our neighborhood. I did not move into this neighborhood to have an express way built in front of our street. Please do not do this by any means.</p> <p>With all of this said I will say I do like the idea of bigger bike lanes, but I would like them to be incorporated with little to none impact of the median.</p> <p>Please reconsider your plans in the reconstruction of Kirkwood. If you have any questions or comments please do not hesitate to contact me.</p>
	1																		<p>Thank you for the opportunity to review and comment on the proposed design of the Nottingham/Kirkwood Area Reconstruction ReBuild project. This project lies just outside of The Energy Corridor Management District's boundaries, but it is a vital transportation corridor to the tens of thousands of residents and employees in The District.</p> <p>The IH 10 / Kirkwood intersection is in The Energy Corridor District. The District is willing to consider sharing our protected intersection design and contributing to the additional costs if the City is interested in incorporating the safer design at IH 10. We are currently the local sponsor with TxDOT's IH 10 protected intersection project at N. Dairy Ashford, Eldridge Parkway and SH 6.</p> <p>The Energy Corridor enthusiastically supports the proposed buffered bicycle lanes, which will provide a safe north-south neighborhood connection between the Cullen Park Addicks Dam Trail and the Buffalo Bayou Terry Hershey Park Trail. Only residential neighborhoods line the roadway and limited driveways make it an ideal bicycle route as long as traffic is slow and the distance between motorists and bicyclists is increased as provided by the buffered bike lanes.</p> <p>As the coordinator for transportation programs in The District, I often receive inquiries from area residents and employees expressing the desire to bike in this area for transportation, but who feel unsafe and uncomfortable doing so due to the high traffic speeds and volumes on Kirkwood. Public Works & Engineering may want to consider adding some sort of physical barrier (e.g. plastic bollards or something similar to the armadillo humps on Lamar) between the bicycle lane and the car lane in that 3ft buffer in an effort to enhance the comfort level of the bike lane. The neighborhood's landscape contractor blows the leaves and grass cuttings weekly in the median and the gutter. It is possible that they could also clean the bike lanes if a physical barrier is installed in the buffer zone.</p> <p>The design presented at the June 26, 2016 meeting included widening the motorized vehicle lanes from 10' to 11'. Please consider maintaining the current 10' lane width; widening traffic lanes encourages cars to increase travel speeds, potentially resulting in less safe conditions for all street users such as the bicyclists that PWE is trying to safely accommodate with the new buffered bike lanes. Maintaining the current lane width may also prevent the removal of some trees, a concern expressed by many of the public meeting attendees.</p> <p>The residential property side yards along Kirkwood often are landscaped with shrubs, trees and other greenery providing a desirable green edge and shade. The sidewalk construction should attempt to not disturb the mature plants. This may be possible by eliminating the grass strip between the street curb and the sidewalk. Wider 6' sidewalks can be built and most of the landscaped property edges can be preserved.</p> <p>A number of community members at the public meeting also expressed the lack of necessity for additional dedicated left-hand turn lanes, stating that they were unnecessary and will cause removal of street trees. Street trees provide desirable shade making a street more walkable and bikeable. Slower vehicle speeds make a buffered bike lane a safer option for people on bicycles. For these reasons we would encourage PWE to limit the number of left turn lanes provided.</p> <p>Again, thank you for the opportunity to submit comments on the Nottingham/Kirkwood Area Reconstruction ReBuild project.</p>
	1																		<p>This email is to formally oppose the planned changes to Kirkwood North of Memorial (Nottingham/Kirkwood - CIP number M-00247) and any future modifications to Kirkwood South of Buffalo Bayou to Westheimer.</p> <p>I am not opposed to drainage improvement.</p> <p>I do think that many locations in Houston need drainage improvement more than this site. Particularly Kirkwood South of Buffalo Bayou.</p> <p>As to what I oppose about (Nottingham/Kirkwood - CIP number M-00247).</p> <p>I specifically oppose:</p> <ol style="list-style-type: none"> A- the tree removal unless similar qty. and size of trees are installed after the drainage work. B - the widening of lanes C - the addition of turn lanes across traffic. D - any design that makes it easier for large trucks to use Kirkwood (trucks can use Dairy Ashford and Memorial with the changes that are already underway on Memorial West of Kirkwood). <p>I am for a design that would limit large trucks and move the bike lanes from the street surface to a separate surface off the street.</p>
					1														<p>Do we ever need help on Kirkwood! Wider lanes sound good, but please leave room for a car to cross two lanes at a time and pause between northbound and southbound traffic without holding up traffic on those lanes. I live in Nottingham West. The traffic has become so heavy that it would be extremely difficult to cross all four lanes at once most of the time.</p>
							1												<p>I live on Taylorcrest, two houses from Kirkwood. Every day people from further on east on Memorial, turn from Kirkwood, and drive to West Forest and then out to Memorial. Many of these drivers regard Taylorcrest as a race track. We have all put up signs to try and protect our Children from these reckless drivers. And now the City of Houston wants to create a turning lane to further encourage drivers to go down our street...WHY</p>

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1					1									1					My husband and I are not in favor of this project as it is currently designed. I have lived in this neighborhood over 45 years. I watched the current trees in the esplanade be planted and grow into lovely mature shade trees. Due to the widening of the esplanade we will lose virtually all of them and they will not be able to be replaced with any similarly substantial trees. Please do not ruin our neighborhood. This is so typical of the City of Houston... beauty with trees, then tear them out to widen a street or highway once the trees are mature. 1. We do not favor the bike lane. It is seldom observed being used. Moreover, the lane is very dangerous as it crosses an auto lane at the intersection of I-10 and Kirkwood going North. It requires a biker to cross the auto lane and be in between two car lanes. This is a lot of square footage wasted for a lane that is seldom used. Has the City conducted any observation/usage studies on this bike lane to see if in fact it warrants being there? How many bikers use it per week or month and where is that data?? 2. Width of sidewalks. The sidewalks are just fine as they are. Again, in Houston, hot and humid, these sidewalks are used occasionally, but not by hoards of people and never by people bidirectionally such that they need to be able to walk abreast of one another. Again that is another 2 foot width, not needed. For these two reasons above, we are losing our shade and our mature trees, which add greatly to our quality of neighborhood. I am not for losing 4 feet to an unused bike lane and 2 feet to widen a rarely used sidewalk. So 6 wasted feet could be saved on the esplanade for trees. We support the drainage enlargement. We support a turn lane at Kimberley and Kirkwood provided a turn signal is also installed on that stop light. Thank you, we hope this input is actually considered and not just discarded.
1					1														I live on Kingside, west of Kirkwood. I was not able to attend the June 16 meeting, but have read the presentation and handout. I am pleased that needed work on drainage is finally happening - and Kirkwood definitely needs to be repaved (although south of Memorial is far worse). I am very opposed to the addition of dedicated left turn lanes along Kirkwood - except at Kimberley. There is no need to remove all of the trees and install left turn bays that are not needed. The only street off Kirkwood that has any traffic is Kimberley, and that is thru-traffic to the apartments on the other side of Carlingford. A left turn bay would be useful northbound on Kirkwood; usefulness on the southbound side is arguable. This presentation and handout claim these changes will improve quality of life - making it easier for people that don't live in our neighborhood to drive through will not improve the quality of life! None of these changes will improve the quality of life for the people in my neighborhood - only for those transiting through my neighborhood. I don't even know why I bother to comment - the decisions have already been made and nothing any of us say will change that. It certainly had no effect on the construction on Memorial. The comment period is just a facade for PWE to say the neighborhood 'supports the expansion'.
1																			It will destroy the neighborhood. These trees have stood for many years, they shouldn't be destroyed because of roadwork. The corner of Dairy Ashford and Memorial is a prime example of how trees were wasted and destroyed for nothing. The area is unsightly and for what, new turn lanes to a grocery store? Please do not cut them down.
																			Nottingham / Kirkwood Areas (M-000247), Thursday, June 16, 2016 at 6:30pm, Thornwood Elementary I attended the above mentioned public meeting and after giving the presentation some additional thought, decided to make a more detailed comment than would be possible on the survey form. My key thought can be capsulized by the question, "And go where?" Specifically I would like to address the issue of the left turn lanes and the esplanade. Start by considering the traffic going north on Kirkwood which would be making a left turn into the western portion of the neighborhood. The first three on the south, Taylorcrest, Pebblebrook and Perthshire go to cul de sacs and dead-ends. The only destination anyone could get too would be the homes along those short streets. It would be reasonable to assume that having more than one driver turning left onto those streets would be a fairly rare occurrence and the 31 foot width of the esplanade would provide adequate space for one or two vehicles to get out of the main traffic flow to wait for an opportunity to turn. Moving further north, it is worth noting that although there are several entrances to the neighborhood, Woodthorpe, Kimberley, Pinerock, Queensbury, Barryknoll, Kingside, Myrtlelea, St. Mary's and Britoak, there is only a single exit on the western edge, Kimberley. Thus the preferred route for a driver going toward any destination outside of the neighborhood would be Kimberley. For the driver going North and ultimately a destination outside the neighborhood, all the other possible left turns take them significantly out of their way. Given that there are no projected additional exits to the west, the future traffic making left turns going west will be approximately the same as it is now. Again, the 31 foot esplanade which currently provides appropriate opportunities to exit the flow of traffic while waiting to make a left turn should be able to handle that same traffic for the foreseeable future. The only left turn lane required going north is at Kimberley because it is the only one with a foreseeable impact on traffic. For left turns going south, the situation is more complicated because there are four exits from the neighborhood on the east; West Forest to the south to Memorial, Kimberley to the east, Myrtlelea to the east via Britoak and West Forest to the north to the I-10 access road. It would be far simpler for someone heading south on Kirkwood who wishes to use the West Forest exit to the I-10 access road to make the left turn from Kirkwood onto the I-10 access road. Thus I tend to discount that exit. A driver going south and exiting to the left at either Taylorcrest or Perthshire is a) going to the immediate neighborhood which has no projected in traffic density, b) has missed his turn and will be heading north on West Forest, a rare occurrence, or c) exiting to Memorial on the south which means they are attempting to bypass the traffic light at the corner of Memorial and Kirkwood. This is both a fairly rare occurrence and is not a behavior we wish to encourage. The preferred route for a driver going south and exiting the neighborhood to the east is Kimberley since it aligns with an exit. A secondary route for someone headed south on Kirkwood and wishing to exit the neighborhood to the east would be St. Mary's though that would require making a number of additional turns to get to the Britoak lane. These routes have some potential for traffic growth since they do lead to destinations outside the immediate neighborhood. I can see the possible need for left turn lanes going south at Kimberley and St. Mary's. None of others will ever see much increase of traffic and thus can not be justified by traffic. Although I'm certain you have ready access to maps of the area, I've attached a Google Map to demonstrate the point about the exits. To summarize my opinion, left turn lanes are required at Kimberley going both north and south. A left turn lane at St. Mary's heading south may be required. None of the others are justified. A secondary issue I'd like to address is the design of the bicycle lanes. In principle, if we're going to build bicycle lanes, then I think should do them right and provide more separation from traffic than a 3 foot wide stripe. A better method would be the sort of "bumps" used near the light rail system. A second issue is the question of where a cyclist would go assuming he is using the Kirkwood bike lane. The access to Terry Hershey is choked by a 18"-24" access near the Kirkwood bridge at the bayou. If the Kirkwood bridge at the bayou is expanded enough to make appropriate lanes going further south toward Westheimer possible, then there will be no access to the bayou at all. Absent bike lanes on Memorial, the enhanced bicycle lanes on Kirkwood go nowhere. That in turn means that the bicycle traffic on those lanes will be light. That raises the issue of whether the lanes are cost justified. I realize this is a chicken and egg situation and that a worthwhile bicycle system has to be built in pieces. I can foresee that some of the obstacles may prove to be intractable and alternates considered. You should communicate that you have considered those intractable obstacles. Finally, although I don't live on Woodthorpe, I do believe you should carefully consider and communicate the construction plan that will be used for the storm sewer. A four foot deep trench will not be easily crossed and temporary bridges may not be feasible. If that is the case, then some home owners will lose access to their property for an unacceptably long time. I'm sure you've done this before. I just think you need to communicate your plan to mitigate the impact.
1					1														Director Rudick: This evening I attended the Briar Forest Super Neighborhood meeting to discuss the proposals and options for the reconstruction of Kirkwood between I-10 and Westheimer due to occur FY 18-19 (as I recall). The roadway between Westheimer and Buffalo Bayou has been in a shocking state of disrepair for many years, and I am eager to see this problem addressed. However, I was shocked and dismayed to learn of many of the proposed changes that could take place in my neighborhood. 1) The creation of bike lanes with buffers that will use up a whopping 16 feet of the 100 ft. right of way. While I am not inherently opposed to bike lanes per se, Kirkwood is a major thoroughfare, and I do not feel this is a safe roadway for bicyclists. If the bike path or lane is deemed absolutely necessary, I think it should be moved back away from the curb, I feel this would be preferable and safer. 2) I noticed there was a proposed buffer of 4.5 feet between the sidewalk and street/bike lane. Is that distance legally mandated? Could that amount be decreased or even eliminated? That would give more room for a wider area above the curb that could be dual purpose for pedestrians as well as a bike path. 3) I am completely opposed to removal of trees from the medians on Kirkwood. I realize we may lose a few during the project due to stress or because of logistical reasons, but the loss of trees needs to be minimized as much as possible. The beautiful mature trees lend a warmth and character to the area besides providing much-needed shade during our long, hot summers. 4) There is no need for the proposed 13 turn lanes. The only areas that should have designated turn lanes are the intersections at Memorial, Westheimer and I-10. Houston City Planners, I am in favor of adopting a street standard that respects citizens' values and protects our urban forest. Bike Paths should be integrated into the center medians and it is important that you maintain (or expand) the width of existing greenspace. Treat it like you lived there... it is OUR neighborhood!
1					1														I am a Country Village resident and would very much prefer one of the following options instead of reducing the median and destroying existing trees. 1) Place bike lanes behind curb and keep the existing median by using smaller ROW for bike lanes and pedestrian sidewalks 3) Utilize shared pedestrian/bike lane behind curb (same configuration proposed for Sam Houston feeder road) and eliminating median reduction;
																			Thank you for sending the information on the traffic study. I have several follow up questions / requests. 1. Is there a way to post the proposed roll maps that were laid out at the meeting. I do not remember what the lane configuration was at Memorial number of lanes turn bays etc. 2. At the meeting there was a graphic that showed the existing cross section all that is in the presentation and handout is the proposed. 3. This is a drainage project but I saw nothing about the pipe sizes existing and proposed. 4. Is there any additional detention going in to compensate for the additional concrete that is being added. Or any detention just to provide some extra capacity in the system. I know Jack Smart said that in the Yorkshire section they were going to oversize the pipes to add the "detention" or at least provide some added capacity.
1																			I am a resident of Epernay townhomes which reside on the east side of Kirkwood road between Buffalo Bayou and Briar Forest street. As such I drive Kirkwood every day. I am gratified to learn that drainage along Kirkwood will be improved and the roads resurfaced. I am concerned, however, when I hear from my neighbors that the current plan could remove most or all of the 250 mature trees currently growing along Kirkwood. What sets our thoroughfares apart from simple concrete streets are the trees which shade them. I drive Briar Forest/San Felipe to the Galleria area every day, and it is a very pleasant drive because of the overhanging trees; Kirkwood is the same way. Not only do the trees provide a very pleasing aesthetic, they provide shade for drivers and pedestrians alike. We all know that Houston is a very hot place most of the year and shade is a welcome relief. I hope that in this era of increased environmental awareness the City of Houston can derive a plan which preserves the trees which grace our street. One of the things I notice every time I fly into Houston is how green it is because of all of the trees. Please do not sacrifice this one bit of nature in our urban sprawl.
1					1														I am a resident of Ashford South and am adamantly opposed to cutting down the trees in the medians. What makes our Westside neighborhoods desirable are our mature trees. We have no desire to look like nuclear acres, aka Katy. We just need the road improved and devoid of potholes, not widened.
1																			I am writing regarding above proposed plans for Kirkwood "improvements". Improved drainage is all well and good, but Kirkwood from just above Memorial south to Westheimer has subsided to a ridiculous amount in the 30 years I have lived in the Southbriar neighborhood. post-storm issues for us generally involve not being able to get into the Westheimer/Kirkwood intersection which due to multiple repavings and the Kirkwood subsidence, leaves anyone without a lifted truck or H2 stuck in the neighborhood due to water so high one leaves a wake moving through it. However, while new level pavement will be appreciated, the removal of even one tree in the Kirkwood median between Memorial and Westheimer is vigorously protested. We were here when those tiny saplings were planted (and some lost due to inadequate water support), and have rejoiced as they grew enough to be "lifted" in the pruning parlance, to make a lovely shady drive through the area. Not as fancy as Eldridge or S. Fry but so much better than the gangly crepe myrtles on Dairy Ashford especially south of Briar Forest, which median is always messy from lack of hand trimming at the bases and trash pickup. A miserable little median like the disaster on Richmond through the Westchase area is just pointless and pretty ugly to boot. Infrastructure such as plumbing, sewer, and other utility improvements would be welcome all at once, just to eliminate the hole-patch-pothole cycle. The whole bike lane thing this far in the suburbs is way overblown as to need. When the drainage was going to be addressed years ago, nothing was said about messing with anything else. There does not seem to be an outcry regarding lack of bike lanes, can see where they can be improved mightily by level pavement and suitable reflective striping. Hopefully, the median curbs can also have reflective material added as a safety measure, especially for older eyes and dusk/night driving. Five foot sidewalks seem excessive when we can't even get curb cuts in the neighborhoods. Can't push a stroller or wheelchair without enormous effort. If it has to be, we do NOT need buffered bike lanes OR more turn lanes at intersections. Everyone who drives in Houston for more than a few months learns to just go to the next median cut-through and turn there, it's maybe 150-200' more if that. From south of Memorial there is a commercial cluster around Briar Forest, excluding apts which seem adequately accessible. Pave the least possible, level the best possible, keep all the trees!

COMMENTS SUMMARY

Key	Trees			Medians			Left Turn Lanes					Bike lanes					Task Force Recommendations		Public Comments
	Save Trees	Save Max # of Trees / Replant	Support Removal	Reduce No. of Median Openings	Maintain Width	Reduce Width	No Left Turn Lanes	Reduce No. of Left Turn Lanes	Kimberley and Memorial Only	Reduce Left Turn Lane Length	Support Left Turn Lanes	Raised Barrier Separation	Dual Use Sidewalk (remove bike from street)	Remove Bike Lanes	Bikelane/ sidewalk on one side only	Support Bike Lanes	For	Against	
												1							I am writing in support of the proposed buffered bike lanes along Kirkwood Drive. Per BikeHouston's recommendation, I also support adding the physical barriers. It would be wonderful to allow people to bicycle in a safe setting. The area is thriving with the Hershey trails and to connect the Hershey trails with Kirkwood lanes would alleviate the growing communities/commuters and traffic in the Energy Corridor and 77077 areas. Thank you for your planning efforts and aiding our community!
	1																		I am opposed to removing any trees on Kirkwood. Please find another less destructive way for traffic to flow.
																			How will the drainage improvement proposed for Kirkwood from I10 to Memorial improve the overall drainage in the area if it this floodwater proposed to be carried then get to the Bayou from Memorial to the Bayou? The southern prt of the storm sewer as described run at overcapacity now so how will additional waters be transported from the new improved project? Please reply to me by phone or email and don't wait until the open meeting next week. Thanks
Letter from Nottingham Task Force																	1		Based on a survey administered by the Nottingham Task Force and the July 12th meeting, the following design elements are overwhelmingly supported by our community: 1. Two vehicle travel lanes on each side of Kirkwood; 2. Maintain current median width; 3. Left Turn lanes at the Kimberly and Memorial signalized intersections only; 4. Eliminate the existing and proposed bike and buffer lanes; and 5. Expand the proposed five-foot sidewalks to six-foot general purpose pathways, which could ultimately be designated as dual purpose pedestrian and bike pathways as we work through the regulatory/legal questions on dual-use pathways.
6 Residents																	6		I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
9 Residents																	9		I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians. The neighborhood will be significantly downgraded and damaged by the removal of so much of our medians. The green areas and trees are what make this neighborhood special.
	1						1					1							I support the proposed improvements for Storm drainage, water/wastewater, sidewalks and pavement condition, however I do not think turnlanes are necessary on this section of Kirkwood and the trees more valuable to our neighborhood than the inconvenience of not having a turn lane. I have lived on Kimberley Lane since 1992 and the lack of a turnlane on Kirkwood has never been an issue. I also think the bike lanes are ineffective no matter how wide you make the lane. I am an active cyclist and I do not consider Houston a safe place to ride on the streets and won't be until there are dedicated and physically separated lanes.
																			Please reconsider the damage to the Maplewood neighborhood that CIP#N-1000012 will create. Not only will the extra traffic, noise and pollution be part of the disruptions in our area that effect out home value, but the splitting of our neighborhood will have a terrible effect on the people and friendships that are in our community. I can understand widening Hillcroft from the beltway to Main/Alt.90, where there isn't much in the form of property to remove would make sense, but the destruction to property and people beyond that border would be devastating to many. Please keep me informed of future meetings. Thank you.
																	1		The current plan does not do enough to protect pedestrian traffic. Pedestrian only crosswalks should be installed with lights that stop on-coming traffic, so the residents can cross Kirkwood safely on foot to attend schools and sporting events that occur East or West of Kirkwood. With this addition, I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
																		1	On behalf of our neighbors in the Nottingham subdivisions in Houston City Council District G, we write in opposition to the Kirkwood street project (CIP #M-00247) as currently proposed. We are strongly in favor of our modified Nottingham Task Force Plan. As you observed and heard at the July 12th meeting, the 'revised' Kirkwood project as proposed by the PWE staff has several elements that are not acceptable to us. More specifically, we object to the following design elements: 1. The addition of eight-foot bike lanes on North-bound and South-bound sides of Kirkwood; 2. The addition of 13 left turn lanes; 3. The near total decimation of all trees and vegetation in the existing 31-foot median; and 4. The reduction in the size of the median from 31 feet to a maximum of 19 feet, with many areas that are only 8 feet wide where turn lanes are proposed. Based on a survey we administered, the following design elements are overwhelmingly supported by our community: 1. Two vehicular lanes on North-bound and South-bound sides of Kirkwood; 2. Maintain current median width; 3. Turn lanes at the Kimberly and Memorial signalized intersections only; 4. Eliminate existing and proposed bike and buffer lanes; and 5. Expand the proposed five-foot sidewalks to six-foot general purpose pathways, which may ultimately be designated as dual-purpose pedestrian and bike pathways as we work through the regulatory/legal questions on dual-use pathways.
64 Residents																	64		I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
From PWE?																			Dear Nottingham Task Force, Your committee is to be commended for the hard work of analyzing and developing an alternative proposal to changes on the Nottingham/Kirkwood RECONSTRUCTION PROJECT. Your proposal appears to address the concerns of the neighborhoods that are affected by drainage, mobility safety and aesthetics (existing trees). Although there were many opinions expressed at the two meetings, each from different but valid perspectives, there still seems to be missing information needed for full understanding of the big picture in order to arrive at a consensus on a final plan that accomplishes the major objectives- improves drainage, traffic mobility, pedestrian & bicycle safety, and maintenance of aesthetics. -What ordinances are already in place that must be considered for thoroughfares, bicycle lanes and walkways? -What variables exist within these ordinances that might allow for modifications? -Where in the city have variances been permitted to accommodate local concerns and needs? -Where in the city are both bicyclists and pedestrians sharing a designated space going both ways? -Where in the city or surrounding areas is an example of a street (thoroughfare) that has been recently completed with these proposed upgrades? Driving up and down the local thoroughfares in our area that run north and south between I-10 and Westheimer- Gessner, Beltway Feeder, Wilcrest, Kirkwood, Dairy Ashford, Eldridge- there appears to be no consistent provisions that take into account for safe and efficient traffic flow for motorists, bicyclists and pedestrians. Safety for all should be a priority regardless of modality. Therefore, I support the Nottingham Task Force Plan that utilizes a shared two way bicycle and pedestrian passageway behind the curb with minimum impact to existing trees on esplanades.
																	1		Left turn lanes for 2 cars only each intersection. I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
																	1		The only thing that I would change is instead of the 13 turn lanes, I suggest 2 turn lanes (Kimberley and Memorial) because are the ones with more traffic. I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
14 Residents																	14		Do not remove trees. A simplified sidewalk/bike lane 6' wide with 4 foot buffer is a clean cut option with less intrusion. I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
																	1		I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
																	1		I will email this suggestion: Please paint a stripe on the sidewalk like Colorado does in Vail, Glenwood Springs & etc. The stripe separates 2 way bikes and pedestrians. I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
																		1	We don't need all those turn lanes. Don't destroy a very pretty access road by killing all those trees. Its not necessary to You and our goal for better flow... I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
																		1	We have resided in the Nottingham Development for over thirty-two years. We raised three sons here and supported all the projects that improved safety and property values, and we've never made a grievance... until now. We have seen the Kirkwood Road drawings for the drainage project you originally proposed and the changes that were made, suspiciously at the last hour. The changes we refer to are the reduction of the median strip and destruction of the trees within it. We strongly support the Nottingham Task Force plan for a dual-use, six foot wide walkway and bikeway and turning lanes at Kimberley Road, thus preserving the medians. From what we've observed, there is very little walkway traffic along Kirkwood Road and almost no bike traffic at all. Therefore destroying our charming median and with it lowering the property values in the area is not a sound planning decision. Our property values have grown or remained intact for many reasons, one of which is the look of the overhanging oaks and charm of the area. Destroying our median will only change the residential look of Kirkwood Road to that of a commercial road, like Dairy Ashford. The trees must remain therefore the full median must remain. If you lived here with your family you would want the same.
32 Residents																	32		I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
																	1		There is NO need to spend \$, resources and time to create unnecessary turn lanes that have not been proven as needed. What a waste, please listen to the people who actually live here. I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
64 Residents																	64		I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
																	1		For example, I live on a culdesac with 10 homes, we do not need a turn lane (Pebblebrook). Preserve medians and trees please. I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
																	1		Even at busiest traffic times, there is not a problem turning left across Kirkwood into neighborhoods. I haven't seen but 2 bikers in the last month! I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
131 Residents																	131		I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
																	1		Traffic study has not been done in years AND should not be done while Memorial is under construction. I support the plan proposed by the Nottingham Task Force.
																	1		Instead of using my \$\$ for this silliness instead fix Kirkwood, Wilcrest & Dairy Ashford, south of Memorial. I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
																	1		The current plan does not do enough to protect pedestrian traffic. Pedestrian only crosswalks should be installed with lights that stop on-coming traffic, so the residents can cross Kirkwood safely on foot to attend school and sporting events that occur east or west of Kirkwood. With this addition, I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.

COMMENTS SUMMARY

Key	Trees			Medians			Left Turn Lanes					Bike lanes				Task Force Recommendations		Public Comments	
	Save Trees	Save Max # of Trees / Replant	Support Removal	Reduce No. of Median Openings	Maintain Width	Reduce Width	No Left Turn Lanes	Reduce No. of Left Turn Lanes	Kimberley and Memorial Only	Reduce Left Turn Lane Length	Support Left Turn Lanes	Raised Barrier Separation	Dual Use Sidewalk (remove bike from street)	Remove Bike Lanes	Bikelane/ sidewalk on one side only	Support Bike Lanes	For		Against
					1						1	1							<p>My name is Michael Stonaker and I am a resident of 8 years in the Nottingham subdivision of west Houston. I am writing to you to express concerns I have with the Nottingham Drainage and Paving project (M-000247) as both a resident, civil engineer, and Professional Engineer in Texas. I do not feel that proper analysis has been done as to the negative effects to the area that will be caused by the proposed plan to reconstruct Kirkwood Road. From what I can tell from the publicly available documents, no regard has been given to the preservation of the existing mature trees, which is in direct contradiction to the policy of the City of Houston to preserve existing trees wherever possible. Moreover, as both a pedestrian user of Kirkwood and someone whose only exit off of our street is to onto Kirkwood, I feel the proposed reduction in the median width poses a significant reduction in safety to both pedestrian and vehicular traffic. I also feel that the traffic study done is not specific to this road but is based on metrics for the city, especially with regards to growth. This is a mature area and I do not think the stated growth of over 50% over 20 years is possible. As a resident of Nottingham section 3 who lives on the section of Taylorcrest Road on the west side of Kirkwood, I feel that the proposed changes will further isolate us from the rest of the neighborhood. Right now the median poses a safe haven to wait between lanes of traffic for a safe opening to turn, under the proposed plan there will not be sufficient space to wait. Therefore when turning left off my street I will now have to ensure there is no one coming from any direction or waiting in the turn lanes before being able to take my kids to school or go to work. Pedestrians, including children, will now have to contend with a wider road to cross and will have less area to wait while trying to cross the road to reach their school, friends, or the neighborhood clubhouse. With regards to the left turn lanes at all break in the median, I do not feel these are remotely justified by the volume of traffic trying to turn left into the neighborhood. With the current road, anyone trying to turn left onto their street can just wait in the gap in the median for a few seconds and then turn, this never causes any issues. This is a totally unnecessary expense and waste of space and serves no other purpose than the wholesale destruction of all the current trees in the median. Never in all the time that I have lived here have I ever thought we needed left turn lanes anywhere except at Kirkwood and Kimberley Drive, and at those locations, you only need storage for one or two cars.</p> <p>The other item I take exception to is the amount of space devoted to the bike lane. The proposed lane has almost as much total space (8 ft) as the current lanes. I do not feel this is justified by the amount of bike traffic, which is almost zero. I also do not understand the need for the 4.5' clearance between the bike lane and the sidewalk, this seems like a great waste of space. If just this 4.5' was eliminated on both sides then the center median could be maintained at 27' which is not a substantial reduction from its current 31'. I also do not believe that the sidewalk needs to be widened to 5' from 4'. As a frequent walker I know that many times I am the only person walking and there is no competition for space on the sidewalk. I also feel that a 5' bike lane is unnecessary given that a 3' buffer is also provided to protect cyclists from traffic.</p> <p>I suggest the following changes be made to the proposed plan to protect the integrity of the neighborhood and adjacent area.</p> <ol style="list-style-type: none"> 1. Decrease the width of both of the sidewalk and the bike lane to 4' and put them adjacent to each other eliminating the need for the 4.5' space between them. 2. Eliminate the proposed left turn lanes at all cross streets except Kimberley and reduce its storage capacity to accurately reflect demand. <p>Therefore, the cross section of the street would look as follows: 4' for the sidewalk, curb down to the bike lane 4' for the bike lane, curb down to the street or put at street level 3' buffer, this could even be curbed in and planted to further protect cyclist and pedestrians and add to aesthetics 2-11' lanes as proposed 31' median maintained at current width</p> <p>Thus, I feel that with just a few minor changes everyone can be safely accommodated and unnecessary construction can be avoided while simultaneously preserving the leafy beauty of the area. Every other part of Houston and every other city in the country are trying to create what we already have here, a green area in the midst of a major city with mature trees and as little concrete as possible.</p>
																	1		<p>I am a resident of Nottingham and I am writing to express that I am opposed to the Kirkwood Reconstruction Project as currently proposed by PWE that would reduce the median from its current 31 feet to as little as 8 feet to accommodate 13 planned left turn lanes. I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, preserving the medians, for the following reasons: There is not enough East/West traffic blocking the main lanes of Kirkwood to justify the destruction of our trees and median This is a residential neighborhood, and as such my children, along with a great deal of others, currently cross Kirkwood on a daily basis during the school year on their bikes to get to Wilchester elementary school. The expansion and promotion of new traffic on this street would make the street unnecessarily dangerous for children to cross. This is a neighborhood street, and the expansion would encourage additional traffic through residential area which is unnecessary as there is other access and egress to I-10 in the area A turn lane is needed only on Kirkwood at Kimberley and Memorial, which are through streets, but not on other streets which do not have the incremental traffic to warrant the investment of taxpayers' dollars. A dual-use sidewalk/bike lane will be 6 feet wide with a 4 foot buffer, which is sufficient. Removal of the trees and grassy median, resulting in increased paved area, will result in less green-space which is not attractive residential design.</p>
																	1		<p>We have lived in this Kirkwood area for 36 years and do not see any reason to destroy this attractive area for a few blocks of traffic enhancement. There are many other North/South corridors nearby to handle traffic such as Dairy Ashford, Wilcrest, Beltway 8 and its feeder as well as Eldridge further west. I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.</p>
		1															1		<p>I strongly support the Nottingham Drainage and Paving Project (CIP #M-000247) as originally designed with 2 automobile lanes (each way), bike and associated buffer lanes, turning lanes. I encourage the designers to replace as many of the trees to be removed with reasonably similarly sized replacement trees as possible. I do not support the Nottingham Task Force's counter proposal. I believe it is short sighted and will result in traffic tie-ups in the future due to increasing volume of through traffic. I greatly appreciate the time and effort that Greg Travis and Carol Haddock (and staff) expended to explain the project. I think this has been an example of Good Government in action.</p>
70 Residents																	70		I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
14 residents																	14		I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
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2																	1		Please accept this email as my formal comment card response to PWE for the Nottingham Drainage and Paving Project (M-000247). I am opposed to the Kirkwood Reconstruction Project as currently proposed by PWE. I support the Nottingham Task Force Plan. I live on Barryknoll, just off Kirkwood, and I use Kirkwood every day. If necessary, you may contact me via the contact data provided below.
3																	1		Please accept this email and attachment as my formal comment card response to PWE for the Nottingham Drainage and Paving Project (M-000247). I am opposed to the Kirkwood Reconstruction Project as currently proposed by PWE. I support the Nottingham Task Force Plan.
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10																	1		Please accept this email and attachment as my formal comment card response to PWE for the Nottingham Drainage and Paving Project (M-000247). I am opposed to the Kirkwood Reconstruction Project as currently proposed by PWE. I support the Nottingham Task Force Plan. In addition, I think it would be beneficial to consider better lighting be installed along Kirkwood for walkers or bikers. I think it would encourage usage of it more and take a few cars off the road.
11																	1		Please accept this email and attachment as my formal comment card response to PWE for the Nottingham Drainage and Paving Project (M-000247). I am opposed to the Kirkwood Reconstruction Project as currently proposed by PWE. I support the Nottingham Task Force Plan.
12																	1		I have already sent in by mail my formal comment card response to PWE for the Nottingham Drainage and Paving Project (M-000247). I am opposed to the Kirkwood Reconstruction Project as currently proposed by PWE. I support the Nottingham Task Force Plan. We have lived in Nottingham and Nottingham West for almost 40 years! Please remember that Kirkwood is not a commercial street like Dairy Ashford. We only have commercial stores on the corners of I-10 and Memorial. We bought here because of the beautiful mature trees on Kirkwood which have taken years to develop. These are irreplaceable! There is so much commercialization surrounding us, please don't ruin our neighborly feel. Leave us homey and friendly! Again, please remember we are residential and not commercial. Please put yourselves in our shoes--and cherish what is left of our neighborhood! Finally, be thoughtful with our tax money. Use the extra funds to help Meyerland with all of their flooding issues. We have lived here 40 years and we have never been flooded. Don't mess with a good system on Kirkwood! Help other areas live without fear of flooding!
16																	1		Please accept this email and attachment as my formal comment card response to PWE for the Nottingham Drainage and Paving Project (M-000247). I am opposed to the Kirkwood Reconstruction Project as currently proposed by PWE. I support the Nottingham Task Force Plan.
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28																	1		Please accept this email and attachment as my formal comment card response to PWE for the Nottingham Drainage and Paving Project (M-000247). I am opposed to the Kirkwood Reconstruction Project as currently proposed by PWE. I support the Nottingham Task Force Plan.
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39																	1		I oppose to the to the Kirkwood Reconstruction Project as currently proposed by PWE and totally support the Nottingham Task Force Plan. I have been living in this house for the pas 25 years and Kirkwood traffic is not bad and there is no need to destroy the current Meridian and no need for so many turning lanes. Please, see comment card attachment.
40																	1		Please accept this email and attachment as my formal comment card response to PWE for the Nottingham Drainage and Paving Project (M-000247). I am opposed to the Kirkwood Reconstruction Project as currently proposed by PWE. I support the Nottingham Task Force Plan.
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COMMENTS SUMMARY

Key	Trees			Medians			Left Turn Lanes					Bike lanes					Task Force Recommendations		Public Comments
	Save Trees	Save Max # of Trees / Replant	Support Removal	Reduce No. of Median Openings	Maintain Width	Reduce Width	No Left Turn Lanes	Reduce No. of Left Turn Lanes	Kimberley and Memorial Only	Reduce Left Turn Lane Length	Support Left Turn Lanes	Raised Barrier Separation	Dual Use Sidewalk (remove bike from street)	Remove Bike Lanes	Bikelane/ sidewalk on one side only	Support Bike Lanes	For	Against	
52																	1		I live in the Kirkwood area. Please accept this email and attachment as my formal comment card response to PWE for the Nottingham Drainage and Paving Project (M-000247). I am opposed to the Kirkwood Reconstruction Project as currently proposed by PWE. I support the Nottingham Task Force Plan.
54																	1		Please accept this email and attachment as my formal comment card response to PWE for the Nottingham Drainage and Paving Project (M-000247). I am opposed to the Kirkwood Reconstruction Project as currently proposed by PWE. I support the Nottingham Task Force Plan. We have lived in this Kirkwood area for 36 years and do not see any reason to destroy this attractive area for a few blocks of traffic enhancement. There are many other North/South corridors nearby to handle traffic such as Dairy Ashford, Wilcrest, Beltway 8 and its feeders as well as Eldridge further west.
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																	1		Please accept this email and attachment as my formal comment card response to PWE for the Nottingham drainage and paving project (m-000247). I am strongly opposed to the Kirkwood reconstruction project as currently as proposed by PWE. I support the Nottingham Taskforce Plan as the people that will be impacted are aware of the true level of traffic, whether it be by vehicle, bike, or foot.
	1													1					1) Alternative 1 most reasonable 2) Tree destruction will change neighborhood 3) Bike lane not used by people 4) Too many turn outs for neighborhood 5) Sidewalk could be in center median
																	1		Please see my attached comments opposing this project because it appears to provide no meaningful benefit in either traffic conditions (which are not currently a problem), safety (which is not currently a problem), or drainage (which is not currently a problem) and will destroy the beautiful appearance of Kirkwood currently provided by the wide median and mature trees.
																	1		I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
Email Title-Comments on Nottingham Drainage Project.msg																			I live in the 77077 zip code. I am a supporter of safe places to bicycle. I support building buffered bike lanes on Kirkwood and would also support adding physical barriers as possible. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. Creating a safe space for people to bicycle at reasonable speeds is especially important for people wishing to connect to Terry Hershey Park or into employment centers in the Energy Corridor.
																			I am writing in support of the proposed buffered bike lanes along Kirkwood Drive. Per BikeHouston's recommendation, I also support adding the physical barriers. It would be wonderful to allow people to bicycle in a safe setting. The area is thriving with the Hershey trails and to connect the Hershey trails with Kirkwood lanes would alleviate the growing communities/commuters and traffic in the Energy Corridor and 77077 areas.
																			I live in the 77079 zip code. I am a supporter of safe places to bicycle. I support building buffered bike lanes on Kirkwood and would also support adding physical barriers as possible. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. Creating a safe space for people to bicycle at reasonable speeds is especially important for people wishing to connect to Terry Hershey Park or into employment centers in the Energy Corridor.
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																			I live in the 77079 zip code, and I actively cycle in the area for both commuting and recreation.
																			I am a supporter of safe places to bicycle. I support building buffered bike lanes on Kirkwood and would also support adding physical barriers as possible. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. Creating a safe space for people to bicycle at reasonable speeds is especially important for people wishing to connect to Terry Hershey Park or into employment centers in the Energy Corridor.
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																			I live in the 77079 zip code. I am a supporter of safe places to bicycle. I support building buffered bike lanes on Kirkwood and would also support adding physical barriers as possible. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. Creating a safe space for people to bicycle at reasonable speeds is especially important for people wishing to connect to Terry Hershey Park or into employment centers in the Energy Corridor.
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																			I have frequently used the existing bike lanes on Kirkwood, and the proposed buffered bike lanes will be much better. With the existing, narrow bike lanes, riders are often forced to leave the safety of the lane due to standing water, or debris such as leaves and sticks. The buffered lanes will be much safer and will encourage greater use.
																			I live in the 77079 zip code. I am a supporter of safe places to bicycle. I support building buffered bike lanes on Kirkwood and would also support adding physical barriers as possible. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. Creating a safe space for people to bicycle at reasonable speeds is especially important for people wishing to connect to Terry Hershey Park or into employment centers in the Energy Corridor.
																			Also, I sincerely hope that something will be done to make the Kirkwood / I-10 feeder intersection safer for cyclists. Currently, the northbound bike lane and the northbound right turn lane cross over each other, making for an unsafe situation for both cyclists and motor vehicles.
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																			My name is Steve Hendrickson from Memorial and I primarily bike Weekends on Hershey Park Trails.
																			I understand that you have an opportunity to review the Houston Bike Plan at an upcoming meeting. I am writing to strongly urge you to support the approval of this plan in its entirety. The plan addresses the health, safety, and connectivity improvements our city so greatly needs and reflects the community's desires. I also encourage the City of Houston to work to implement the plan as soon as is achievable.
																			My friends, family and colleagues all look forward to using the proposed new bikeways for our daily errands, commutes, and recreation in the years to come. I look forward to having safer streets for our children, for active commuting, and for a casual ride. I am excited to see that our city recognizes the importance of promoting safe places for people to bicycle and I am proud to be part of a community that is taking a necessary step forward. I hope that we can be an example to other communities by demonstrating enthusiasm and support for this important effort!
																			Dear Department of Public Works Planning, Engineering, and Council Member Travis I am a long-time Houston resident, completing K-12 and have lived here, off and on since 1959. I currently live in the 77077 zip code. I am an avid supporter for Houston area programs to improve bicycle safety. I have been bicycling on public streets since a child and clearly recall when HPD officers taught bicycle safety in Mrs. Rascoe's (wife of Larry Rascoe, Channel 2 News Anchor) classes at Bendwood Elementary. I rode bicycles to class beginning in 3rd grade. I commuted to engineering classes at the University of Texas (BSME-1978); and have bicycle commuted routinely, since. I regularly ride in the area and participate in local area bike events such as the Tour de Houston and the BP MS150, riding more than 2500 miles per year. Furthermore, I participate in many events as an On-the-Bike Safety Marshal or Ride Marshal. Mayor Lee Brown created bicycle lanes in his bid for the Olympics and we need to carry that beginning to a much higher level of safety. Separating motor vehicles from bicyclists with physical barriers drastically improves safety for bicyclists. This cannot be over-emphasized. I have been personally struck several times over the years by motor vehicles as a result of inattentive distracted drivers and luckily I have survived; others have not been so lucky. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. The plan for buffered bike lanes on Kirkwood must be augmented by the addition of physical barriers between motor vehicle traffic and bicycle traffic. Anything less places bicyclists at serious risk of injury or fatality. Moving bicycles and pedestrians must NEVER share space. Bicycles DO NOT belong on sidewalks; it is incredibly dangerous. Creating a safe bike lanes for people to bicycle at reasonable speeds (bicyclists typically travel at speeds between 12mph and 25mph) is especially important for people wishing to bicycle to Terry Hershey Park or into various employment centers in the Energy Corridor. The grassy median with trees and shrubs contributes greatly to quality of life and community along residential boulevards such as Kirkwood and Wilcrest. If it is necessary to bury large drainage pipes like has occurred on Gessner, Memorial, Barryknoll, etc. please make plans to restore the median with grass, shrubs and trees. Please do not make Kirkwood attractive as a thru-way for wide loads, permit loads or heavy truck traffic. Ten foot wide lanes are OK for cars. Please DO provide extra concrete thickness and reinforcing tendons to support cyclic loads created by MTA/City Bus traffic. I appreciate the opportunity to comment on this important project in my neighborhood. Thank You David Wendt
18																			I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
19																			Please accept this email and attachment as my formal comment card response to PWE for the Nottingham Drainage and Paving Project (M-000247). I am opposed to the Kirkwood Reconstruction Project as currently proposed by PWE. I support the Nottingham Task Force Plan.
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																			<p>Honorable Mayor and City Council Members,</p> <p>My name is Julie Tran from Energy Corridor and I primarily bike Dairy Ashford, Kirkwood, Eldridge.</p> <p>I understand that you have an opportunity to review the Houston Bike Plan at an upcoming meeting. I am writing to strongly urge you to support the approval of this plan in its entirety. The plan addresses the health, safety, and connectivity improvements our city so greatly needs and reflects the community's desires. I also encourage the City of Houston to work to implement the plan as soon as is achievable.</p> <p>My friends, family and colleagues all look forward to using the proposed new bikeways for our daily errands, commutes, and recreation in the years to come. I look forward to having safer streets for our children, for active commuting, and for a casual ride. I am excited to see that our city recognizes the importance of promoting safe places for people to bicycle and I am proud to be part of a community that is taking a necessary step forward. I hope that we can be an example to other communities by demonstrating enthusiasm and support for this important effort!</p> <p>Sincerely, Julie Tran</p>
	1				1														<p>Dear Houston City Councilmen Mr. Travis and Mr. Christie,</p> <p>My name is Laura Miller and I am a resident of Wilchester West @ 13626 Taylorcrest. I am writing to let you both know I am not in favor of the recently proposed drainage/mobility project affecting Kirkwood between Memorial and the I 10 feeder as currently being proposed by the city. While I am not as affected by the current proposal as the neighborhoods on either side of Kirkwood, I am a frequent user of Kirkwood as my mom lives in the Sherwood Forrest neighborhood on the North side of I-10 and I use Kirkwood to return to my home after visiting her.</p> <p>I was stunned, as were many of my neighbors, when I recently learned that a proposed drainage project had morphed into a combined drainage and mobility project in the space of a year with a cost increase of 4 Million dollars. The contemplated destruction of the current grassy median along with its many mature trees is not justified based on the normal traffic along Kirkwood. Left hand turn lanes at Kimberly and Memorial are currently adequate (many of the proposed left hand turn lanes go into cul de sacs and are unnecessary) I do not see how an additional 4 acres of concrete can possibly be justified under the rebuild Houston "drainage" fee proposition funding rationale.</p> <p>I request that you forward my opposition to this project as currently proposed to the Public Works department.</p> <p>In addition, I request more well advertised public presentations of Houston's Mobility Plans along with their associated costs: and if these plans are now part and parcel of the city's rebuild Houston drainage plans I think a citywide engagement effort is in order. I do not believe Rebuild Houston "drainage" fee money was meant to be used to fund "mobility" projects. When people devote time to these super neighborhood meetings and still are surprised by what the city is up to in their community there is something wrong with out community engagement process. I voted for both of you and expect you will keep us proactively informed about projects affecting our neighborhoods. I also expect you all to push back on projects that are "over designed" and exceed the intended mandate of rebuild Houston tax payer fees. If you support the city's "mobility" plan then you need to show us what it is going to look like and what it is going to cost so we can see how a small project like the one on Kirkwood fits. Absent a bigger context & a possibly a citywide vote on a "mobility" plan, it makes no sense for the city to morph drainage projects to suit their ideology.</p> <p>Respectfully, Laura Miller</p>
					1														<p>I understand that there is a Nottingham Task Force that has proposed an alternate plan to the one that the city has. I don't entirely agree with the Nottingham Task Force Plan for the following reason: The Nottingham Task Force has not addressed the clearing of bushes, trees and other vegetation to their 6' Dual Use Sidewalk.</p> <p>My husband is a bicyclist and uses the bike lane to get to the bayou. My daughter rides her bike to/from our neighborhood club, Memorial West, on the corner of Memorial and Dairy Ashford. I walk our dog on the sidewalk along Kirkwood. Currently, there is not enough aerial clearance for someone walking to safely walk the sidewalk due to trees, bushes, and other vegetation. Therefore, I don't feel that having a dual sidewalk would be a safer alternative to the current plan.</p> <p>I do however, agree that there is no need to have so many turning lanes added to Kirkwood. Currently, the median is wide enough that the space itself works as a turning lane. I have a Landcruiser, and I can safely turn onto my street without blocking any traffic. There is not enough traffic on Kirkwood to justify the additional expense of having turning lanes except for making the turning lane at Memorial longer.</p> <p>I'm sure that someone took a lot of time developing the current plan and it's unfortunate that there is now opposition to it. Ultimately, safety should be the primary concern and the safety of those riding bikes, those walking, and those driving should all be included. I don't feel that the Nottingham Task Force has fully taken the safety of those riding bikes into consideration.</p> <p>I have lived in this neighborhood for 15 years and I do have an invested interest in this matter. If the city fails to provide adequate safe travel routes for all, then the city will have to suffer the consequences for their decision if someone is hurt as a result. I hope that the city can create a plan that will be best for all.</p> <p>Thank you for your time, Sylvia Mchrope</p>
																	1		I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
23																			I live in the 77077 zip code and I vote. I am a supporter of safe places to bicycle. I support building buffered bike lanes on Kirkwood and would also support adding physical barriers of separation to create a comfortable place to ride for more people. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. Creating a safe space for people to bicycle is especially important for people wishing to connect to Terry Hershey Park or into employment centers in the Energy Corridor.
27																			Steve Kimmel Email
48																			Dear PWE Planning and Council Member Travis, I live in the 77079 zip code and I vote. I am a supporter of safe places to bicycle. I support building buffered bike lanes on Kirkwood and would also support adding physical barriers of separation to create a comfortable place to ride for more people. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. Creating a safe space for people to bicycle is especially important for people wishing to connect to Terry Hershey Park or into employment centers in the Energy Corridor.
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58																			I live in the 77079 zip code and I vote. I am a supporter of safe places to bicycle. I support building buffered bike lanes on Kirkwood and would also support adding physical barriers of separation to create a comfortable place to ride for more people. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. Creating a safe space for people to bicycle is especially important for people wishing to connect to Terry Hershey Park or into employment centers in the Energy Corridor.
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60																			I live in the 77077 zip code and I vote. I am a supporter of safe places to bicycle. I support building buffered bike lanes on Kirkwood and would also support adding physical barriers of separation to create a comfortable place to ride for more people. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. Creating a safe space for people to bicycle is especially important for people wishing to connect to Terry Hershey Park or into employment centers in the Energy Corridor.
61																			I live in the 77077 zip code and I vote. I am a supporter of safe places to bicycle. I support building buffered bike lanes on Kirkwood and would also support adding physical barriers of separation to create a comfortable place to ride for more people. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. Creating a safe space for people to bicycle is especially important for people wishing to connect to Terry Hershey Park or into employment centers in the Energy Corridor.
63																			I live in the 77077 zip code and I vote. I am a supporter of safe places to bicycle. I support building buffered bike lanes on Kirkwood and would also support adding physical barriers of separation to create a comfortable place to ride for more people. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. Creating a safe space for people to bicycle is especially important for people wishing to connect to Terry Hershey Park or into employment centers in the Energy Corridor.
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65																			I live in the 77077 zip code, I vote and I bike! I am a supporter of safe places to bicycle. I support building buffered bike lanes on Kirkwood and would also support adding physical barriers of separation to create a comfortable place to ride for more people. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. Creating a safe space for people to bicycle is especially important for people wishing to connect to Terry Hershey Park or into employment centers in the Energy Corridor.
																			I live in the 77079 zip code and I vote. I am also a bicycle commuter. I am a supporter of safe places to bicycle. I support building buffered bike lanes on Kirkwood and would also support adding physical barriers of separation to create a comfortable place to ride for more people. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. Creating a safe space for people to bicycle is especially important for people wishing to connect to Terry Hershey Park or into employment centers in the Energy Corridor.
	1				1					1									Please Help! We prefer Kirkwood remain just as it is with its esplanade and maturing trees. Other than the very poor surface which was installed some years ago, the drainage and turn lanes seem adequate. Please do not do anything that would alter the area between Memorial and I-10! We have lived in this area on Britoak Ln. for approximately 40 years. Since we live two doors from Kirkwood, we are well aware of the noise the increased traffic makes every day. Please say "no" to more alterations.
																			I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
																			The amount of left/right turn traffic does not justify the loss of the median and trees, plus there is ample room to turn without impacting Kirkwood traffic. I agree with the OneNottingham proposal re keeping the median, designated turn lane at Kimberley and dual use bike lane
																			I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
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																			As homeowners in Maplewood South/North for 7 years, we strongly object to the planned expansion of Hillcroft (Hillcroft Reconstruction Project CIP No. N-100012). This expansion will serve no benefit to us as it will bring more traffic, noise, pollution to our neighborhood, decrease the safety and security of where we live, and destroy the beautiful landscaping and trees on our esplanades.
																			Expanding Hillcroft to six lanes would be the equivalent of putting a freeway/interstate through our neighborhood! This expansion will decrease the property value of our home, making where we live less attractive and less safe.
																			I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.

COMMENTS SUMMARY

Key	Trees			Medians			Left Turn Lanes					Bike lanes					Task Force Recommendations		Public Comments
	Save Trees	Save Max # of Trees / Replant	Support Removal	Reduce No. of Median Openings	Maintain Width	Reduce Width	No Left Turn Lanes	Reduce No. of Left Turn Lanes	Kimberley and Memorial Only	Reduce Left Turn Lane Length	Support Left Turn Lanes	Raised Barrier Separation	Dual Use Sidewalk (remove bike from street)	Remove Bike Lanes	Bikelane/ sidewalk on one side only	Support Bike Lanes	For	Against	
					1			1					1						<p>I am a resident Nottingham West. I have lived in this area since 1997 at the corner of Myrtle and Carlingford. During very heavy rains, the water usually comes above the curb but drains off very, very quickly. In my 17 years of living in the area, I have never experienced any issues with flooding. Therefore, I was surprised at the drainage plans since I was unaware of any problems.</p> <p>Although I welcome improvement of drainage. I am OPPOSED to the planned changes on the median. I chose to live in this area because of the trees on the streets. If I wanted to live in the sterile environment that is a part of newer communities, I could move out to Katy or Cypress. There is no need to decimate the median, chop down the trees and fill it with concrete. I travel down Kirkwood to Memorial both directions every day. Trust me when I say there is no need for all the planned turn lanes - other than at Kimberley. Otherwise, the median does not need to be changed.</p> <p>A better proposal than the one presented by your department is the proposal of the Nottingham Task Force - a dual use 6' walkway/bikeway. To be honest, driving down Kirkwood daily, I see an average of 1 person a day walking down the street. (This is an average over almost 20 years.) I have seen even fewer bicyclists.</p> <p>Do not destroy the trees on the median!!! Do not put in numerous turn lanes - they are not necessary. Do not change the street to a sterile and cold street with cement medians like you have done in other areas!!!</p> <p>I live here - you do not. I know that you are proposing what you think is best for me and the other residents. However, what you think is best is not always what is needed or what is best for the community. Please do not destroy the medians - leave the trees.</p> <p>Please feel free to contact me at this email address or my home address: 14130 Myrtle, Houston, TX 77079 You may contact me by phone at 713-828-8555.</p>
15																	1		I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
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47																	1		I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
																	1		<p>Please do not tear up an attractive location. The benefits are not significant if you do tear it up.</p> <p>Please do not load up more traffic on Kirkwood.</p> <p>Please do not configure this to eliminate the bike lanes in the future, to let someone else someday turn it into a six (6) lane divided highway later.</p> <p>Slow down the people blowing through the neighborhood.</p> <p>I feel confident you would not want me blowing through in my car near your house - the way the city keeps arranging for the people in transit along Kirkwood.</p> <p>I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.</p>
							1												<p>I am taking time to send you my thoughts about the referenced project because I live a block away from Kirkwood on West Forest and travel on Kirkwood daily. I have done so for 29 years since I bought my house in 1987. Also, since 2001 I have done the majority of my work from my house. Therefore, I am on Kirkwood between Memorial and I-10 numerous times every day. In 29 years I have NEVER had to wait to turn east from Kirkwood without being in the median. In other words, I have never had to wait on Kirkwood to turn left or right from it. Your proposal to add east/west turning lanes on Kirkwood other than at Memorial, I-10 and Kimberley is a complete waste of tax payer money. There is absolutely NO NEED FOR THEM. Not only are these proposed lanes totally unnecessary, they will destroy the beauty and character of the boulevard while eliminating a green space.</p> <p>If you want to find a GOOD use for these funds, you only have to head south on Kirkwood below Buffalo Bayou towards Westheimer. There you will find a road that has a 2+ inch seam down the middle of the lanes, numerous shoddy previous repair attempts and an east west difference in grade that makes it hard to drive on. Fix that stretch of Kirkwood and you have done everyone a service. Add unnecessary turning lanes to Kirkwood between Memorial and I-10 and you will only have succeeded in wasting funds that could be better spent elsewhere.</p> <p>Please do not destroy Kirkwood boulevard.</p>
																	1		I am writing to support the plan to expand Kirkwood as proposed by the Nottingham Task Force. A dual use 6' walkway/bikeway out of the road, turning lanes ONLY at Kimberley and preserving the medians.
																	1		I sincerely hope that the wishes of the local residents are taken into account. I live nearby, attend school nearby, shop nearby, walk this corridor regularly and am with my children there regularly as well.
																	1		Impact on Kirkwood median is too high especially on mature live oak trees. I support the Nottingham Task Force plan for elimination of the left turn lanes but prefer an alternative to the dual use bike lane/ pedestrian walkway. The attached document outlines this alternative and provides rationale.
																	1		<p>This issue has just been brought to my attention as we have been on vacation the last 3 weeks. I am shocked that the City would even consider additional lanes on Kirkwood. This is a residential area, not commercial. There are 6 lanes on Dairy Ashford where both sides of the street are 100% commercial - there is absolutely no reason that a street through a residential area should have the same. Has the same proposal been made for Wilcrest and Gessner? Even with 4 lanes, traffic on Kirkwood drives too fast and there is absolutely no presence of HPD to slow people down. A law enforcement officer was killed on Kirkwood recently due to a high speed chase. Why would the City want to encourage more unsafe behavior? Families on both sides of Kirkwood use this street for walking, running, biking and to access a neighborhood pool at Kirkwood and Memorial - small children walk along this street every day. From a safety standpoint alone, additional traffic on this street would be extremely dangerous. The only proposal that makes sense from a safety and public use standpoint is that put forth by our neighborhood Task Force. I can assure you if the City relies upon an outdated study to unfairly penalize our neighborhood by trying to add lanes and making Kirkwood unsafe we will use all legal means at our disposal to prevent this from happening. Please do the right thing for those of us who live here and pay VERY high taxes to the City. Thank you.</p> <p>I understand that there is a Nottingham Task Force that has proposed an alternate plan to the one that the city has. I don't entirely agree with the Nottingham Task Force Plan for the following reason: The Nottingham Task Force has not addressed the clearing of bushes, trees and other vegetation to their 6' Dual Use Sidewalk.</p> <p>My husband is a bicyclist and uses the bike lane to get to the bayou. My daughter rides her bike to/from our neighborhood club, Memorial West, on the corner of Memorial and Dairy Ashford. I walk our dog on the sidewalk along Kirkwood. Currently, there is not enough aerial clearance for someone walking to safely walk the sidewalk due to trees, bushes, and other vegetation. Therefore, I don't feel that having a dual sidewalk would be a safer alternative to the current plan.</p> <p>I do however, agree that there is no need to have so many turning lanes added to Kirkwood. Currently, the median is wide enough that the space itself works as a turning lane. I have a Landcruiser, and I can safely turn onto my street without blocking any traffic. There is not enough traffic on Kirkwood to justify the additional expense of having turning lanes except for making the turning lane at Memorial longer.</p> <p>I'm sure that someone took a lot of time developing the current plan and it's unfortunate that there is now opposition to it. Ultimately, safety should be the primary concern and the safety of those riding bikes, those walking, and those driving should all be included. I don't feel that the Nottingham Task Force has fully taken the safety of those riding bikes into consideration.</p> <p>I have lived in this neighborhood for 15 years and I do have an invested interest in this matter. If the city fails to provide adequate safe travel routes for all, then the city will have to suffer the consequences for their decision if someone is hurt as a result. I hope that the city can create a plan that will be best for all.</p>
Email Title- Nottingham Drainage Comments											1								I live in the 77077 zip code. I am a supporter of safe places to bicycle. I support building buffered bike lanes on Kirkwood and would also support adding physical barriers as possible. Kirkwood is identified in the Houston Bike Plan as a key north-south connector. Creating a safe space for people to bicycle at reasonable speeds is especially important for people wishing to connect to Terry Hershey Park or into employment centers in the Energy Corridor.
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13																	1		I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.
14							1							1					<p>We have lived in the Nottingham neighborhood for over 30 years and have enjoyed the beauty of the neighborhood. Most of the streets in our city that are some of the loveliest are those in neighborhoods where there are trees and landscaping along the streets. With that in mind, we are opposed to the plan to take away so much of the median along Kirkwood between I-10 and Memorial Drive.</p> <p>Having travelled that section of Kirkwood on a daily basis for so long, we can say with certainty that the turning traffic on all of the crossovers never warrants a designated left turn lane. There is already a left turn lane at Memorial Drive; an additional left turn lane at Kimberley would be all right, but is probably not necessary. None of the streets in West Houston have left turn lanes at intervals of every other street. This includes Gessner, Wilcrest and Dairy Ashford which are much more heavily travelled than Kirkwood. All of these streets run through neighborhoods as does Kirkwood, which we are sure was taken into account when planning their design and construction.</p> <p>Putting in a wider or even designated bike lane is unnecessary and a waste of resources. Since the current bike lane was added, I can count on one hand the number of cyclists that I have seen using that lane. We use Kirkwood at all hours of the day, every day of the week. I, Lennart Wahlquist, am a bike rider and have never had the need to use the lane. The sidewalk is almost always empty; very few pedestrians choose to walk along Kirkwood. If they are walking for exercise or pleasure, they (we) always use the neighborhood streets which are less congested.</p> <p>It is our belief that a well-maintained sidewalk on each side of Kirkwood would be beneficial to everyone, residents and non-residents alike. This would be safer for pedestrians and cyclists alike. If traffic studies have been conducted, we are confident that they show that there is almost no bicycle traffic along Kirkwood. There are no cross-streets which connect to Kirkwood that would support bicycle traffic flowing through the neighborhood. At this point, the safest place to ride is on the sidewalk if you are travelling east and west which would be the same for Kirkwood if the sidewalk was in better condition.</p> <p>Please consider the residents of this area when making your decision. You have asked for our input. We feel sure that these neighborhoods and our neighbors as well as the businesses that have chosen to locate here would like this to be a neighborhood and not a thoroughfare. We should try to keep our city beautiful. This is certainly one way to accomplish that.</p> <p>Thank you, Paulette and Lennart Wahlquist</p>
																	1		I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.

COMMENTS SUMMARY

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13 Signed	1				1								1						<p>Briar Forest Super Neighborhood, in support of the Nottingham Drainage and Kirkwood Rebuild Paving Project (M-000247), recognize the value of the drainage project and benefits of coincident street rebuilding, and Standing in solidarity with memorial Drive Super Neighborhood and the Nottingham Neighborhoods,</p> <p>Resolve that:</p> <p>PWE should respect residents' values by preserving the median on North Kirkwood, it's trees and landscaping, thus protecting the urban forested character of our neighborhoods;</p> <p>A street design should be developed which retains the existing median while providing the dual traffic lanes north and south, bike trails and sidewalks, adjusting buffers and configuration as necessary within the ROW;</p> <p>Bike lanes should be behind the curb to provide safety and trail comfort;</p> <p>The trees on Kirkwood medians are a valuable contribution to Houston's urban forest, contributing to the aesthetics of our neighborhoods, moderating summer temperature extremes, and reducing heat island intensification of rain events;</p> <p>The median trees should be protected in the design and construction phases</p> <p>BFSN Executive Council and Presidents' Council</p>
	1																	1	<p>No, because cutting down the trees (which have taken years to grow) will dramatically change the "feel" of the neighborhood while raising (summertime, specifically) temps. along this street. Second, I don't currently see any need for dedicated turn lanes at every intersection. And finally, I see a different (better ?) solution -- build a sidewalk IN the median (like on Heights Blvd) and change the sidewalks on either side of Kirkwood into the drainage and bike lanes (which are currently used, virtually, never).</p>
			1																<p>I heartily approve of this plan. Drainage is more important than ever, and will not fix itself. Trees can be replanted, and our older trees are already dying anyway as they reach the end of their lifespans. Sidewalks and bike lanes are good things.</p>
	1												1						<p>No, because I think there is a better way to accomplish a pedestrian/bike friendly road without cutting down most of the trees. Why not put the pedestrian sidewalk(s) in the median winding among the beautiful trees and use the sidewalk space on either side of the road to expand the bike lanes. And for the life of me I can't think of a need for so many turn lanes. This is a neighborhood, not a business complex. Please don't destroy it. Please think creatively.</p>
																	1		<p>I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.</p>
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												1							<p>No, because I support the BFSN position. If a bike lane is on the road it should be separated by a physical barrier such as a bump, curb, or concrete such as the ones being used to separate cars on the road</p>
	1																		<p>No, because 1) unnecessary increase in # of turn lanes 2) tree destruction 3) Bike lane unnecessary and rarely if ever used presently</p>
																	1		<p>I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.</p>
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	1				1								1						<p>Howdy. I am writing to support Nottingham neighborhood doubts about the described plan to rebuild Kirkwood north of Memorial to I-10. Bike lanes? Narrower esplanades? Fewer mature trees? How can this be a good idea? And given the city's persistent failure to invest enough in drainage planning and infrastructure (the official mantra is it is too expensive), it is hard to understand how we can spare money for a network of bike lanes. I love biking. But I enjoy it off the street, in season, as recreation, not transportation. We need expanded bike trails off streets, not in them. Unless and until we require all businesses to install showers and locker rooms for changing out of humidity-drenched clothing, it is doubtful biking is going to be a major contributor to Houston mobility. And more detention and better drainage to reduce avoidable flood damage should be our first objective. Move water, not cars and bikes. Please straighten out your priorities. Thanks.</p> <p>Bruce Nichols, 713-984-2544, cel 713-249-7133, email bnichols17@sbcglobal.net, skype bruce.nichols42</p>
																	1		<p>I support the plan as proposed by the Nottingham Task Force. A dual-use 6' walkway/bikeway out of the road, turning lanes only at Kimberley, and preserving the medians.</p>

Color Key Code	Source
	Public Comments (8-5-16)\Scanned comments\Mailed Comments for Nottingham - Kirkwood.PDF
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	Public Comments (8-25-16)\Emails After Aug 8 16
	Comments within emails- Title: Comments on Nottingham Drainage Project
	Comments within emails- Title: Nottingham Drainage Comments
	Misc. Emails within Public Comments (8-25-16) folder