

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
All		No	Automobile, Traffic/Crime	Dominion Estates Townhomes II located at Golf at Pinemont. We back up to Candlelight Plaza subdivision. We are opposed to all of the recommendations as outlined in the northwest mobility study. Our neighborhood would be adversely impacted for years and bring more traffic and crime to our area. We have enough of both already.	Diane A. Simmons	77018	Due to anticipated growth in the area, multimodal-mobility solutions are required to help alleviate congestion and connectivity issues within the provided study area.
ANTOINE DR		No	Automobile	A few years ago, a study was done to improve Antoine dr. The plan was absolutely beautiful and changed the nature of Antoine to be more pedestrian friendly. A lot of money was spent on this study and it was the first hope I have had for my subdivision in many years. Today, I found out there is talk of expanding Antoine dr to 6 lanes right through my subdivision. I don't understand why the city would want to do this when bingle/Houston north Roslyn streets are close by and are entirely commercial. Commercial streets need extra lanes, residential streets do not!!! Please take this into consideration when making your decision.	Kevin Dilbeck	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Transit	Antoine is not a good candidate for expansion - it will ruin the residential areas that border this street. A much better idea would be to widen Houston Rosslyn - which carries more through traffic and would have a less disastrous effect upon homeowners.	Charles Spencer	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	I oppose the study's recommendation to expand antoine to 6 lanes. I believe that expanding Antoine would be detrimental to the already divided neighborhood of Inwood Forest.	Jason Tan	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Inwood Forest	No	Automobile, Transit, Pedestrian	I disagree on increasing antoine Dr to 6 lanes for the security of student that walk to school also theirs traffic already having more lanes will give others to cut thru the area and have more heavy traffic please be aware of the student walking also all this constructions in the city are not working very well making it worse less secure.	Stephanie	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Antoine corridor expansion to 6 lanes from 290 to 249.	No	Automobile	I strongly oppose any type of expansion of the Antoine corridor to six lanes. Our community is striving toward improvement and has made great progress over the past several years. We need to concentrate on making the corridor more attractive to businesses and consumers to foster economic development of the area and focus on making the existing travel ways cleaner, more beautiful and safer for motorists and pedestrians.	Shawn R. Matthys	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Green Terrace Lane, Inwood Forrest, Houston, 77088 on.	No	Automobile, Parking, Transit, Pedestrian, Bicycle, ADA Access	As a 40yr. plus resident of Inwood Forest I beg that you consider not making the current four lane into a 6 lane passageway. We are trying to improve our status within the Antoine Corridor and I believe that going through the Inwood Subdivision would drastically turn us into a undesirable public passage, and take away the protected atmosphere that we have so valued. The negatives that were cited by the Inwood Management group and concern for the safety and desirability of our community were spot on!	Frances L Moore	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Inwood Forest, 77088	No	increasing to 6 lanes	Please do not increase Antoine to 6 lanes. The traffic out here is already terrible. And the streets are always in bad shape. More lanes will make our quiet neighborhood turn into a Westheimer. Very sad thinking on the City's part.	Debbie Danna	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Inwood Forest	No	Automobile, Pedestrian, Bicycle	Do not widen Antoine. A six lane highway would be contrary to everything the residents of the area have asked for and are trying to accomplish. We wish to calm traffic on Antoine to make it safe and attractive for pedestrians and bicyclists and to encourage other activities such as sidewalk cafes and visits to our gardens. Why as key stakeholders in this area were we never contacted about this plan? It is in direct opposition to the Livable Centers Study done with resident input three years ago. There are other alternatives that don't cut neighborhoods in half such as TC Jester and Houston North Rosslyn. No to a 6 lane Antoine!!	Sue Liska	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	Create a better public transportation. People will continue to come adding more lanes is NOT the solution. There is simply not enough room to add lanes, roads, by passes as the number of drivers increase.	Will Eaglin	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	Antoine needs to remain a 4 lane road from SH 290 up to SH 249 with designated bike lanes	Jamila Robinson	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	We live in Inwood Forest which is a residential area. We already deal with high traffic and adding two more lanes will bring traffic right up to our bedrooms!! Another alternative needs to be considered before destroying our neighborhood! How would you like to have traffic brought right up to your front door?	Elia Villegas	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Inwood Forest neighborhood section	No	Automobile	Please do not expand Antoine to 6 lanes in the residential areas. This is a quiet street with low speed limits and no street parking. The trees on the medians are well cared for and look good, while providing a feeling of privacy despite living on a main road. The construction will be a major inconvenience for those of us who live on Antoine while providing no real benefit in my opinion.	Lauren	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Hwy. 290 to Gulfbank	No	Transit	This is primarily a residential area. Expanding this stretch of Antoine will be too disruptive to the neighborhoods, churches, pedestrian traffic in the area. I would like to see Bingle expanded and east - west streets such as Mount Houston and Gulfbank expanded and connected across the area, from I45 to the Beltway.	Anthony Romano	77088	Please see Northwest Management Response Letter.

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ANTOINE DR		No	Automobile	And finally, Antoine needs to remain a 4 lane road from SH 290 up to SH 249 with designated Bike lanes	Ricky Miller	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile, Pedestrian, Bicycle	The traffic would be worse than what we have now. Extending TC Jester would alleviate the traffic problem we now have on Antoine. When you expand Antoine, what happens to front yards of present home owners? It would be dangerous for pedestrians and any bicycle traffic that was to use the new expanded street.	O.P. Villarreal	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile, Parking, Pedestrian, Bicycle	I've lived in Inwood Forest for 32 years when Antoine was a 2 lane road. When it became a 4 lane road it did make getting to the medical center easier .but it also allowed heavy bus traffic. Our kids were no longer safe crossing the roads because of heavier traffic. The community spirit was no longer a part of our lives. Strip centers were built and never occupied. Apartments were constructed and crime increased. My home has been broken into 3 times. I blame the widening of Antoine. Please leave us in Inwood Forest alone. We are tired of construction and traffic increase. ...	Ursula Thurley	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Specifically from Hwy 290 to West Gulf Bank	No	Automobile	Creation of 6 lanes of traffic through an area that is currently as diverse as Antoine is would create MORE problems than it would solve. The NNMD has been engaged in a Livable Center Study funded by H-GAC. H-GAC knows how important it is that the area be revitalized through the Livable Centers and yet they are willing to destroy the area by another study? Antoine is carrying loads because of the lack of N-S and E-W arteries that should have been developed earlier and were stopped by politicians with their own agendas. Also, the massive construction project on Hwy 290 is forcing many people to use the existing N-S routes. The numbers being used are exaggerated and out of true for the real flow of Antoine. I totally support the NNMD and the Inwood Forest Community Improvement Association in their stance of NO to the creation of a 6 lane hwy on Antoine.	Dorothy Miller	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	I urge you NOT to expand Antoine to 6 lanes. I live in Inwood Forest and do not want to the increased traffic in our area. The area is working on a development plan to slow down traffic and make Antoine a more desirable place to live, grow a family and shop in local stores. A 6 lane highway would crush that vision and create a more undesirable environment for families. A 6 lane highway through our neighborhood would also have a huge environmental impact with increased auto emissions and decreased trees. PLEASE, PLEASE don't do that to us.	Donna Davis	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile, Parking	your proposed expansion will destroy our neighborhood into a more congested and traffic ridden area, we are just fine without your expansions	Lisa Poret	77018	Please see Northwest Management Response Letter.
ANTOINE DR	Inwood Forest	No	Automobile, Pedestrian, Bicycle, ADA Access	I am against the proposed 4 to 6 lane change to Antoine Dr. I fear the increased traffic would negatively impact the corridors plan to make Antoine more bike and pedestrian friendly. I do support the other options that will effectively provide for access and growth in the area as proposed by the Near Northwest Management District. The Antoine corridor suffered in the past due to a lack of planning and vision. Please don't turn a blind eye to the desires of our community and adopt the recommendations that will work for the good of all.	Adam Campbell	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Inwood Forest subdivision	No	Automobile	I'm opposed to the expansion of Antoine Dr. into a 6 Lane road. The Livable Centers Study selected the Antoine corridor for redevelopment because of its potential to attract new residents by transforming it into a high density, walkable corridor that benefits everyone.	Elio A Arce	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile, Transit, Adding additional lanes	I am extremely concerned and against the expansion of Antoine drive as I am a homeowner in in wood forest and my house is on Antoine drive. Already cars speed and drive recklessly thru the neighborhood and I have had several almost accidents pulling into or out of my driveway. With the expansion people will continue to drive faster and traffic will become more dense and even harder to get in and out of my home and neighborhood. This is very concerning and I am extremely worried and against this. I would like to continue in wood forests growth and development but increasing lanes in my front yard is not the solution.	Michael Cole	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	I do not support the expansion of Antoine from 4 to 6 lanes. I would support the construction of longer turning lanes for both right and left turns but NO to 6 lanes!	Ollie Perry	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Inwood Forrest	No	Automobile	This widening would be a negative impact on the entire Antoine corridor. The area is already a zone of high speed traffic and cut through on Green Lawn Dr. This would be a nightmare for the entire area, home owners and business. The cost would be extensive and one would think another area would be less costly. The T.C. Jester area has less homes and widening would be a more sensible decision.	wanda jacobs	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	I do not support the expansion of Antonie into a 4 lane traffic jam. Our neighborhood is already being squeezed by the 290 expansion. ..go ruin someone else's quality of life	Leeann Artingstall	77092	Please see Northwest Management Response Letter.

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ANTOINE DR		No	Automobile	Please do not expand Antoine to 4 lanes each way.	Shawna Dykes	77092	Please see Northwest Management Response Letter.
ANTOINE DR			Automobile	Please take Antoine Drive off the table, so to speak, and replace it with the extension of TC Jester.	Brad Hendricks	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile, Parking, Pedestrian, ADA Access	It will be a disservice to children/parents, residents (abled/disabled), business owners & homeowners of Inwood Forest by increasing traffic from 4to6 lanes. I am completely against this expansion. What can I do to help insure that this does not happen.	Cecilia Edder/Margaret Novick	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	I do not support the expansion of Antoine from 4 to 8 lanes. This will lead to the further degradation of this area.	Debby	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Near Mangum Manor and 290 on Antoine Dr.	No	Automobile	Please leave Antoine as it is. I live just off of 290 and Antoine, and I have never experienced trouble with traffic there. I understand that the area is rapidly growing, but given the already substantial crime problems along this street, I would hate to enlarge that issue along with the road (not to mention the increased noise, littering, and congestion that comes when a neighborhood road is turned into a major thoroughfare). Thank you for your consideration.	Emily Clay	77092	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile, Parking	Increasing Antoine to 6 lanes would increase traffic flow and speed, which would make it more unsafe for walkers and bicyclists. The organizations in this area have been working very hard to revitalize the neighborhood. Increasing the amount of traffic would impact negatively on increasing the quality of the businesses and residents in this area.	Jane Martin	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile, Parking, Transit, Pedestrian, Bicycle	Inwood Forest is a neighborhood of homes, families, schools and churches. We DO NOT WANT and WE DO NOT support making Antoine Dr. a six-lane street. This proposal will jeopardize our neighborhood by adding 50,000 cars a day to Antoine Dr. It will make it impossible for school/church traffic to operate. It will make it impossible for pedestrians to cross streets. The list goes on and on. We DO NOT want in excess of 50,000 cars/trucks, etc. coming through our neighborhood. So, we say NO, NO, NO to enlarging Antoine Dr. to six lanes.	Mike and Dian Duoto	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	Antoine Dr should remain at 4 lanes.	Ramon San Pedro	77040	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	This is a very residential area and although I understand the need for expansion somewhere in this area, there are other thoroughfares nearby which are already industrial and somewhat wider already, i.e. - North Houston Rosslyn. Please consider this option as it connects from 290-249.	Dana Walton	77002	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile, Pedestrian, Bicycle	I do not support the widening of Antoine. This would greatly contribute to lack of safety for pedestrians and cyclists in this area, as well as disturb the revitalization in this area. Thank you	Phil Porter	77040	Please see Northwest Management Response Letter.
ANTOINE DR	6302 PECAN WOOD DR	No	Automobile	I have lived in Innwood for since 1981. The proposed expansion of Antoine to three lane is not a good idea. To me a planner who proposes this has not physically driven the area. Even though Bingle in three lanes, the setup of the road/area are significantly different. Three lane ending at W Gulf Bank would be a disaster. I encourage you to listen to the recommendation of the Near Northwest Management staff who knows and understands the area.	Allen Brehm	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Sheraton Oaks	No	Automobile, Transit, Pedestrian, Bicycle, ADA Access	I oppose widening Antoine Dr. from 4 to 6 lanes. Presently Antoine is lined with single homes, apartments, three schools, and some commercial areas. Residents here walk, use mass transit, bike, and drive cars. Six lanes of traffic plus rush hour plus schools would equal gridlock, worsening travel for all. Widening Antoine to 6 lanes would permanently change its suburban character and affect neighborhoods on each side. I support the recommendations of the Near Northwest Management District.	Juliet Korst	77091	Please see Northwest Management Response Letter.
ANTOINE DR	Sheraton Oaks	No	Automobile, Transit, Pedestrian, Bicycle, ADA Access	I oppose widening Antoine Dr. from 4 to 6 lanes. Presently Antoine is lined with single homes, apartments, three schools, and some commercial areas. Residents here walk, use mass transit, bike, and drive cars. Six lanes of traffic plus rush hour plus schools would equal gridlock, worsening travel for all. Widening Antoine to 6 lanes would permanently change its suburban character and affect neighborhoods on each side. I support the recommendations of the Near Northwest Management District.	Juliet Korst	77091	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	No 6 lanes! Antoine needs to remain a 4 lane street. It's already moving too fast ! It will also take away from all future upgrades needed to revitalize Inwood Forest. As I call it the lost and forgotten neighborhood!!! Truly a shame to have lost the golf course and to add salt to the wound by proposing 6 lanes would be too much for the remaining residence! Not for the 6 lane expansion! It would hurt current merchants along the way...	Lelia Stone	77088	Please see Northwest Management Response Letter.

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ANTOINE DR		No	Automobile, Pedestrian, Bicycle, safety	Widening Antoine Drive may increase our mobility to move out of Inwood Forest. Those proposing to make Antoine Drive ugly & dangerous should drive on it now as far away as possible. Widening will make that area much, much more dangerous for the schools near Antoine, especially Eisenhower High School which is located right next to the drive. Inwood Forest has been a pleasant place to live. Mobility should not remove our livability.	Eldon Libby	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile, Pedestrian, Bicycle	Members of the community which live in this area are working very hard to revitalize the quality of life in this area. Bike trails, new shopping, the elimination of ghetto-like apartments, the elimination of crime (rip officer abernathy); eliminating speeding drunks driving at high speed through neighborhood, watching 18 wheel rucks tear up esplanade curbs. You can't even go to mcdonalds without getting shot at! the antoine expansion would make it worse Antoine is NOT a good candidate for adding two lanes. Bingle would be much better (i commute to downtown using Bingle since it has few shops and light traffic.. antoine has too many schools and shops demanding in/out traffic).	doug diehl	houston	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile, Increasing lanes	As a resident of Inwood Forest, I travel the Antoine corridor frequently. With the construction on 290, the traffic on Antoine has increased. I feel certain that once this 290 construction is finished, the traffic will lessen considerably. If the street is widened, property values would decline even more, particularly those home on Antoine. In my opinion, Bingle should be the street that should be considered. There are few homes that face that street and the economic impact would be less. One of the current problems is the intersection of 249 and Antoine. During rush hour, the traffic backs up considerably. Those wishing to turn left from Antoine onto 249 block one of the lanes wanting to go straight. If the left turn lane was lengthened and allowed to turn before those wishing to go straight, some of the backup would be alleviated.	Margo Metzger	77088	This intersection was not analyzed as a part of the scope detailed for this study. However, SH 249 is currently undergoing an access management study. Information regarding this study will be posted on the H-GAC website. For more information visit: http://www.h-gac.com/taq/access-management/current-studies/sh249.aspx
ANTOINE DR		No	Automobile, Transit, Pedestrian, Bicycle, safety, livability, green space	The proposal to widen Antoine Dr. from US 290 to W. Gulf Bank will increase the danger to those living, working and going to school in the area. Many schools are located on or near Antoine, this coupled with an already high pedestrian traffic would increase the risk for pedestrian deaths. Widening Antoine would destroy the lovely trees and shrubs the city has planted on the esplanades in an attempt to make Houston a more "green" city. Inwood Forrest would have to be renamed "Concrete Jungle". Antoine Dr. does not need more concrete causing drivers to race through the area, never stopping to do busines, only decreasing the livability of those who actually live in the area. A better solution would be to widen Bingle from US 290 to US 249, as most of that road is industrial, with fewer schools and residences.	Sandra Libby	77088	Please see Northwest Management Response Letter.
ANTOINE DR		Yes	Bicycle	In favor for Antoine. I am not crazy about 6 laned Antoine but will support anything that repairs it. I am not crazy about 6 laned Antoine but will support anything that repairs it. Extending and widening Brean and T. C. Jester soundws like excellant ideas.	John Franklin	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	Please do NOT expand Antoine to 4 lanes. DOT or someone will have to rip out the trees in the medium and/or buy out the houses that sit along right up close to the street.	Rhonda Boehm	77092	Please see Northwest Management Response Letter.
ANTOINE DR	Inwood Forest	No	Automobile	Antione should not be expanded. Bingle is a more suitable route for expansion due to fact that it will affect less homes. Antione and Victory roads should be repaired, not expanded. Both streets have countless pot holes and problems.	Martin	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Inwood Forest	Yes	Automobile	I am in favor of widening Antoine and NOT extending TCJester to hwy249	Paula Weatherford	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Inwood Forest - 7400 block to 7900 block of Antoine	No	Automobile	On behalf of myself and the Inwood Forest Community Improvement Association, I / we are in opposition to the proposed expansion of Antoine from 4 to 6 lanes. Ninety seven Inwood Forest homes front Antoine. An expansion would have a detrimental effect on them, their property values and all of the neighborhood. An expansion would turn Antoine into an even faster speedway through the neighborhood. It would also most likely lead to the reduction or elimination of the esplanades that have mature trees & shrubs on them that were planted and are maintained in an effort to beautify the Antoine corridor. We believe that dedicated turning lanes on some portions of Antoine and the completion of TC Jester would be beneficial in easing traffic flow between US 290 and W. Gulf Bank. We ask that the city consider other alternatives to the expansion of Antoine thru Inwood Forest.	Julie Grothues	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Near Northwest, Inwood Forest	No	Automobile, Bicycle	I am strongly against the widening of Antoine to six lanes. Those of us who live in Inwood Forest will be subjected to a significant increase in traffic and the speeds of traffic. It will be dangerous for those who live on Antoine trying to get in and out of our houses. It will be dangerous for pedestrians and bicyclists. There are better options that will accomplish the same goal. Sincerely John Flynt	John Flynt	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Oak Forest: W. 43rd, Antoine, E. T.C. Jester, Ella, Watonga, Wakefield, Oak Forest Dr.	No		I am an Oak Forest resident concerned about the reclassification of the above listed streets. This recommendation will negatively impact the neighborhood by bringing more traffic through it making streets/residents less safe. We are already dealing with a significant increase in traffic just from the housing boom in the area with more working people than retired. Additionally, you can make improvements to Antoine without expanding to 6 lanes.	Natalie Letterman	77018	Please see Northwest Management Response Letter.

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ANTOINE DR		No	Automobile, Transit, Pedestrian, Bicycle	<p>I am a resident in Antoine Forest Estates. Increasing Antoine to 6 lanes is going to make it even more difficult for me as a pedestrian and cyclist to use Antoine. I have no other choice to get out of my subdivision than to use Antoine. There is a lovely bike trail that runs right behind my house but there is no access to it so to use it I must go out to Antoine and follow that for about a mile before I can access the bike trail. Not useful for someone trying to avoid the vehicle traffic on Antoine. I have ridden my bike on Antoine. It is very dangerous. The bike lane is generally filled with debris and way too narrow considering the speed traffic travels on Antoine. Posted speed limits in this area are 30 to 35 most drivers are traveling at 40 mph or greater including many commercial vehicles. Moving the bikeway off the street and into the median, similar to Heights Boulevard, would greatly increase safety for cyclists and pedestrians. Also increasing access to the hike/bike trails from local subdivisions would allow cyclists to stay off main thoroughfares. Pedestrian use along Antoine is hampered by hit and miss sidewalks. There are many gaps, wildly uneven pavement, and obstacles in the middle of the sidewalk. In most cities the sidewalks go around things like poles, cabinets, and trees or those items are moved if possible.</p> <p>Regarding mass transit in this area as it relates to traffic congestion creating pull outs/bus turnouts for buses at bus stops would greatly decrease congestion during peak travel times see: http://en.wikipedia.org/wiki/Bus_turnout During all times of the day there is significant competition from drivers to avoid being behind a bus creating slows and dangerous driving behaviour. Allowing buses to pull out of the main traffic lane would essentially add a free flowing lane of traffic.</p> <p>School Buses are another bus issue that slows and backs up traffic on Antoine are the numerous school buses that stop at the apartment complexes between Pinemont and Gulf Bank Adding lanes will not do anything to move more vehicles that are required to stop for school buses. It is not unusual for up to 4 buses to stop at an individual apartment complex. So consider the effect on traffic flow between Pinemont and Little York where there are 7 apartment complexes with Metro stops at each one as well as multiple school buses stopping at each one. Each time stopping traffic.</p> <p>Additionally, the closing of the Pinemont Park and Ride has increased traffic and increased travel times for many of the residents in our subdivision. My husband's commute to his office downtown increased by 30 minutes when the Pinemont Park and Ride closed. His current options are to either drive to the Northwest Transit Center or to the N. Shepherd Park and Ride both are farther away and the N. Shepherd route often experiences</p>	Rebecca Blanton	77091	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile, Transit, Pedestrian	The Northwest Mobility Study that the city has been working on includes a proposal to increase Antoine from 4 lanes to 6 lanes between US 290 and W. Gulf Bank Rd. People already drive too fast and recklessly on Antoine between 290 and West Gulf Bank Rd. what we need is NOT more lanes but more speed traps writing more tickets and discouraging the normal lawlessness one car at a time. If you drive the posted 30 MPH between Victory and West Gulf Bank Rd, every car will pass you. This is not good, not legal, and not safe for the families who live on or near the street (or are trying to cross the road to catch the bus). More lanes is a BAD idea.	Erik Carter	77091	Please see Northwest Management Response Letter.
ANTOINE DR		No		Please do not make Antoine Dr. 6 lanes. I've lived in Inwood Forest for years and have seen improvement to this area in recent months that making 6 lanes would destroy. Please consider making TC Jester a through street instead.	Patricia Mills	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No		I support the recommendations made by the Near Northwest Management District regarding their plans for the Antoine Corridor.	Fred Hassen	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Transit	There is enough traffic on Antione with Metro being put in 25+ years ago. PLEASE do not make it any worse by widening it and allowing more people to use it as a short cut in lue of using 290.	Lisa Thurley	77092	Please see Northwest Management Response Letter.
ANTOINE DR		Support the recommendation	Automobile, Transit	I support the recomendations 100%	Charles F. Nelson	77088	Please see Northwest Management Response Letter.
ANTOINE DR	We own a home on Long Creek Court within Inwood Forest	No	Automobile	I do not understand what good at all could come from Antione becoming a 6 lane super highway !!! It is already dangerous trying to cross the street and there are children crossing the street on a daily basis walking to the school. the street is not patrolled for the cars driving 60 mph. and i can just about imagine the nightmare where 6 lanes would be funnelled into 4 lanes at gulf bank. none of this makes any sense. i would hate to see the beautiful enclaves ripped out which i am assuming would have to happen	Michael Nicholson	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Inwood Forest	No	Automobile	<p>Any plans to increase the number of lanes on Antoine, hence the amount of traffic through the subdivision of Inwood Forest would only serve to denigrate a community that has had its fair share of negatives in the past number of years. Not only would this action put the final nail in the coffin of Inwood Forest, a proposal to revitalize the area and all the hard work already begun would be for naught.</p> <p>There are many concerned citizens living along the Antoine corridor, who have fought crime, flooding and the closure of the Inwood Forest County Club who are wondering just who represents them in the City of Houston. This Northwest Mobility Study needs to be re designed.</p>	Lesley Davis	77088	Please see Northwest Management Response Letter.

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ANTOINE DR	Inwood Forest subdivision 77088 along the Antoine corridor	No	Expansion of Antoine Drive to Six Lanes	Any expansion of Antoine Drive to six lanes through residential neighborhoods will effectively kill those neighborhoods. Many years of coordination between area civic associations ~ Inwood Forest Community Improvement Association, The Greater Inwood Partnership, and The Near Northwest Management District WITH the City of Houston's many departments will be undermined by any such expansion. Vast improvements along the Antoine corridor have already been made ~ including the installation of bike trails at City expense. More improvements are currently underway as a result of a Livable Centers Study. There are MANY suitable alternatives to alleviate traffic on Antoine other than an expansion of that street to six lanes. The City is far behind in providing east-west routes such as Breen Road and W. Gulf Bank, and the completion of a north-south route from T. C. Jester through to SH 249. Why not focus on those projects rather than completely undoing years of planning, research and execution that are finally revitalizing the neighborhoods, apartments, and businesses along Antoine? Please reconsider the impact such a move would have on the residents in this area. Our property values will plummet once again, and it will no longer be a desirable place to live and work.	Joanne Ferguson	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	Your problem is not widening Antoine, it should be widening the entry point to 249. That is where the backup is. You need to do that plus add some additional entry points to 249 like the extension of T.C. Jester.	Ron Brightwell	77088	Please see Northwest Management Response Letter.
ANTOINE DR	I do not support expanding six lanes on Antoine in general but especially in residential areas from Victory to Gulf Bank.	No	Automobile, Pedestrian	More traffic means more noise pollution for residential areas, more accidents. More trash pollution because currently they dump their garbage out when driving by. We have a hard time backing out of driveway now. With six lanes, we would never be able to back in either? How would we get out? At Deep Forest, they have a hard time getting out. Accidents already happen at 7300 Antoine townhomes because people exceed speed limit and they can't get into their driveways. This is a flood area currently. People pull into the median to get out of water. What would more concrete do? More concrete more flooding! What person would currently ride or walk on Antoine with four lanes. Most people use cart path because taking their line in danger otherwise especially six lanes. Also how will Eisenhower High School buses get in and out of the High School. Antoine @ Pinemont people pull out of CVS and go over two lanes to turn currently. No median there to get out at Food Town. How would six lanes help this?	Kathy Saccone	77088	Please see Northwest Management Response Letter.
ANTOINE DR	Highway 290 to W. Gulf Bank - Inwood Forest Subdivision	No	Automobile	We strongly do NOT support the widening of Antoine to 6 lanes between Highway 290 and W. Gulf Bank. We live on Arnccliffe Dr. which intersects Antoine just a block away from our house. We travel Antoine quite often and the amount of traffic between 290 and Gulf Bank does not support the amount of time, disruption, and huge expense it will take to widen Antoine. It's just not needed.	Len Watts	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	I'm against adding more lanes to Antoine. It works against the efforts to make the Antoine corridor a desirable location to live and work.	Leslie Martinez	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	STREET WIDENING	THE NOISE LEVEL IN OUR NEIGHBORHOOD IS SO BAD ALREADY, ADDING 2 MORE LANES WOULD JUST INCREASE IT SO MUCH, ALONG WITH CREATING HAVOC ON THE RESIDENTIAL STREETS AS PEOPLE WOULD CUT THROUGH TO 290	MARY T. DUFILHO	77092	Please see Northwest Management Response Letter.
ANTOINE DR	Between pinemont and 290.	Support the recommendation	Automobile, Bicycle	Road conditions are horrible. Need repair/expansion.	Jordan	77092	Please see Northwest Management Response Letter.
ANTOINE DR	The expansion project from US290 on Antoine to W. Gulf Bank Road.	No	Automobile, Transit, Pedestrian	Late last Thursday we learned that the Northwest Mobility Study includes a proposal to expand Antoine from 4 to 6 lanes from US 290 to W. Gulf Bank due to the projected increase in traffic flow. On behalf of the residents of Inwood Forest, we are opposed to this proposal especially for the section of Antoine from Victory to W. Gulf Bank which passes directly in front of 97 Inwood Forest homes. We are very concerned about:	Corey C. Cornett	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	What are you thinking or should I say drinking? I have lived in the same house for nearly 30...on Antoine Dr. and I too have concerns to voice. Go ahead and name one, just one area in the city where widening a street did anything good but move people. Do you remember TS Allison? Now we a drainage fee associated with absorption vs concrete and more concrete is being considered in an area where FEMA bought out nearly 100% of the residents in the neighborhood next door. I support 100% the Inwood Forest Community Improvement Assoc five "solutions" as written.	Jackie Spell	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	I am opposed to increasing Antoine from a 4 lanes to 6 lanes because of the negative impact to the revitalization that is underway in the neighborhood. Our neighborhood, served by the Antoine Corridor, is on a path from being "one of the most dangerous neighborhoods in Houston" (2005-2009) to again becoming the quality and desirable neighborhood that it was in the 1970-80s. \$40,000,000 in Community Development Block Grants (CDBG) were awarded to three large apartment complexes in 2010 to "jumpstart" the return to a quality neighborhood. An 70% drop in crime (yes 70%!)	Thomas B. Miller	77091	Please see Northwest Management Response Letter.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
ANTOINE DR		No	widening lanes from 4 to 6	changing the number of lanes is a bad idea. will create too much traffic and congestion. can't see the benefit to the area residents. other streets without homes, parks and schools should be considered..	Orlando Sanchez	77091	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	Work being done to renew the area would be hampered by expanding this roadway to 6 lanes.....work has been done and property values have increased by 15% in the past two years.....Part 1 crimes have been reduced by 69% in the last 5 years (documented by HPD).....new businesses have discovered a very underserved market.....commercial rents are increasing and a renewed excitement about a very overlooked part of the city is growing.....Don't stop us before we can make it a success.....	Joni Weir	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	This will increase traffic and lower property values.	Peter	77092	Please see Northwest Management Response Letter.
ANTOINE DR	Inwood Forest	No	Automobile	We as the residents of Inwood forest have been suffering since the expansion of Antione. There is not much space left for those houses at Antione. We do not want more traffic ,more damage to our neighborhood . We want to preserve the only peace and quietness that we have now. Pls do not invade our homeland!	Cattleya	77088	Please see Northwest Management Response Letter.
ANTOINE DR	I am also commenting on West 43rd Street. The specific section on which I'm commenting is Oak Forest, Section 17, between Antoine Drive, West 43rd Street and Hwy. 290.	No	Automobile, Expanding the number of lanes from four to six	<p>I live in the Oak Forest subdivision and have been a homeowner since 2000. In addition, I grew up in nearby Candlelight Plaza, so I'm extremely familiar with this area. I recently learned about the City of Houston's plan to expand West 43rd Street and Antione Drive from four lanes each to six lanes each as a result of the Northwest Mobility study. I live in an area directly impacted by both of these expansions. I live on Hewitt Drive in the triangle area bounded by West 43rd Street on the north, Antoine Drive along the east and Hwy. 290 on the west. I oppose the reclassification of both of these streets to major thoroughfares for several reasons.</p> <p>1.To expand both of these streets to six lanes each means an increase in the speed limit. As drivers in Houston, you must already know it is rare for drivers to observe the speed limit in any area of the City, even in school zones. Because I drive on these two streets daily at various times of the day, I know it is rare for drivers to observe the current speed limit of 35, particularly during non-peak commute times in the morning and evening. During non-peak commute times, I usually drive five to eight miles over the speed limit on Antoine Drive and West 43rd Street and am routinely passed by speeding vehicles. The increased speed limit for a six-lane street will result in much higher speeds driven on these roads and thereby increasing the likelihood of accidents – particularly those involving pedestrians and bicyclists.</p> <p>This leads me to another point about pedestrians and bicyclists. Their numbers have been increasing over the years. The Oak Forest Home Owners Association has a cycling club that meets at least monthly and they ride their bicycles throughout the neighborhood. The Association also hosts an annual family biking outing where they ride through all 18 sections of the neighborhood. Even though these rides take place on Saturday mornings, a non-peak commute time, the opportunity for an accident to occur is significantly increased due to drivers driving well above the posted speed limit.</p> <p>2.I drive on Antoine Drive every day on my way to and from my place of employment and know the morning and evening commute is when traffic is the heaviest and most dense. During non-peak commute times, traffic flows smoothly on Antoine unless there is road construction, which recently there has been a high level of activity. Additionally, to expand the number of lanes from four to six on only part of the road will likely compound the traffic build up during the evening commute timewhere the six lanes narrows back down to four. This approach seems to have minimal impact on the overall improvement traffic during peak commute hours, if this is the goal of the proposed expansion.</p> <p>3.The intersection of Antoine Drive and West 43rd Street experiences a particularly high level of traffic build up</p>	Lisa Tauser	77092	Please see Northwest Management Response Letter.
ANTOINE DR		No		I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Jon gray	77092	Please see Northwest Management Response Letter.
ANTOINE DR	Oak forest section 16	No	Transit	Leave the streets alone. This city does NOT need more street widening. We need an overhead rail system on all freeways and loops, backed up with a decent bus backup. I don't want Antoine to be another freeway. I live a few houses from Antoine and it's already tooooooo busy!	Susan Dumas	77092	Please see Northwest Management Response Letter.
ANTOINE DR	Antoine between 290 & Gulf Bank	Yes	Automobile	Antoine traffic is horrible during traffic hours. Request to change to 6 lanes between 290 & Gulf Bank	Mary Wojtasczyk	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile, Parking, Transit, Pedestrian, Bicycle	I think it would a fatal mistake to increase the size of Amtoine, not only in the destruction of he community, but that other north-south routes exist and would be far superior the destruction of the Antoine area. to sustain and use the above transportation, and continue the continuity of the area, Antoine should not be a six line road.	R.Liska	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Suburban Ave - MMC	I also oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. This area is growing due to its close knit feel and it has been beneficial for many businesses without the additional traffic and expansions.	Leslie Cerquera	77092	Please see Northwest Management Response Letter.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
ANTOINE DR	Inwood Forest	No	Automobile	I say no to widening of Antoine Drive	Jonnie Weido	77088	Please see Northwest Management Response Letter.
ANTOINE DR	5045 DEMILO	No	Transit	Oppose not needed the road isn't busy enough and it's a residential neighborhood	NANCY WIDMANN	77092	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	The integrity of the neighborhood was severely impacted by the widening of 43rd street approx. 10 years ago. I am opposed to further destruction of our precious neighborhood by widening Antoine and increasing traffic lanes on 43rd. The council should work out a better plan to strengthen and preserve our inner city neighborhoods rather than "construct their destruction". Widening those traffic lanes will lead to the destruction of our "urban oasis".	Mary Ann Durham	77092	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	I am against widening Antoine Drive to 6 lanes of traffic. There may be 50,000 cars traveling along Antoine per day, but my from my experience, traffic is never heavy or congested unless a traffic light is out or the train is stopped or extra long. This area has made significant improvement along with Antoine corridor and widening Antoine could be detrimental to those effects. There are also additional routes that can be taken and used. We've seen improvement in our area as well as Oak Forest. Property values in Inwood Forest, Candlelight Oaks and Oak Forest have tremendously increased over the last few years. People are buying houses and moving into them, not as investment property. We are starting to see real community again. Something like this will be detrimental to all that we've accomplished. As well as the tax base and value of our homes. Please consider voting down the expansion of Antoine Drive.	Donald Wasson	77091	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	As an owner resident of Inwood Forest subdivision for over 40 years, I am definitely against increasing Antoine Drive to 6 lanes. The traffic on Antoine is already very heavy and not many drivers pay attention to the 30 MPH speed limit. Inwood Forest is finally coming back to a place where growing families want to move. Please do not do this!	Frances K. Wenzel	77088	Please see Northwest Management Response Letter.
ANTOINE DR	5740 W Little York, Box 391	against widening	Automobile, Transit, Pedestrian, Bicycle	Antoine should remain a 4-lane street. I support intersection re-design options and bike-ped facilities	Eileen EGan	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	Too much traffic thru a neighborhood. Unfair to home owners!	Thomas Beard	77092	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	lane expansion is a poor idea, there are many other areas that need improvement. This money would be better spent creating walking and bicycle lanes around the retention pond at Langfield and W Little York	gregory garrett	77040	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	Expanding Antoine from four lanes to six lanes is a bad idea it will kill the neighborhood and the neighborhood is suffering already the more efficient option is to complete TC Jester from victory to SH 249 and to make Bingle north Houston Roslyn eight lanes from US 290 to SH 249 thank you	Anita Benedetto	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	Keep Antoine as a 4 lane street. Additional lane would be detrimental to our neighborhood. This would bring unwanted traffic to our residential area and make driving and walking a safety concern. Consider expanding Bingle/North Houston Roslyn and completing the section of T C Jester north of Victory, instead of Antoine. We want to keep Antoine like it is.	Ann Swint	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	expansion	antoine proposed expansion.it sure seems like the money could be spent to take care of pot holes etc before you talk about adding more lanes.enforcing the 30 mile per hr between victory and 249.its like the INDY 500 on there	sarah butaud	77091	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile, Transit, Pedestrian, Bicycle	Inwood forest/Antoine Drive I am opposed to a six lane expansion to this street. It would be extremely disruptive to our quality of life. I a 35 year resident of this community and plan to remain so Please continue to keep our neighborhood safe. We have a significant bird and wildlife population as can be seen feeding on the fort Golf Course, creeks and bayous that run throughout our neighborhood. We are a part of the Bike Trail expansion as well.	Evelyn Henry	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	Do not want to see expansion through the Inwood Forest nieborhood.	Shad Turner	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile, Parking, Transit, Pedestrian, Bicycle	Antoine Dr. should remain as it is now and should not be widend as 6 lane road.	Robert B. Lee	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile, Transit	I suggest aiming for Antoine to be more of a pedestrian or leisurely lane, rather than it being converted into a 6 lane thoroughfare. BINGLE would be a much better alternative for that, as it is more centrally located between beltway 8 and 610 AND extends all the way to westheimer. It could almost make for yet another loop instead of extending someting so close to 610.	marie eclache	77088	Please see Northwest Management Response Letter.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
ANTOINE DR		No	Automobile	I agree on No Expansion of Antoine	Mrs Millie Contreras	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	This email is sent to voice our opposition to the widening of Antoine Drive (or whatever it is called) from four to six lanes from 290 to Gulf Bank through the heart of our Inwood Forest Subdivision. This street is lined with homes and businesses on both sides, and many of them would have to be destroyed to add two more lanes. Currently it is already hard to enter or cross Antoine on foot or by car at the many intersections without traffic lights due to the heavy traffic. The addition of two more lanes would only add to the danger. There are other north/south routes to be considered, if needed, such as widening Bingle and Rosslyn-North Houston from 290 to Gulf Bank or all the way to 249. Also the never completed T.C. Jester Blvd. could be extended from Victory to 249 as originally intended many years ago. In any case, the possible destruction of a beautiful, tree-filled avenue, lined with many homes and the subdivision itself is not in the best interest of residents and tax-payers in this Northwest part of Houston.	Nancy Sargent	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	Widening Antoine to six lanes is a terrible idea. I have lived in the neighborhood for 35 years. It is already a race way at times and would be extremely hazardous to the students at Eisenhower High School and the students walking home from Hoffman Middle School. There is a private school near Antoine also. It would be similar to the traffic on 249 with car driving 60 mph. Besides the traffic danger, it adds exhaust pollution to the area. That increases respiratory illnesses. It also would require removal of stable homes in the area, thus changing the community. For better mobility, try harder to get people out of their cars and onto the buses. Widening Antoine is a totally unacceptable option.	Carol Young		Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	As a 40 yr. resident of Inwood Forest, I am totally against the proposed widening of Antoine Blvd. from US290 to West Gulf Bank. The increase in traffic will be completely unacceptable, not to mention the increased traffic related risks to students, seniors and residents, pedestrian or other wise. There are several alternatives that are far more appropriate for north /south traffic. Also, there is a need for more east -west transit from I-45 to the west beltway which would alleviate a substantial portion of the current congestion. I must again say that widening of Antione will only make a bad situation not only far worse than current traffic conditions but also destroy all that residents have worked so hard to accomplish over the past 20 yrs. in revitalizing Inwood Forest.	Mike Purcell	77088	Please see Northwest Management Response Letter.
ANTOINE DR		No	Automobile	This email is sent to voice our opposition to the widening of Antoine Drive (or whatever it is called) from four to six lanes from 290 to Gulf Bank through the heart of our Inwood Forest Subdivision. This street is lined with homes and businesses on both sides, and many of them would have to be destroyed to add two more lanes. Currently it is already hard to enter or cross Antoine on foot or by car at the many intersections without traffic lights due to the heavy traffic. The addition of two more lanes would only add to the danger. There are other north/south routes to be considered, if needed, such as widening Bingle and Rosslyn-North Houston from 290 to Gulf Bank or all the way to 249. Also the never completed T.C. Jester Blvd. could be extended from Victory to 249 as originally intended many years ago. In any case, the possible destruction of a beautiful, tree-filled avenue, lined with many homes and the subdivision itself is not in the best interest of residents and tax-payers in this Northwest part of the city.	Ronald and Sandra Scott	77088	Please see Northwest Management Response Letter.
BINGLE RD	5740 W Little York, Box 391	No	Automobile, Transit, Pedestrian, Bicycle	LOVE adding transit! Ped/Bike needed! Widen to 8 lanes to accommodate industrial traffic	Eileen Egan	77088	Due to right-of-way constraints, 8 lanes are not recommended for Bingle Road. Please review corridor recommendations within Chapter 6.1 Defining the Priority Elements of the report.
Bingle/North Houston Rosslyn		No	Automobile, Transit, Pedestrian, Bicycle	Make Bingle/North Houston Rosslyn 8 lanes from US 290 to SH 249 Install additional traffic control (traffic lights) on Bingle/North Houston Rosslyn to allow safe ingress and egress for neighborhood residents, especially between W Little York Road and W Gulf Bank Road	Darlene Bonnet	77092	Traffic considerations must also be weighed with neighborhood context and preservation. 8-lanes are currently not warranted by provided analysis, nor supported by the community. Similarly, and 8-lane configuration does not allow for proper accommodation of traffic at signalized intersections currently managed and designed by TxDOT. Traffic Control considerations are outlined in Chapter 7.2 Intersection Analysis.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
Bingle/North Houston Rosslyn		No	Automobile, Transit, Pedestrian, Bicycle	Make Bingle/North Houston Rosslyn 8 lanes from US 290 to SH 249 Install additional traffic control (traffic lights) on Bingle/North Houston Rosslyn to allow safe ingress and egress for neighborhood residents, especially between W Little York Road and W Gulf Bank Road	Jamila Robinson	77088	Traffic considerations must also be weighed with neighborhood context and preservation. 8-lanes are currently not warranted by provided analysis, nor supported by the community. Similarly, and 8-lane configuration does not allow for proper accommodation of traffic at signalized intersections currently managed and designed by TxDOT. Traffic Control considerations are outlined in Chapter 7.2 Intersection Analysis.
Bingle/North Houston Rosslyn		No	Automobile, Transit, Pedestrian, Bicycle	Install additional traffic control (traffic lights) on Bingle/North Houston Rosslyn to allow safe ingress and egress for neighborhood residents, especially between W Little York Road and W Gulf Bank Road	Ricky Miller	77088	Traffic Control considerations are outlined in Chapter 7.2 Intersection Analysis.
Bingle/North Houston Rosslyn		Yes		the expansion to 8 lanes on Bingle/N.Houston Rosslyn from SH 290 to SH 249 to move traffic northward more efficiently.			Traffic considerations must also be weighed with neighborhood context and preservation. 8-lanes are currently not warranted by provided analysis, nor supported by the community. Similarly, and 8-lane configuration does not allow for proper accommodation of traffic at signalized intersections currently managed and designed by TxDOT. Traffic Control considerations are outlined in Chapter 7.2 Intersection Analysis.
Black Gum Drive	Cole Creek Manor Subdivision separating section 2 and 3 of the neighborhood 77092	Yes	Automobile, Transit, Pedestrian, Bicycle, ADA Access	I would like to see the bridge built out on Black Gum drive, which is between Cole Creek drive and Pine Grove drive it is in the middle of Cole Creek Manor Subdivision separating section 2 and 3 of the neighborhood	James Krawczynski	77092	Funding for projects such as this follows the Rebuild Houston prioritization process. Since it would mainly serve residents in the Cole Creek Manor Subdivision, this project likely won't compete well against other potential projects in the region
Breen Dr		Yes		Extending and widening Breen and T. C. Jester soundws like excellant ideas.	John Franklin	77088	Thank you for your support.
Breen Dr		Yes	Automobile, Pedestrian, Bicycle	expand Breen to 4 lanes and extend Breen from SH 249 to BW 8!	Eileen Egan	77088	Breen is currently on the 2013 MTFP which represents future connection and ROW designations from Fairbanks N. Houston to SH 249. This study provides further clarification that this connection is needed.
Breen Dr		No	Automobile, Transit, Pedestrian, Bicycle	Expand Breen Road from 2 lanes to 4 lanes beginning at SH 249, and extending Breen westward to Beltway 8	Darlene Bonnet	77093	Breen Road is recommended to be expanded from 2 lanes to 4 lanes. See Chapter 6.2 Corridor Sheets for a more detailed explanation
Breen Dr		No	Automobile	Expand Breen Road from 2 lanes to 4 lanes beginning at SH 249 and extending Breen westward to Beltway 8	Will Eaglin	77088	Breen Road is recommended to be expanded from 2 lanes to 4 lanes. See Chapter 6.2 Corridor Sheets for a more detailed explanation
Breen Dr		No	Automobile, Transit, Pedestrian, Bicycle	Expand Breen Road from 2 lanes to 4 lanes beginning at SH 249, and extending Breen westward to Beltway 8	Jamila Robinson	77088	Breen Road is recommended to be expanded from 2 lanes to 4 lanes. See Chapter 6.2 Corridor Sheets for a more detailed explanation
Breen Dr		No	Automobile, Transit, Pedestrian, Bicycle	Expand Breen Road from 2 lanes to 4 lanes beginning at SH 249, and extending Breen westward	Ricky Miller	77088	Breen Road is recommended to be expanded from 2 lanes to 4 lanes. See Chapter 6.2 Corridor Sheets for a more detailed explanation
E TC Jester Blvd		No	Suburban Ave - MMC	I oppose the reclassification E. T.C. Jester. This street should be classified as a Suburban Avenue in order to keep speed limits low and traffic lanes limited.	Crystal Ratliff	77018	E TC Jester is classified as a 4-lane Major Thoroughfare. Due to the surrounding context, the corridor currently functions as a Suburban Boulevard. Given this context, Public Works and Engineering does not anticipate to increase speeds on this roadway.
E TC Jester Blvd		No	Suburban Ave - MMC	I oppose the reclassification E. T.C. Jester. This street should be classified as a Suburban Avenue in order to keep speed limits low and traffic lanes limited.	Adam Ratliff	77018	The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
E TC Jester Blvd		No	Suburban Ave - MMC	I am an Oak Forest resident and I opposed the reclassification of E TC Jester and W TC Jester as Suburban Boulevards. These streets SHOULD be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am seriously concerned that this identification will negatively impact my neighborhood by bringing more unnecessary traffic through my neighborhood. There is already additional burden due to the 290 expansion which should dissipate once that project is complete. I feel this study did not adequately address the needs and protection of the residents who are only going to be negatively impacted by such modifications.	Allison Drobniak	77018	The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
E TC Jester Blvd	I am commenting on E TC Jester, W TC Jester, 43rd and other streets mentioned that may be reclassified from avenues to boulevards.	No	Suburban Ave - MMC	My question is, will that this seemingly simple reclassification from avenues to boulevards lead to an increase in property taxes or perhaps open the door for that or other increases by the city for services in these areas?	Billie Thompson	77018	The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
E TC Jester Blvd	Inwood Forest Victory @ TC Jester	No	Automobile	It is ridiculous to extend TC Jester up all the way to 249. TC Jester is already a speedway, and extending it up to 249 will make it even worse! Also, TC Jester dead ends into a neighborhood at Victory. Are you planning on running a 4 lane TJ Jester just yards from the neighborhood pool? Which would destroy the pool as well has the housing development further in and behind the pool? Are you planning to purchase the homes from the individuals whose homes are in the way of your grand scheme? This was not well thought out.	Erika Strom	77088	The MTFP was first adopted by the City in 1942 and is a long range plan that provides a system of thoroughfares and collectors to support overall mobility. It does not deal with timing of right-of-way acquisition or road construction.
E TC Jester Blvd		No	Automobile	Expanding this road would adversely effect the Oak Forest neighborhood. This road goes through the middle of a residential area. There are 2 other roadways that are four lane in the immediate area.	Judy Lukens	77018	E TC Jester is classified as a 4-lane Major Thoroughfare. Due to the surrounding context, the corridor currently functions as a Suburban Boulevard. Given this context, Public Works and Engineering does not anticipate to increase speeds on this roadway.
Ella Blvd		Yes	Automobile, Transit, Pedestrian	We live in Oak Forest & the traffic on Ella is heavy all the time. The speed needs to be controlled because of all the residential communities that surround the street. Metro: You want more people to ride the buses then provide benches with cover so that they have a place to wait for the bus. Surely you could sell ads on the benches & recoup the money. Provide sidewalks & bus stops. Some of the sidewalks are in bad condition.	Martha Mears	77018	The study recommends the pedestrian and transit as a key factors for consideration along this corridor. The corridor is recognized as a candidate for High Frequency Transit.
Ella Blvd	Oak Forest, from Pinemont Dr. to I-610.	No	Automobile, Pedestrian, Bicycle	As a person that lives on Ella Blvd., I do not have a desire to extend Ella/Wheatley towards Beltway 8, which would bring in more traffic. If Ella Blvd was to be expanded, I would support bike lanes and better sidewalks to increase the mobility and decrease the speeding. In its current state, walking and/or biking are dangerous. I'd like to keep where I live as suburban and neighborly as possible and connecting streets to major highways would take away from this.	Belinda Dao	77018	The study area lacks north-south and east-west connectivity and, missing segments are in-line with the 2013 Major Thoroughfare and Freeway Plan (MTFP) which provides for the City's long-term right-of-way (ROW) needs. Bicycle facilities and enhanced pedestrian facilities are recommended as key factors for this corridor. Traffic speeds are not recommended to be increased along this corridor.
43rd Street		No	Suburban Ave - MMC	I am an Oak Forest resident, and I oppose the reclassification of West 43rd Street.I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. People already drive too fast along 43rd Street. Daily people almost get hit by cars crossing over 43rd between Ella and Oak Forest Drive. Obviously, they should use the crosswalk, but they don't follow the law.	Adam Ratliff	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing current speed limits as designated on area corridors.
Ella Blvd		No	Suburban Ave - MMC	I am an Oak Forest resident and I opposed the reclassification of Ella as a Suburban Boulevard. This streets SHOULD be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am seriously concerned that this identification will negatively impact my neighborhood by bringing more unnecessary traffic through my neighborhood. There is already additional burden due to the 290 expansion which should dissipate once that project is complete. I feel this study did not adequately address the needs and protection of the residents who are only going to be negatively impacted by such modifications.	Allison Drobniak	77018	The study area lacks north-south and east-west connectivity and, missing segments are in-line with the 2013 Major Thoroughfare and Freeway Plan (MTFP) which provides for the City's long-term right-of-way (ROW) needs. Bicycle facilities and enhanced pedestrian facilities are recommended as key factors for this corridor. Traffic speeds are not recommended to be increased along this corridor.
Ella Blvd	1212 Overhill St.	No	Suburban Ave - MMC	i oppose turning Ella into an suburban blvd.	Clint	77018	The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
Ella Blvd		No	Automobile	Ella should not be expanded to 6 lanes. It is currently a divider between Oak Forest and Garden Oaks that has character consistent with both locations. To expand it to 6 lanes would simply make it an unsightful road that carries to much traffic and detracts from what makes this area so attractive - character.	Aaron Burdette	77018	Ella is not recommended for expansion to 6 lanes. Please review recommendations found in Chapter 6.2 Corridor Sheets of the report.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
Ella Blvd			Signal	The worst intersection in the area is Ella Blvd southbound at 610. There needs to be a dedicated right turn lane for freeway access. I have sat in traffic backed up past the railroad tracks because people sit in that right hand lane but are not turning right and getting on 610. I am shocked that this was not addressed in your solution for the area. There is considerably more traffic on Ella than TC Jester yet both East and West TC Jester Blvds seem to be being widened greatly at their respective 610 intersections. Isn't there anything that can be done at Ella? When I asked the 290/610 project people about it they said it was identified as a problem but not in their domain. They said the city of Houston had to address it.	Joe D. Wilson		While the project team recognizes concerns associated with the study area's surrounding highways, analysis was not conducted at prescribed intersections based on recent expansion and construction projects currently in development. However, future coordination with TxDOT is needed to ensure the proper design of intersections and is recommended.
Fallbrook Dr		Yes	Automobile, Transit, Pedestrian, Bicycle	Finishing the missing segments so that Fallbrook is a good east-west connector from IH 45 to BW 8 There are a number of development being planned on Fallbrook west of Fairbanks/N Houston that will add more traffic volume needing to make connections	Eileen Egan	77088	Thank you for your support.
Hollister Rd		Yes	Automobile, Transit, Pedestrian, Bicycle	Complete Hollister from W Little York to BW8. Add ped/bike facilities	Eileen EGan	77088	Thank you for your support.
N Houston Rosslyn Rd		options	Automobile, Transit, Pedestrian, Bicycle	Add 2 more lanes Add traffic lights for protected ingress and egress for subdivisions Add ped/bike facilities	Eileen EGan	77088	Due to the industrial nature of the corridor, Industrial Avenue and Industrial Boulevard are recommended for this corridor. To assist in traffic flow, extended left-turn and right-turn bays are recommended as long-term intersection design solutions. See Chapter 7.2 Intersection Analysis of the report.
OAK FOREST		No	Minor Collector	Oak Forest is a street within a residential neighborhood. Presently it has humps and limits both traffic and speed. The expansion of the street and increase of the speed limit would ruin the cohesiveness of the neighborhood. I adamantly oppose any change and will readily support the opponent of any politician that is in office if the street is expanded or the speed limit is changed.	roger tisdale	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speed limit on this corridor.
OAK FOREST		No	Minor Collector	Oak Forest Drive and Wakefield Drive in Oak Forest. We do NOT want these roads reclassified! We want our quiet neighborhood. We already have problems with too much traffic and speeders. We do NOT want these roads reclassified! We want our quiet neighborhood. We already have problems with too much traffic and speeders.	Nora Loera	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speed limit on this corridor.
OAK FOREST		No	Minor Collector	See Wakefield Comment	Jenny	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speed limit on this corridor.
OAK FOREST		No	Minor Collector	I am an Oak Forest resident, and I oppose the reclassification of Oak Forest drive being seen as a minor collectors/suburban street. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. There are many young children that walk and bike along Oak Forest because these are the only sidewalks in our neighborhood. This would put our children in danger.	Crystal Ratliff	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speed limit on this corridor.
OAK FOREST		No	Minor Collector	I am an Oak Forest resident, and I oppose the reclassification of Oak Forest Drive being seen as a minor collectors/suburban street. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. There are many young children that walk and bike along Oak Forest because these are the only sidewalks in our neighborhood. This would put our children in danger.	Adam Ratliff	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speed limit on this corridor.
OAK FOREST		No	Minor Collector	I am an Oak Forest resident and I am very concerned that Wakefield and Oak Forest Drive are now seen as minor collectors / suburban streets. These streets SHOULD be classified as other small neighborhood artery streets in order to keep speed limits low and traffic lanes limited. I am seriously concerned that this identification will negatively impact my neighborhood by bringing more unnecessary traffic through my neighborhood. There is already additional burden due to the 290 expansion which should dissipate once that project is complete. I feel this study did not adequately address the needs and protection of the residents who are only going to be negatively impacted by such modifications. Not to mention these classifications put the numerous school children at risk of potential traffic danger.	Allison Drobnik	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speed limit on this corridor.
OAK FOREST	All of the Oak Forest area streets and surrounding areas of 77018 and 77092 are of great	No	Automobile	I do not support the possible increased speeds or lane expansion in these areas. Streets like Oak Forest, Wakefeild, and Alba should not be considered main blvds	Julia	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speed limit on this corridor.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
OAK FOREST		No	Minor Collector	I disagree with the change of designation for Oak Forest. In its 50+ years, the subdivision it has served is unchanged in terms of housing density. Changing its designation will not provide any tangible benefit to those residents who use it, nor will there be an appreciable benefit to the community nor the city at large. Making the change only introduces the risk that over 50 years of stability is disrupted. Thanks	Matt Mitchell	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speed limit on this corridor.
OAK FOREST		No	Minor Collector	Please do not reclassify oak forest drive. As someone who lives on oak forest with small kids I see people daily excessively speeding despite the school zone. Any classification that increases through traffic on oak forest drive is a bad idea. This is a residential and walkable neighborhood. Please do adversely effect the safety of our neighborhood with increased traffic flow.	Ryan Johnson	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speed limit on this corridor.
OAK FOREST	Oak forest neighborhood. Including Ella, TC Jester, 43rd, Watonga, Oak Forest and Wakefield	No	Automobile	I am an oak forest resident and I oppose the reclassification of these streets turning into suburban boulevards. They should be classified as avenues to keep speed limits down and lanes limited for the safety of the thousands of families that live within these neighborhoods. I also oppose the expansion of antonie as a 6 lane street.	Gina Fontenot	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speed limit on this corridor.
OAK FOREST			Automobile	Do not connect Oak Forest or any other street through to Pinemont. This will provide for traffic and crime into the heart of Oak Forest subdivision.	Dennis Eby	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speed limit on this corridor.
OAK FOREST	Oak Forest and Shepherd Forest	No	Suburban Ave - MMC; Minor Collectors	I am a Shepherd Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community.	Katherine E. Taylor	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speed limit on this corridor.
OAK FOREST	W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards.	No	Street Reclassifications	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Philip E. Simmons	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speed limit on this corridor.
ROSSLYN RD		No	Suburban Ave - MMC	I am an Oak Forest resident and I opposed the reclassification of E TC Jester and W TC Jester as Suburban Boulevards. These streets SHOULD be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am seriously concerned that this identification will negatively impact my neighborhood by bringing more unnecessary traffic through my neighborhood. There is already additional burden due to the 290 expansion which should dissipate once that project is complete. I feel this study did not adequately address the needs and protection of the residents who are only going to be negatively impacted by such modifications.	Allison Drobniak	77018	The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
ROSSLYN RD		No	Automobile	Keep it two lanes through Oak Forest. Expanding this road through a residential area would adversely affect the home values, which would lower property taxes collected in this area.	Judy Lukens	77018	Roslyn Road is recommended to be down graded from a C-4-80 to a C-2-80 essentially mimicking what is on the ground today. The report does not recommend 4 lanes. Please review recommendations found in Chapter 6.2 Corridor Sheets of the report.
TC Jester		No	Automobile, Transit, Pedestrian, Bicycle	Complete T.C. Jester Boulevard from Victory Drive to SH 249	Darlene Bonnet	77091	Thank you for your support.
TC Jester		No	Automobile, Transit, Pedestrian, Bicycle	Complete T.C. Jester Boulevard from Victory Drive to SH 249	Jamila Robinson	77088	Thank you for your support.
TC Jester		No	Automobile, Transit, Pedestrian, Bicycle	Complete T.C. Jester Boulevard from Victory Drive to SH 249	Ricky Miller	77088	Thank you for your support.
TC JESTER BLVD		No	Automobile	Although I live very near the dead-end of TC Jester just North of Victory, and the extension of TC Jester from Victory to 249 would significantly increase noise and make turning off my street (Saratoga) more dangerous, to widen Antoine with it's bus and pedestrian traffic and high concentration of apartments and businesses will only surely get someone killed (and on a regular basis).	Brad Hendricks	77088	T.C. Jester is currently on the 2013 MTFP which represents future connection and ROW designations from Victory to SH 249 to BW 8.
TC JESTER BLVD		No	Automobile	I do NOT support and extension of T C Jester to 249 from Victory. This will just increase the number of "thugs" to the area.	Debby	77088	T.C. Jester is currently on the 2013 MTFP which represents future connection and ROW designations from Victory to SH 249 to BW 8.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
TC JESTER BLVD			Automobile, Parking	Putting T.C. Jester through from Victory to 249 would ease the burden on Antoine and also ease the cross traffic on Victory which has increased tremendously over the last several years.	Jane Martin	77088	T.C. Jester is currently on the 2013 MTFP which represents future connection and ROW designations from Victory to SH 249 to BW 8.
TC JESTER BLVD		No	Automobile	Extending TC Jester from Victory to 249 is possibly the worst idea yet to come out of the NNMD. This extension would run within a few feet of the Inwood Pines pool and playground facility - the safety concerns associated with that should be obvious. It would invite additional criminal activity to Inwood Pines - we have more than enough of that already. The additional noise, traffic etc. can only be detrimental to the neighborhood.	Alan Ecton	77088	T.C. Jester is currently on the 2013 MTFP which represents future connection and ROW designations from Victory to SH 249 to BW 8.
TC JESTER BLVD		Yes		Extending and widening Brean and T. C. Jester soundws like excellant ideas.	John Franklin	77088	T.C. Jester is currently on the 2013 MTFP which represents future connection and ROW designations from Victory to SH 249 to BW 8.
TC JESTER BLVD		No	Suburban Ave - MMC	Way too much traffic already do not increase traffic on either T. C. Jester or 43rd I am against increasing traffic on East & particularly WEST T. C. Jester. It is already way too busy & dangerous for us using the parks & bike trails. I am a long time resident/owner in Oak Forest & the increased traffic on Jester has Lao increased the crime rate. I am against any increase	Jane Johnston	77018	T.C. Jester is currently on the 2013 MTFP which represents future connection and ROW designations from Victory to SH 249 to BW 8.
TC JESTER BLVD			Automobile	TC Jester has vacant land and no trees. Therefore it would be much less expensive to expand TC Jester. There are more business along TC Jester. I gave my comments above. What more do you want me to say?			T.C. Jester is currently on the 2013 MTFP which represents future connection and ROW designations from Victory to SH 249 to BW 8.
TC JESTER BLVD			Automobile	I am in favor of widening Antoine and NOT extending TCJester to hwy249	Paula Weatherford	77088	T.C. Jester is currently on the 2013 MTFP which represents future connection and ROW designations from Victory to SH 249 to BW 8.
TC JESTER BLVD		No	Transit, Road extension	I am a resident of Inwood Pines. I do NOT want TC Jester completed from Victory to SH 249 because I believe it will: <ul style="list-style-type: none"> •Increase flooding issues (houses by where the road would go have hx of flooding already) •Increase crime – already have crime coming in from behind subdivision – make it more convenient for criminals with main road and easier for them to get away •We are already stretched to the financial limit paying for security to patrol our neighborhood – we would have to increase this to cover the additional traffic coming through and we cannot afford this •Divide our neighborhood into 2 – destroying it as a "neighborhood" •Increase traffic that would only be "cutting through" our neighborhood – making it more congestive •Make it unsafe for the children to walk to the pool – the road would cut right beside the pool •Our walking park – that is also used for softball, baseball and soccer games and practice - would probably be gone – the road would have to cut through it – there is not much green space or safe places for families and children to go – we don't need this taken away •Property values – are values are still suffering from these past few years and making the neighborhood less residential, increasing traffic and therefore crime will only hurt it more <p>Please consider another alternative. For all the other suggestions, roads already exist. Please do not tear up our neighborhood.</p>	Sharon Epstein	77088	T.C. Jester is currently on the 2013 MTFP which represents future connection and ROW designations from Victory to SH 249 to BW 8.
TC JESTER BLVD	Oak Forest	No	Automobile, Transit, Pedestrian, Bicycle	TC Jester is currently a big mess. There are continuous huge pot holes and our cars are being beat up. In addition, there are large 18 wheeler trucks going through our neighborhood that are carrying flammable or dangerous materials. We do not need any more traffic. This neighborhood is going through a rebirth and there are many young families moving in. These homeowners have young children who should be able to ride their bikes or walk down the streets not fearing being run over with all the traffic. The city doesn't take care of our roads now.	Cathy	77018	T.C. Jester is currently on the 2013 MTFP which represents future connection and ROW designations from Victory to SH 249 to BW 8.
TC JESTER BLVD	Oak Forest	No	Suburban Ave - MMC	Against making thoroughfare into boulevards . Keep traffic at a minimum	Julia Johnston	77018	T.C. Jester is currently on the 2013 MTFP which represents future connection and ROW designations from Victory to SH 249 to BW 8.
TC JESTER BLVD	Inwood Pines, Inwood Forest	No	Automobile, Pedestrian, Bicycle	Please consider widening Houston Rosslyn and finishing Little York quickly. Cutting TC Jester through to 249, right where our neighborhood's children and adult residents can gather in its little park, its pool, tennis court and playground, a jogging track, a large green space and a ball practice area, would seriously impact quality of life for residents. Inwood Forest and Inwood Pines have been through a lot of road-related inconvenience already in the past decade, flooding, flood mitigation and street projects and spikes in crime mostly imported from surrounding areas. The section of Antoine that would be affected is lined with mostly small businesses that would suffer from the lack of convenient access. Much cleanup work has been done along Antoine in our area, and the opposite number to this proposal had been to revitalize- to make this part of Antoine a safer and more attractive corridor friendly to pedestrians and local shop owners, enhancing the value of residential property and giving the people of the area a greater sense of community pride. Consider widening Houston Rosslyn, widening Breen, and finishing Little York quickly, and look for small traffic fixes, like adjusting the timing of traffic signals at intersections where rush hour bottlenecks occur. We're convinced that these projects would roll back the progress that has been made recently, possibly for good. We don't want to be another neighborhood sacrificed to become an avenue to somewhere else.	Larry Kintz	77088	T.C. Jester is currently on the 2013 MTFP which represents future connection and ROW designations from Victory to SH 249 to BW 8. Due to project traffic volumes, W. Little York Road, in conjunction with Victory Drive, is recommended to be classified as a 6-lane Principal Thoroughfare for the entirety of regionally significant portions of the corridor. For increased access management and preservation of the median where it currently exist, the provided segments are also recommended to be designated as a Suburban Boulevard. The portion classified as a Major Collector is recommended to remain as 4-lanes. Breen Road is recommended to be expanded from 2 lanes to 4 lanes. See Chapter 6.2 Corridor Sheets for a more detailed explanation

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
TC JESTER BLVD	TC Jester 4 lane	No	Automobile	As a concerned resident and Board President of Inwood Pines Subdivision I am concerned about the proposal of opening up TC Jester from Victory to 249. Since the back street was opened up at Abinger to Scenic Green which opens up to W Gulf Bank our crime has increased. TC Jester ends at Mayfield Oaks and this will open up more access to our neighbor for more crime in our subdivision. Also our neighborhood Pool, Park and Tennis Courts would not have any buffer between this area and the road and would be detrimental to the safety for adults and children playing in these areas. Not to mention putting more cement that could cause more flooding which would possibly put this area in the flood zone. Also as a Realtor this could hurt our home values dividing our neighbor totally in half. This is a nice quiet neighborhood and we want to keep it that way. Please consider some other alternative.	Cathy Genovesi	77088	T.C. Jester is currently on the 2013 MTFP which represents future connection and ROW designations from Victory to SH 249 to BW 8. Please see Chapter 6.2 Corridor Sheets for more detailed information.
TC JESTER BLVD		options	Automobile, Transit, Pedestrian, Bicycle	Extend TC Jester through to BW 8. This will create another north-south connector and should reduce the traffic load on Antoine. Add the bike facility and connect to the White Oak Bike Trail.	Eileen Egan	77088	T.C. Jester is currently on the 2013 MTFP which represents future connection and ROW designations from Victory to SH 249 to BW 8. A bicycle facility is recommended for portions of the corridor located inside the City of Houston's Corporate limits. Although a buffered bike or shared-use facility would greatly improve multi-modal access within the study area, further evaluation is required to determine the most appropriate that promotes the highest degree of safety for users of the system.
TC JESTER BLVD		No	Automobile	This would open up to more crime in our area Also the road would be right up against our Pool, Park and Tennis Courts and would create a dangerous situation for children & adults. This could possibly put our section of the neighborhood in the flood zone	Michael	77088	T.C. Jester is currently on the 2013 MTFP which represents future connection and ROW designations from Victory to SH 249 to BW 8.
VICTORY DR		Support the recommendation	Automobile, Transit, Pedestrian, Bicycle	Transit needed on Victory Better ped/bike facilities needed	Eileen Egan	77088	See METRO Reimagining: Local bus service is recommended on Little York. However, given the nature of local bus service, Little York or Victory of viable may serve as candidates for this service.
W 43RD ST	Oak Forest	Support the recommendation	Bicycle	Please change the plan for the dangerous bike lanes and instead add a multi-use sidewalk for both bikes and walkers.	Carol Madrid	77092	Please see Chapter 6.2 Corridor Sheets for a detailed response.
W 43RD ST	Oak Forest		Signal	Please add left turn signals for those turning from Watonga onto 43rd.	Carol Madrid	77092	Intersection recommendations are summarized in Chapter 7.2 Intersection Analysis. The intersection at Watonga currently does not maintain a signal and therefore not within the provided purview of this study. Future consideration may be provided, however, by contacting 311, the City's non-emergency line .
W 43RD ST	Oak forest	No	Suburban Ave - MMC	There are schools there and we already have a problem with people going too fast near them. There is a lot of neighborhood foot traffic walking to stores instead of driving and these speeds would make it too dangerous for the many children that walk these areas. We uses these schools and have had too many close calls with cars goigng unsafe speeds with pedestrians around.	Leah salinas	77092	The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST		No	Suburban Ave - MMC	With current speed limit, a lot of people are speeding through the traffic already making it unsafe for other drivers. There's always an accident on 43rd. We want it to be safe for our neighborhood, specially with our kids.	Donna O'Connor	77018	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.

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W 43RD ST	The reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low.	No	Suburban Ave - MMC	I AM DEEPLY CONCERNED AT ANY SUGGESTION THE SPEED LIMIT SHOULD BE INCREASED ON 43rd! One only needs to be out there watching the amount of foot traffic of CHILDREN every morning already almost getting hit by drivers even with a crossing guard there, to think this is insanity. 43rd is NOT a highway. It should NOT be a highway. Pedestrians walk this area frequently. Children, adults, teens, kids on bikes, etc. 43rd is not a "boulevard." It is a suburban street. This is an unsafe and unsound decision. I am deeply concerned at any increase in speed limits in our area as children and families walk, bike, and scooter around the neighborhood. I urge you to reconsider this decision as the Oak Forest Elementary PTA, Oak Forest Homeowners Association, and other homeowners associations are deeply concerned and opposed. This decision will not be safer or improve the lives of Houstonians. Thank you for your time.	M. Beth Williams	77018	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST		No	Suburban Ave - MMC	Please consider the fact that elementary and middle school students have to use this busy street to access school. Increasing the speed and/or lanes of traffic will affect this neighborhood negatively. Kids walk and ride their bikes as they should be able to do so. Without putting their lives in danger. Please reconsider this plan.	Courtney Romero	77018	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST	Garden oaks / oak forest	No	Suburban Ave - MMC	Any possible increase of speed on 43 street will be deadly. I invite you to come to my house at any time of day, and sit in my yard. There are people driving down 43 (my street) going 50, 60, 70 miles per hour. Our speed limit is 30. I live at 43 and alba. There is an accident at that intersection almost every week. A few weeks ago someone had to be cut out of their car. And they are all due to speed. If the speed is increased further down the road, people will not slow down when they get to my neighborhood. I have children who cannot play in their front yard. I am scared when we get the bikes out to bike in another part of the neighborhood. Please do not bring more traffic into my neighborhood. It will be deadly.	Stella Stevens	77018	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST		No	Suburban Ave - MMC	The definition of a Suburban Boulevard is not consistent with the current landscape of W43rd. The street is primarily residential and should not be categorized as a street that would be used "for goods movement & widely use access management". There are several school crossings across W. 43rd and the current speed already poses a danger to pedestrians.	Carrie Consolvo	77018	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST	Oak Forest Sections 16 & 17	No	Suburban Ave - MMC	The proposed reclassification of West 43rd to a Suburban Boulevard will unnecessarily increase traffic through Oak Forest while at the same time decreasing the size of the boulevard from T.C. Jester to 290. While the reclassification does nothing to benefit the homeowners in Oak Forest it will substantially decrease the quality of life and property values of homeowners by removing existing tree cover and rendering their homes uninhabitable. Taxpayer resources would be much better used by extending the existing White Oak Bayou bike path through the 43rd Street boulevard to Highway 290 to provide safe access to residents of Oak Forest Sections 16 and 17 and converting the BNSF railroad crossing at 43rd into a "Quiet Zone".	Rick Graves	77092	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST		No	Suburban Ave - MMC	Please don't change the status of the kind of road 43rd is currently. Drivers already drive over the speed limit, so increasing it will turn it into a highway. Another problem of turning this road into a Boulevard is that it's mostly residential. How are people supposed to live and try to come out of their driveways when cars are passing at 50mph? How will that not lower their house values? And another problem with this idea is that there are so many small roads that enter onto 43rd that's it's already difficult to turn onto this road. Increasing the speed limit will make it even harder. And finally, there are 2 major school campuses located on 43rd. Very few people obey the school zone speed limits as it is (a topic for further action) and if it changes too many pedestrians are at risk of being hit at the crosswalks. Your plan wants to increase walking and biking space, but turning 43rd into a faster traveling route will make those activities more dangerous. Why don't you turn 34th or Pinemont or Tidwell into Boulevards? Very few people live on these roads. This neighborhood is changing rapidly and it's already evident that more people are walking and biking. Please don't make it more difficult for us to get around. Thank you for your time.	Merin Noonan	77018	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.

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W 43RD ST	Oak Forest neighborhood in general especially Oak Forest and W. 43rd.	No	Automobile, Parking, Transit, Pedestrian, Bicycle	I am a resident of Oak Forest for the last 27 yrs. I have seen many changes in the neighborhood some good and others only benefiting developers. I believe that the expansion of W. 43 and especially Oak Forest streets is not necessary. I feel that this is only being proposed due to the new Tomball Pkwy. which is being completed at break neck speeds only to deliver volumes of traffic to our and through Oak Forest. Oak Forest has long been a neighborhood where people walk with their pets and children and where children play and walk to school and to friend's houses. I am opposed to this expansion since I feel it is only due to the traffic volume being produced outside of our neighborhood that will be directed, in some cases, through our neighborhood unnecessarily.	Vicki Landers	77018	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST		No	Suburban Ave - MMC	I am an Oak Forest resident, and I oppose the reclassification of West 43rd Street. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. People already drive too fast along 43rd Street. Daily people almost get hit by cars crossing over 43rd between Ella and Oak Forest Drive. Obviously, they should use the crosswalk, but they don't follow the law.	Crystal Ratliff	77018	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST		No	Suburban Ave - MMC	W 43rd St past Oak Forest Elementary does not need to have the option of more lanes and higher speed limits than it already has. It would go against the fundamental and paramount need for child safety at a neighborhood school location.	Adrian Glave	77018	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST		No	Automobile	Please do not raise the speed limit to 45. As it is, people do not pay attention to the school zones on 43rd!!!	Stephanie van Wallegem	77018	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST		No	Automobile, Transit, Pedestrian, Bicycle	As a street that runs by an elementary school and a middle school, making this street 40 mph will make it much more dangerous for my children to walk/scooter/ride their bikes to school. Please do NOT increase the speed on W43rd. Additionally, many students for Black Middle School cross Ella Blvd. Please do not widen or increase speed on Ella. For both, add PROTECTED bike lanes, buffered by medians on one side of the ride. Thank you,	Christine Gorman	77018	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST		No	Suburban Ave - MMC	Raising the speed limit on 43rd between Ella and 290. I am very concerned about the school children walking and biking to and from school. Of course there are school zones but many are walking and biking beyond those zones. Has anyone looked at the number of accidents between Ella and Oak Forest? the turning lanes make accidents prevalent. There are many, many children in that area going to and from school. This is a nice quiet part of Oak Forest and although there are SOME business, the MAJORITY of the stretch from Ella and 290 is RESIDENTIAL.	Beth Barron	77092	The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST	W43rd street to 290.	No	Automobile, Pedestrian, Bicycle	We have a high walking/biking traffic due to 2 schools and a public library. One student has already lost his life due to a bicycle accident. I can't imagine increasing the speed. Just too much volume for young children walking and biking.	Anne Holik	77018	The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST		No		The area from Shepherd all the way down to 290 on 43rd is all residential with multiple school zones. I cross 43rd at Oak Forest twice a day walking my children to school and most people are not going 20 then. If the speed limit were raised I am sure someone will be injured or killed.	Lindsey Romeo	77018	The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.

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W 43RD ST	Oak Forest general area	No	Automobile	Classification changes...ok, fine, but widening any of the roads in Oak Forest seems odd because of the driveways that come off of even the collectors now. Disasters waiting to happen.	Jim Pearson	77018	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST		No	Automobile, Pedestrian, Bicycle	Increasing the speed limit and/or number of lanes on W. 43rd Street would be detrimental to our quiet neighborhood. I have a daughter who attends Oak Forest Elementary, and cars already speed by the school so fast. Allowing them to go faster would be a disaster waiting to happen!	Julie Osterman	77018	The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST	Oak Forest	No	Automobile	It is positively UNSAFE for the speed limit on 43rd to increase. It runs through a few neighborhoods (Garden Oaks & Oak Forest to name a couple) and we already have speeding problems as it is. There are schools on this route as well where children and parents walk and/or ride their bikes to school, I among them. You are already improving traffic in our area by enlarging 290 & 610. PLEASE do not risk the safety of our children by changing 43rd from Ella to 290 into a Blvd.	Alice David	77018	The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST	1539 Cheshire Lane	No	Suburban Ave - MCC	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd as Suburban Boulevards. This street should be classified as Suburban Avenue in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Patrick O'Neill	77018	The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST		No	Suburban Ave - MMC	Reclassify 43rd Street as a Suburban Avenue from Shepherd to 290	Eileen Faulk	77018	The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST	Crosstimbers to West 43rd to TC Jester	No	Automobile	I feel the traffic patterns on W. 43rd needs to be decreased and patrolled versus the speed and volume increased. Already the speed limit is never enforced with cars traveling normally about 45MPH versus the 30MPH posted. If the road were allowed to go faster we would have even more accidents as well as endangering our children and residents. Cross town traffic needs to be directed towards the North Loop and possibly Pinemont bands. Pinemont is mostly commercial already and the Loop and access road has been had a barrier in place.	John Bos	77018	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST	W. 43rd Street from Shepherd to 290	No	Automobile, Transit	I do not support the expansion of W 43rd Street. The cars are already speeding through 3 school zones without an expansion. To expand it will only increase speeds. You can post all the speed limit signs you want but unless you have a full time HPD monitoring it will only increase when you expand W. 43rd. We have had a number of traffic incidences in front of Oak Forest Elementary, please do not expand it. In addition, it is up to the city to provide NO CELL PHONES IN SCHOOL ZONE signs. Oak Forest Elementary school zone does not have these signs so people are on cell regularly.	Sandra O'Guynn	77018	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare.
W 43RD ST		No	Automobile, Pedestrian	The study does not focus on the real needs and wants of the neighborhood. It totally neglects to provide real viable walking and biking access around and through the area. The "green space" is inadequate and poorly defined. Widening W 43rd without putting in place real definitive plans to protect and enhance the neighborhood character is a failed plan in my view.	Lisa Davila	77092	Please see corridor recommendation in Chapter 6.2 Corridor Sheets. Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. Finally, pedestrian refuges and bike lanes are recommended where appropriate.

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W 43RD ST		No	Suburban Ave - MMC	As a resident of the 77-year-old Garden Oaks community, I oppose any reclassification of W. 43rd as a Suburban Boulevard from Shepherd to U.S. 290. This is a neighborhood street, directly passing two schools and a school zone serving elementary school students, plus a commerce area. W. 43rd should be classified as a Suburban Avenue in order to keep speed limits low, thereby preserving our neighborhood character and maintaining safety for residents, pedestrians, bicyclist.	K. Nasir	77018	The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W 43RD ST		No	Automobile	Please don't widen or increase speeds on 43rd St. Thanks!	Bill Spear	77018	Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane Major Thoroughfare. The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
W GULF BANK RD	Inwood Forest - Antoine - W. Gulfbank	Support the recommendation	Automobile	Before you start expanding the lanes on Antoine W. Gulf Bank needs work. It needs to be expanded to four lanes from Antoine to Alabonson. I have lived here 16 years + and W. Gulf Bank has never been completed as four lanes. Finally they completed the one section from W. Montgomery to Antoine. Come on City of Houston - Just Do It.	Neil	77088	W. Gulf Bank is currently on the 2013 MTFP which represents future connection and ROW designations from I-45 to BW 8. Many of the segments pending development are inhibited by flooding, often resulting in additional cost associated with corridor development. As such, complete build-out of the network is not anticipated by 2035. Instead, it is recommended that those connections needed to expanded local connectivity be prioritized creating more alternative route options for the immediate user.
W GULF BANK RD		No	Automobile, Transit	My home backs up to W Gulf Bank, I have experienced so much crime already. Extending it all the way to I-45 would just make a way for more crime and better escape route!	Lelia Stone	77088	W. Gulf Bank is currently on the 2013 MTFP which represents future connection and ROW designations from I-45 to BW 8.
W GULF BANK RD		No	Automobile, Transit, Pedestrian, Bicycle	Complete the missing segments of W Gulf Bank Add ped/bike facilities as needed	Eileen Egan	77088	W. Gulf Bank is currently on the 2013 MTFP which represents future connection and ROW designations from I-45 to BW 8. Many of the segments pending development are inhibited by flooding, often resulting in additional cost associated with corridor development. As such, complete build-out of the network is not anticipated by 2035. Instead, it is recommended that those connections needed to expanded local connectivity be prioritized creating more alternative route options for the immediate user.
W LITTLE YORK RD		Support the recommendation	Automobile, Transit, Pedestrian, Bicycle	This corridor needs transit service Create shared use path for ped/bike to fill in bicycle network gap	Eileen Egan	77088	Thank you for your support.
W MOUNT HOUSTON RD		Support the recommendation	Automobile, Pedestrian, Bicycle	LIKE IT!	Eileen Egan	77088	Thank you for your support
W TC JESTER BLVD	7743 Alperton Dr	No	Automobile, Pedestrian, Bicycle	Will bring more crime than already exists. Not safe for area school children that have to walk home.	Elizabeth Najera	77088	TC Jester is currently on the 2013 MTFP which represents future connection and ROW designations from H 610 to BW 8.
W TC JESTER BLVD		No	Automobile	Expanding TC Jester will ruin the TC Jester Park which has been greatly improved in the last few years (improved pool, bike path, dog park, and disc golf course). If high speed traffic is allowed along that road, the useful green space in our community will be greatly reduced.	Amanda van Adrichem	77018	TC Jester is currently on the 2013 MTFP which represents future connection and ROW designations from H 610 to BW 8.
W TC JESTER BLVD	Inwood Pines	No	Automobile	putting TC Jester through the Inwood Pines subdivision would be tantamount to planning on running over children. We are a quiet subdivision with low speed limits. TC Jester would run along side of our park & subdivision pool. Need I say more!	Jeanne Schweer	77088	TC Jester is currently on the 2013 MTFP which represents future connection and ROW designations from H 610 to BW 8.

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W TC JESTER BLVD		No	Automobile	Usage is projected to double by 2035 but I see no provision for pedestrian crossing to the heavily used T. C. Jester Park. I am concerned that the extension to Beltway 8 and subsequent increased volume of traffic will be highly disruptive to residents living nearby.	Diane Garcia	77018	TC Jester is currently on the 2013 MTFP which represents future connection and ROW designations from H 610 to BW 8.
W TC JESTER BLVD	Oak Forest and surrounding neighborhoods.	No	Automobile	I am opposed to any change in the streets of Oak Forest that will increase the speed and number of vehicles in the area. Several streets in the area are in pitiful condition and causes the traffic to be slow as the drivers try to avoid the rough surface. West 34th and West T.C. Jester and Tidwell are prime examples of streets needing to be resurfaced with out adding lanes.	M Cunningham	77018	TC Jester is currently on the 2013 MTFP which represents future connection and ROW designations from H 610 to BW 8.
W TC JESTER BLVD		No	Automobile	This road already has too much traffic going through a residential area. Speed limits are ignored and by making it a wider and smoother road will only increase the speed with which people drive. This road borders a park and a residential area and does not need to be expanded beyond the current four lanes.	Judy Lukens	77018	TC Jester is currently on the 2013 MTFP which represents future connection and ROW designations from H 610 to BW 8.
W TIDWELL RD		Support the recommendation	Automobile, Transit, Pedestrian, Bicycle	Better ped/bike facilities needed Better transit facilities needed (shelters and benches)	Eileen Egan	77088	Thank you for your support. The identified priority element for Tidwell include bicycle, pedestrian and transit. See Chapter 6 for more detailed information.
W. Fulf Bank		No	Automobile, Transit, Pedestrian, Bicycle	Expand W. Gulf Bank from 4 lanes to 6 lanes and complete the missing segments so that W Gulf Bank runs from I-45 through to Beltway 8	Ricky Miller	77088	Traffic considerations must also be weighed with neighborhood context and preservation. 6-lanes are currently not warranted. W.Gulf Bank is currently on the 2013 MTFP which represents future connection and ROW designations from I-45 to BW 8.
W. Gulf Bank		No	Automobile, Transit, Pedestrian, Bicycle	Expand W. Gulf Bank from 4 lanes to 6 lanes and complete the missing segments so that W Gulf Bank runs from I-45 through to Beltway 8 Antoine needs to remain a 4 lane road from SH 290 up to SH 249 with designated Bike lanes	Darlene Bonnet	77094	Traffic considerations must also be weighed with neighborhood context and preservation. 6-lanes are currently not warranted. W.Gulf Bank is currently on the 2013 MTFP which represents future connection and ROW designations from I-45 to BW 8.
WAKEFIELD	Oak Forest	No	Minor Collector	I oppose any reclassification of Wakefield. It is an integral part of a cohesive neighborhood. we can presently enjoy a quiet environment and easily stroll the streets. There are many of us elderly who use the streets for exercise and enjoy chatting with our neighbors. We will readily oppose any politician or party that plans or initiates any changes of Wakefield.	roger tisdale	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speedlimit or number of lanes on this corridor.
WAKEFIELD		No	Minor Collector	Oak Forest Drive and Wakefield Drive in Oak Forest. We do NOT want these roads reclassified! We want our quiet neighborhood. We already have problems with too much traffic and speeders. We do NOT want these roads reclassified! We want our quiet neighborhood. We already have problems with too much traffic and speeders.	Nora Loera	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speedlimit or number of lanes on this corridor.
WAKEFIELD		No	Minor Collector	Wakefield is a residential street and is comprised of single family homes. I am a homeowner, with young children, on Wakefield drive. Classifying Wakefield as a minor collector would negatively the traffic and speed on our street. As it is, we need speed humps because people tend to drive too fast down this road. It is out of concern for the safety of my family, that I am strongly opposed to this classification. Please reconsider this. Traffic should be encouraged to use the non-residential streets of 34th and 43rd.	Stephanie Holzhauser	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speedlimit or number of lanes on this corridor.
WAKEFIELD		No	Minor Collector	As a resident of Wakefield, I oppose Wakefield being classified as a Minor Collector road. This road is comprised of family homes, and entirely too many vehicles travel the road at high speed due to lack of speedbumps. For the safety of the children and pets that live on this residential road, I encourage the addition of speedbumps.	Brian Wolter	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to reflect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speedlimit or number of lanes on this corridor.

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WAKEFIELD	Oak Forest	No	Minor Collector	I am concerned that Wakefield and Oak Forest Drive will be seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. I live on Wakefield; there are small children everywhere and many times, there are so many cars that speed through the 1300 block. If you like, I can take a count of all children that live on this block. It is VERY DANGEROUS for the kids, runners, walkers, cyclists, etc. Cars are going well over 30mph which is the speed limit in the neighborhood. When I drive down the street, I purposefully drive less than 20mph and drive in the middle of the road so that the car behind me does not pass me. I can give you license plate numbers of the offenders. It happens every day. In fact, you should send a police to issue speeding tickets - they would make their quota during the 6-8am and 4-6pm hours in 1 day. I actually propose that you install speed bumps in the 1300 block of Wakefield, similar to the 1100 block of Wakefield. Why is it that half of Wakefield was able to have speed bumps? I am encouraged by the growth of Oak Forest. There are so many opportunities to meet new neighbors and really form a friendly neighborhood. When a car finally kills one of our neighbors, the neighborhood will be destroyed. I would hate to have this taken away from us.	Jenny	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to relect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speedlimit or number of lanes on this corridor.
WAKEFIELD		No	Minor Collector	This is a residential street that should be considered as such. I am concerned that the recommended identification will negatively impact my neighborhood by bringing more traffic	Richard Robuck	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to relect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speedlimit or number of lanes on this corridor.
WAKEFIELD	Oak Forest	No	Minor Collector	As a homeowner who lives on Wakefield Dr., I am opposed to Wakefield being designated a minor corridor. Wakefield is a residential street and not a retail/commercial street. The citizens who live on Wakefield wish to reduce cut through traffic on the street, and slow down the current traffic. Current traffic on Wakefield is already heavier than on nearby residential streets, and residents of Wakefield do not feel safe walking and biking on the street, or having their children play in their front yards. A more logical east/west minor corridor street is Judiway. Judiway is a retail/commercial street and not a residential street.	Pat Cleary	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to relect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speedlimit or number of lanes on this corridor.
WAKEFIELD		No	Minor Collector	I am concerned that Wakefield being identified as a minor collector/suburban street will negatively impact my neighborhood by bringing more traffic through my community.	Crystal Ratliff	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to relect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speedlimit or number of lanes on this corridor.
WAKEFIELD		No	Minor Collector	I am concerned that Wakefield being identified as a minor collector/suburban street will negatively impact my neighborhood by bringing more traffic through my community.	Adam Ratliff	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to relect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speedlimit or number of lanes on this corridor.
WAKEFIELD		No	Minor Collector	Wakefield is a really nice tree-lined street, and without obtaining needed ROW access I don't see how it is possible to complete the proposed project without disrupting the beauty and integrity of the street. I believe the volume data may not be an accurate indicator as most of the traffic recorded are potential home buyers realtors construction vehicles and current residents.	Norma Coronado	77410	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to relect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speedlimit or number of lanes on this corridor.
WAKEFIELD	1327 Wakefield Dr.	No	Minor Collector	As a homeowner living at 1327 Wakefield Drive, I strongly oppose that Wakefield Dr.be classified as a Minor Collector road. As an alternative, I suggest that we attempt to decrease the traffic flow on this street. Wakefield Dr. is a residential street comprised mainly of single family homes. Our children cannot play safely in the front of our houses due to speeders that currently use this street. We have signs, slow - children at play, but they make no difference. I am constantly waving at drivers in an attempt to slow them down!!! In fact, I strongly recommend the addition of speed bumps between Ella and Oak Forest to discourage and slow down traffic for the safety or our children.	Gretchen Frauenberger	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to relect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speedlimit or number of lanes on this corridor.
WAKEFIELD		No	Minor Collector	I am an Oak Forest resident and I am very concerned that Wakefield and Oak Forest Drive are now seen as minor collectors / suburban streets. These streets SHOULD be classified as other small neighborhood artery streets in order to keep speed limits low and traffic lanes limited. I am seriously concerned that this identification will negatively impact my neighborhood by bringing more unnecessary traffic through my neighborhood. There is already additional burden due to the 290 expansion which should dissipate once that project is complete. I feel this study did not adequately address the needs and protection of the residents who are only going to be negatively impacted by such modifications. Not to mention these classifications put the numerous school children at risk of potential traffic danger.	Allison Drobniak	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to relect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speedlimit or number of lanes on this corridor.
WAKEFIELD		No	Minor Collector	I am an Oak Forest resident living on Wakefield near Oak Forest Drive, and as a parent of a young child and someone who is in a wheelchair I am very concerned about the current traffic levels on Wakefield already! The proposal to change Wakefield and Oak Forest Dr to a minor collector / suburban streets is simply NOT ACCEPTABLE. I strongly urge you to reconsider. There are numerous young families on the street and the traffic is already dangerous. Opening this up to more traffic and also to commercial uses is not only detrimental to property values (and hence tax revenue), but more importantly to public safety. Even if all motorists were to abide by the speed limit (not the case today), you are inviting a tragedy by increasing the traffic volume with all the pedestrians, joggers, cyclists, children. Please reconsider and do the right thing, so that we can collaboratively work to make Houston and Oak Forest, a better and safer community. Please do not work against us and try to destroy the neighborhood that we are building. Thank you for your consideration.	John Seo	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to relect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speedlimit or number of lanes on this corridor.

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WAKEFIELD		No	Minor Collector	I am an Oak Forest resident, and I oppose the classification of Wakefield as a minor collector/suburban street. This street is entirely residential between West TC Jester and Golf. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through Wakefield. Judiway is a much more appropriate street for this -- it has large stretches of non-residential areas and is already less pedestrian-friendly than Wakefield, which has quite a bit of pedestrian traffic.	Jim Cleary	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to relect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speedlimit or number of lanes on this corridor.
WEST RD		Support the recommendation	Automobile, Pedestrian, Bicycle	Build West from N Houston Rosslyn to SH 249 Consider connecting segments of West Rd that lie west of BNRR	Eileen Egan	77088	Thank you for your support.
WHEATLEY/LLA BLVD		Support the recommendation		This connector is really needed.	Eileen Egan	77088	Thank you for your support.
ANTOINE DR	Oak Forest/Garden Oaks - Ella/Oak Forest Dr/W43/TC Jester/Watonga	No	Automobile	Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Terry Tompkins	77018	While there is a demand for increased capacity as expressed by travel demand model projections, the study recommends that Antoine north of N. Houston Rosslytn be classified as a 4-lane boulevard . However, special consideration should be provided for interesections along the corridor to relieve congestion and ensure safe movement of all users.
All Suburban Blvd Streets		No	Suburban Ave - MMC	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards!!!! We have many kids on our subdivision and need to keep speeds to a minimum. Antoine drive does not need to be expanded. It just needs better crosswalks and sidewalks. I oppose all your recommencdations including antoine, 43rd ella you will destroy our quiet neiighborhood like you do all the others	Maximino Garcia	77092	The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
All Suburban Blvd Streets	Northwest Area: Oak Forest Neighborhood: specifically 34th & 43rd Streets, East & West TC Jester, and Rosslyn Rd.	No	Automobile	I feel that the upgrade of roads in the oak forest neighborhood will bring unnecessary traffic into residential areas. While construction in the oak forest neighborhood is active, it appears to be mostly "in-kind" replacements (i.e. replacing single family homes with new single family homes). Keeping this in mind, it seems that there is no need to upgrade the size or speed limits on the roads I've listed above. While I understand that the present proposals do not include adding lanes to most of the roads I'm concerned about, I fear that allowing upgrades now to the street classifications will make it easier for lanes to be added to these roads in the future. Thank you.	Matt Nani	77018	Minor Collector is a new classification of the MTFP added in 2013. The provided recommendation is not intended to change the current function of the street, but instead intended to relect the existing character of the street. Provided speed limits reflect the context. The City does not anticipate changing the speedlimit or number of lanes on this corridor.
ANTOINE DR	Oak Forset		Automobile, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel	Lisa Poret	77018	Please see Oak Forest Homeowners Association response letter.
WAKEFIELD	Oak Forest	No	Automobile	I am an Oak Forest resident and I live on Wakefield Drive and live one block from both East and West T.C. Jester. I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Glenda Jackson	77018	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	Oak Forest	No	Automobile, Transit, Pedestrian	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. Please do not turn our wonderful neighborhood into a major thoroughfare! 290 will be widen and we do not want to be a cut thru for major traffic. We have children in the neighborhood that play in the yards and occasionally run into the streets and as it is now, cars speed thru the neighborhood to avoid the red lights and race thru our school zones. We love our neighborhood, please do not destroy it!	Mary Margaret Carroll	77018	Please see Oak Forest Homeowners Association response letter.

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OAK FOREST	Oak Forest	No	Automobile, Transit, Pedestrian, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Stuart Gahm	77018	Please see Oak Forest Homeowners Association response letter.
ANTOINE DR	Oak Forest	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	wanda	77092	Please see Oak Forest Homeowners Association response letter.
OAK FOREST		No	Transit	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. I live on West 43rd and currently drive daily down T.C. Jester; I strongly feel that these streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited in order to retain the neighborhood feel of Oak Forest. I also oppose the expansion of Antoine drive to a six lane corridor. I live a block from there and enjoy the lovely Esplanade. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel rather than become a mini highway right through our neighborhood. Thank you for your consideration.	Gerilyn Graham	77092	Please see Oak Forest Homeowners Association response letter.
W 43RD ST		No	Automobile, Transit	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	marlon sanchez	77092	Please see Oak Forest Homeowners Association response letter.
W TC JESTER BLVD		No	Transit	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Joe Guidry	77018	Please see Oak Forest Homeowners Association response letter.
ANTOINE DR	Oak Forest Subdivision	No	Automobile	I am an Oak Forest, Section 17 resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. Besides further isolating Section 17 from the rest of Oak Forest, widening Antoine Drive will make walking to school riskier for Scarborough High School students.	George S. Dobek	77092	Please see Oak Forest Homeowners Association response letter.
ANTOINE DR	Oak Forest	No	Automobile, Transit	: I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Stacey Fike	77018	Please see Oak Forest Homeowners Association response letter.

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W 43RD ST	Though I live on W 43rd and feel most strongly about that, I generally oppose reclassification of streets in Oak Forest generally. People already speed through our neighborhood, endangering us, our children and our pets, and increasing the speed along streets like 43rd will only exacerbate that problem.	No	Automobile	I am an Oak Forest resident living on 43rd St., and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. Even with the speed limit set at 35, people regularly drive 50+ down 43rd, making it dangerous to do things like walk your dogs or do yard work near the street. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. With the vast availability of freeways surrounding our community, there is no reason to encourage people further to cut through our neighborhoods. Instead, the focus should be on improving public transit, crosswalks, and the like.	Andrea Eckelman	77092	Please see Oak Forest Homeowners Association response letter.
	Oak Forest Subdivision	No	Automobile, Transit, Pedestrian, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Larry N. Inman	77018	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	Oak Forest Neighborhood; reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards	No	Automobile, Transit, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Jerry Krieg	77018	Please see Oak Forest Homeowners Association response letter.
W TC JESTER BLVD	Oak Forest	No	Automobile, Transit, Pedestrian, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Richard Lu	77018	Please see Oak Forest Homeowners Association response letter.
OAK FOREST	Mangum Manor	No	Automobile, Pedestrian, Bicycle	I am an Oak Forest resident and I oppose the reclassification of W.43rd, Antoine Dr., E. TC Jester, W. TC Jester, Ella, Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this classification will negatively impact my neighborhood by bringing more traffic through my community. I oppose the expansion of Antoine Drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks and lanes for bike travel. None of these reclassifications would help to encourage residents to walk and use their bikes more to help with traffic and ultimately pollution.	Rebecca Fiszer	77092	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	W. 43rd and Watonga	No	Automobile, Transit, Pedestrian, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. People already go way to fast down 43rd and the bike lanes do not feel safe to me. PLease do not increase faster and more traffic through my neighborhood.	Heather Foley	77092	Please see Oak Forest Homeowners Association response letter.
ELLA BLVD	Oak Forest Drive, Candlelight Lane, and Ella	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Sarah Stuhldreher	77018	Please see Oak Forest Homeowners Association response letter.

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ANTOINE DR	Oak Forest W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards.	No		As an Oak Forest resident, I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Russel Turbeville and Sue Salvage	77018	Please see Oak Forest Homeowners Association response letter.
OAK FOREST		No	Automobile, Transit	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. This is a residential street and I would like to request speed bumps on Wakefield to further limit the traffic and speed on Wakefield Drive between Ella and Oak Forest. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Kimberly Gauss	77018	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	Oak Forest	see comment below	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community.	Daniel Allen	77018	Please see Oak Forest Homeowners Association response letter.
OAK FOREST		No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Cesar	77018	Please see Oak Forest Homeowners Association response letter.
	Oak Forest	No		I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. In order to keep speed limits low and traffic lanes limited, these streets should be classified as Suburban Avenues. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. This identification will likely negatively impact my neighborhood by bringing more traffic through my community. There are a number of young families and young children in Oak Forest, so not only will the community be impacted but it will be put at risk as well.	Kimberly Frye	77018	Please see Oak Forest Homeowners Association response letter.
WAKEFIELD	Oak Forest	No	Automobile, Parking, Transit, Pedestrian, Bicycle, ADA Access	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Terry Webb	77018	Please see Oak Forest Homeowners Association response letter.
W TC JESTER BLVD	Oak Forest	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Kenzie Scheolman	77018	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	Oak Forest	No	Automobile, Pedestrian, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood and my how value by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Randall Ray	77092	Please see Oak Forest Homeowners Association response letter.
W 43RD ST		No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, E. T.C. Jester, W. T.C. Jester, and Ella a as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Matt Blasdell	77018	Please see Oak Forest Homeowners Association response letter.
E TC JESTER BLVD		No		I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	RICHARD RABE	77018	Please see Oak Forest Homeowners Association response letter.

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	Wakefield and Oak Forest Drive; W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga	No	Automobile, Parking, Transit, Pedestrian, Bicycle	<p>I recently moved to Oak Forest with my family, because I wanted a neighborhood where children would be able to play out in the street and we could walk our dog on the road without fear of speeding traffic. As a resident of Wakefield Drive, I am particularly concerned that both Wakefield and Oak Forest Drive would be viewed as minor collectors/suburban streets. I am very concerned that this identification will bring more speeding traffic to my street that might lead to serious issues down the line.</p> <p>I also oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited.</p> <p>Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.</p> <p>My family and I hope that you will consider these issues - primarily the negative impact these changes will have on my community and the safety and quality of life issues they could create on my street of Wakefield.</p>	Merrill Davis	77018	Please see Oak Forest Homeowners Association response letter.
	W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga. Wakefield and Oak Forest Drive Antoine Drive	No	Automobile, Transit, Pedestrian, Bicycle	<p>I am a relatively new Oak Forest resident who oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep the speed limits low and traffic lanes limited.</p> <p>I am also extremely concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. We recently bought a house on Wakefield Dr because we found Oak Forest to be a family-friendly neighborhood, where we could walk our dog on the sidewalk-less streets without fear of being run over. I am extremely concerned that this street identification will negatively impact my neighborhood. Wakefield Dr is clearly not a minor collector or suburban street, and should not by any means be designated as such.</p> <p>Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.</p>	Nils Andresen	77018	Please see Oak Forest Homeowners Association response letter.
ELLA BLVD		No	Transit, Pedestrian, Bicycle	<p>I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.</p>	Daphne Angarita	77018	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	43rd between Ella & 290	No	Suburban Ave - MMC	<p>I am an Oak Forest resident, and I oppose the reclassification of W. 43rd & Ella Suburban Boulevards.</p> <p>W. 43rd street specifically is especially dangerous even at LOW SPEEDS due to the 2 large shopping centers near 43rd & Ella. BUT MORE IMPORTANTLY, THERE IS AN ELEMENTARY SCHOOL ON 43rd @ Oak Forest! Drivers already speed in the school zone. We DO NOT NEED more lanes & higher speed limits. A STUDENT WAS KILLED ON 43rd a few years ago. We DO NOT want this to happen again. More lanes & higher speed limits will make it even more dangerous!</p> <p>These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community.</p>	Selena Crochet	77018	Please see Oak Forest Homeowners Association response letter.
ELLA BLVD	44th between Ella & 290	No	Suburban Ave - MMC	<p>I am an Oak Forest resident, and I oppose the reclassification of W. 43rd & Ella Suburban Boulevards.</p> <p>W. 43rd street specifically is especially dangerous even at LOW SPEEDS due to the 2 large shopping centers near 43rd & Ella. BUT MORE IMPORTANTLY, THERE IS AN ELEMENTARY SCHOOL ON 43rd @ Oak Forest! Drivers already speed in the school zone. We DO NOT NEED more lanes & higher speed limits. A STUDENT WAS KILLED ON 43rd a few years ago. We DO NOT want this to happen again. More lanes & higher speed limits will make it even more dangerous!</p> <p>These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community.</p>	Selena Crochet	77019	Please see Oak Forest Homeowners Association response letter.

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W 43RD ST	Oak Forest Neighborhood, Houston, Texas 77018 Please don't widen any roads in our neighborhood! I have live here 25 years. This is a great community. Don't turn it into a traffic jam.	No	Widening Neighborhood Streets	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Alicia Baker	77018	Please see Oak Forest Homeowners Association response letter.
ANTOINE DR	Oak forest	No	Automobile, Pedestrian, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Kevin	77018	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	Oak Forrest	No	Suburban Ave - MMC	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	ismar salihbasic	77018	Please see Oak Forest Homeowners Association response letter.
	Oak Forest subdivision	No		I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community.	Gina Taylor	77018	Please see Oak Forest Homeowners Association response letter.
	Oak Forest subdivision, which includes Oak Forest, Antoine, East & West T.C. Jester, Ella, Watonga & Wakefield	No	Automobile	I am a long time Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets are comfortable neighborhood streets for the residents of this area and should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It doesn't have crowding issues now, so there is no need to widen it. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Candy Grasty	77018	Please see Oak Forest Homeowners Association response letter.
	Oak Forest	No	Transit	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Chelsea Meyer	77018	Please see Oak Forest Homeowners Association response letter.

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ANTOINE DR	Oak Forest subdivision	No	Automobile	I have been a resident of section 16 in Oak Forest since 1990 and I love living here. I strongly oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. Please help us keep Oak Forest a great place to live. Thank you	Laurie Hazzard	77092	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	Oak Forest Garden Oaks	No	Automobile, Pedestrian, Bicycle	I am an area resident and my children attend Oak Forest Elementary. I strongly oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Anissa Dwiggins	77018	Please see Oak Forest Homeowners Association response letter.
WAKEFIELD	Oak Forest	No		I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Amanda Fournier	77018	Please see Oak Forest Homeowners Association response letter.
OAK FOREST	W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga, Wakefield and Oak Forest Drive, Antoine drive	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel	John Reilly	77018	Please see Oak Forest Homeowners Association response letter.
	W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga, Wakefield and Oak Forest Drive	No		I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Annette Donovan	77018	Please see Oak Forest Homeowners Association response letter.
	Oak Forest, Section 16	No	Automobile	I have been a resident of Oak Forest since 1996 and I love living here. I'm writing with my opposition to the reclassification of W 43rd, Ella, Antoine, W & E T. C. Jester and Watonga as Suburban Boulevards. Our home is bordered by Antoine to the West, Watonga to the East, and 43rd to the North. I would prefer that the classification of these streets remain Suburban Avenues to keep speed limits low and traffic lanes limited. I also oppose the expansion of Antoine to six lanes. I feel it should remain a four lane road with better crosswalks, sidewalks, and lanes for bike travel. I'm concerned that the changes proposed to these streets will adversely affect my neighborhood by bringing more traffic thru my community. Please help me keep Oak Forest, Section 16 a great place to live.	Steve Hazzard	77092	Please see Oak Forest Homeowners Association response letter.
PINEMONT DR		No		: I am a resident of Dominion Estates II, a neighboring community of Oak Forest, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella, Watonga and Pinemont as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six-lane corridor. It should remain a four-lane corridor with better crosswalks, sidewalks and lanes for bike travel.	John Summers	77018	Please see Oak Forest Homeowners Association response letter.
ELLA BLVD	Oak Forest / GardenOaks	No	Automobile, Transit	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Ryan Makol	77018	Please see Oak Forest Homeowners Association response letter.

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W 43RD ST		No		I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. My child goes to Oak Forest Elementary and I am terrified at the prospect that cars would be driving faster on 43rd. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Jen Sudduth	77018	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	Oak Forest Neighborhood	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Maryllyn Gomez	77018	Please see Oak Forest Homeowners Association response letter.
WAKEFIELD		No	Automobile, Pedestrian, Bicycle	I am an Oak Forest resident, and I'm extremely concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. We live on Wakefield and have 3 young children not to mention there are many young children on our same block. If anything, we need sidewalks and speed bumps put in to improve safety as cars zoom down our street at 40-45 mph trying to cut over to Oak Forest or Ella. There is no way that they could stop for a child. It's a tragedy waiting to happen. I invite you to come witness this any morning or any time during the day/night. Please don't add to the danger. I also oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Clare Cooper	77018	Please see Oak Forest Homeowners Association response letter.
ANTOINE DR	Oak Forst	No	Automobile, Transit, Pedestrian, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and bike paths.	Melinda Gleghorn	77092	Please see Oak Forest Homeowners Association response letter.
OAK FOREST		No	Automobile, Pedestrian	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. Additionally it should be noted that to consider Wakefield anything other than a residential street is obscene. This is a street lined with homes without sidewalks and vehicles parked on the street. Also Oak Forrest is a street with its own problems especially the corner at Oak Forrest Elementary School. Between the heavy traffic on 43rd and unconcerned drivers passing through the neighborhood it is making this a dangerous area for our children.	Michael Garman	77018	Please see Oak Forest Homeowners Association response letter.
OAK FOREST		No	Automobile, Parking, Pedestrian	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. Additionally it should be noted that to consider Wakefield anything other than a residential street is obscene. This is a street lined with homes without sidewalks and vehicles parked on the street. Also Oak Forrest is a street with its own problems especially the corner at Oak Forrest Elementary School. Between the heavy traffic on 43rd and unconcerned drivers passing through the neighborhood it is making this a dangerous area for our children.	Paulina Garman	77018	Please see Oak Forest Homeowners Association response letter.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
	West 43rd, Oak Forest, Wakefield all in the Oak Forest neighborhood.	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd as a Suburban Boulevard. This street should be classified as Suburban Avenue in order to keep speed limits low and traffic lanes limited. Oak Forest Elementary and Black Middle School are both on W43rd Street and allowing higher speed limits around these schools could endanger our children since we have a high number of children that walk to school Oak Forest Public Library is also on 43rd. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. It looks like you are catering to the suburban dwellers who only want to speed through our neighborhood instead of investing in our city like we who have chosen to live close to where we work and play.	Laura Tunstall	77018	Please see Oak Forest Homeowners Association response letter.
	Oak Forest Neighborhood	Concerns regarding the recommendations	Automobile, Reclassification of streets	I am a resident in Oak Forest and I'm concerned about several recommendations being proposed in the NW Mobility Study. I would like to see W. 43rd, Ella, W. 34th and W. T.C. Jester as Suburban Avenues as opposed to Suburban Boulevards. Due to the amount of homes and schools on these streets, I am concerned that classifying them as suburban boulevards will increase speed limits and expand lanes at a later date. I am also concerned about Wakefield and Oak Forest Dr being classified as minor collectors. I believe these new identifications will bring unwanted attention to areas where we already have problems with safety regarding speeding vehicles and no sidewalks. Lastly, I'm opposed to the expansion of Antoine Drive from a 4 to 6 lane corridor. We have a difficulty now with the traffic along this street. Expanding the lanes will only cause more problems for pedestrians, namely young students, who use this street to get to school and bus stations located on W. 43rd.	Alicia Nuzzie	77018	Please see Oak Forest Homeowners Association response letter.
OAK FOREST		No	Automobile, Pedestrian, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Gillian Tilbury	77018	Please see Oak Forest Homeowners Association response letter.
OAK FOREST	Oak Forest	No	Automobile, Pedestrian, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Ryan Grayless	77018	Please see Oak Forest Homeowners Association response letter.
ANTOINE DR		No		I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Bea Garcia	77092	Please see Oak Forest Homeowners Association response letter.
	Oak Forest	No	Transit	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Mike Noack	77018	Please see Oak Forest Homeowners Association response letter.
	Oak Forest subdivision	No	Automobile, Pedestrian, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Susan Barrick	77092	Please see Oak Forest Homeowners Association response letter.
	Oak Forest	No	Automobile, Pedestrian, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Eric and Gina Fontenot	77018	Please see Oak Forest Homeowners Association response letter.
	Oak Forest - Ella / TC Jester / Oak Forest	No	Automobile, Pedestrian	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Maureen Marcon	77018	Please see Oak Forest Homeowners Association response letter.

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	Oak Forest	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Herm	77018	Please see Oak Forest Homeowners Association response letter.
	Oak Forest	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Ka	77018	Please see Oak Forest Homeowners Association response letter.
OAK FOREST	W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards.	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Rebecca E. Hill	77018	Please see Oak Forest Homeowners Association response letter.
OAK FOREST	W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Anthony Hill	77018	Please see Oak Forest Homeowners Association response letter.
	Oak Forest	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Janice Dueitt	77092	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	Oak Forest	No		I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Guy Leiman	77092	Please see Oak Forest Homeowners Association response letter.
W 43RD ST		No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	ERNESTO MIGOYA	77092	Please see Oak Forest Homeowners Association response letter.
ROSSLYN RD	Oak Forest	No		I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I have two small children, and their safety is my number one priority and a huge reason why I moved to this neighborhood. I am fearful that these changes will prevent them from being able to play safely. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Roberto Trevino Jr	77018	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	Oak Forest Subdivision	No	Automobile, Transit	As an Oak Forest resident, I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets need to be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. Safety issues are a must because of schools and parks located in these areas. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Genie Mims	77018	Please see Oak Forest Homeowners Association response letter.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
OAK FOREST	northwest mobility study conducted by the City of Houston. The study area they analyzed was bounded on the east by IH 45, on the west by Oak Forest area	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Ashley brewer	77018	Please see Oak Forest Homeowners Association response letter.
	Oak Forest area	No	Automobile, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Barbara Sims	77018	Please see Oak Forest Homeowners Association response letter.
ANTOINE DR	Oak Forest, West 43rd, TC Jester	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Michelle Balthazar	77018	Please see Oak Forest Homeowners Association response letter.
ANTOINE DR	Northwest Mobility Study	No	Automobile	Strongly support and echo the recommendations that you have already received from responsible personnel in this area. It is obvious that a lot of work and thought went into this study, but its "unintended consequences" will work against many of the current improvements and future plans for this area. Suggest alternative routes for widening be considered.	Ken Jayne	77091	Please see Oak Forest Homeowners Association response letter.
	Oak Forest	No	Automobile	I am an Oak Forest resident who bought in this neighborhood for the quiet, neighborhood-like feel. I strongly oppose the reclassification of W. 43rd, Antoine Drive, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should instead be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Marcie Baker	77018	Please see Oak Forest Homeowners Association response letter.
OAK FOREST		No		I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Peter Turrin	77018	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	W 43rd, Antoine Dr, E TC Jester, W TC Jester, Ella and Watonga	No	Automobile, Transit	I am an Oak Forest resident, and I strongly oppose the reclassification of West 43rd, Antoine Drive, East T.C. Jester, West T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban Streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Esther Roth	77018	Please see Oak Forest Homeowners Association response letter.
	Oak Forest	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Adrienne Sproul	77018	Please see Oak Forest Homeowners Association response letter.
OAK FOREST		No	Automobile, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Ryan Kennedy	77092	Please see Oak Forest Homeowners Association response letter.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
				I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Roger Souders	77018	Please see Oak Forest Homeowners Association response letter.
W 43RD ST		No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Kate Silva	77018	Please see Oak Forest Homeowners Association response letter.
	Oak Forest neighborhood	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Rebecca Nani	77018	Please see Oak Forest Homeowners Association response letter.
	Oak Forest neighborhood	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Dianna Pourciau	77092	Please see Oak Forest Homeowners Association response letter.
	Inwood Forest and Oak Forest	No	Automobile	I am an Oak Forest resident/homeowner and Inwood Forest homeowner, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Sarah McWhorter	77018	Please see Oak Forest Homeowners Association response letter.
W TC JESTER BLVD	Oak Forest	No	Transit	I am an Oak Forest resident (Section 14, near 43rd and TC Jester intersection) going on 12 years, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Carol Etzel	77018	Please see Oak Forest Homeowners Association response letter.
ANTOINE DR		No	Automobile	Traffic on Antoine is already heavy - adding additional lanes will increase that traffic load to 50,000 cars/day. The bottle neck at 249 and Antoine will be moved south to Gulf Bank and be worse than it is currently. Disrupt revitalization that is currently underway. We have struggled for years in the Inwood Forest area to improve the area and regain our popularity. We are finally making progress and the divide caused by a 6 lane thoroughfare will be a major setback.	Randy Brown	77088	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	Oak Forest - reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards	No	Transit	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. These are neighborhood streets and they should stay this way in the interest of safety for all of our residents but especially for our children. I am offended that this idea is even being tossed around.	Cherolyn Johnson	77018	Please see Oak Forest Homeowners Association response letter.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
	Oak Forest	No	Automobile, Pedestrian, Bicycle	<p>I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. I regularly walk with a toddler or our dogs or jog on these streets.</p> <p>These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited.</p> <p>I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community.</p> <p>Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.</p>	Carrie Arnett	77018	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	Forest Pines W. 43rd at Antoine	No	Automobile, Parking, Transit, Pedestrian, Bicycle	<p>I am a Forest Pines resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. W. 43rd in particular is lined with residential houses where pets and children play in the yards and is already dangerous for them. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Especially, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. When I cross Antoine with my dogs to visit my friends in Oak Forest, it already like a game of Frogger with the little time that the crosswalk gives us. If it were 6 lanes, I think we would be hit. This is our neighborhood - we are NOT a transit corridor for people who have chosen to live outside of the city limits. I support the current highway projects for suburban commuters, but NOT turning my home into a high-speed through-way.</p>	Jennifer O'Brien	77092	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	Oak Forest			<p>I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.</p>	Jamie	77018	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	Oak Forest			<p>I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.</p>	Daren	77018	Please see Oak Forest Homeowners Association response letter.
OAK FOREST		No	Automobile, Pedestrian, Bicycle	<p>I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. Thank you.</p>	Sarah Seery	77108	Please see Oak Forest Homeowners Association response letter.
OAK FOREST	Oak Forest	No	Automobile	<p>I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.</p> <p>Making these streets wider will severely and negatively impact the quiet, neighborhood existence of Oak Forest. You must not destroy our subdivision. The proposals would turn the whole area into a vehicular spaghetti bowl focused on moving a high volume of cars and trucks through our area. It is bad enough already.</p>	R. & J. Roberts	77018-1701	Please see Oak Forest Homeowners Association response letter.
ELLA BLVD	Oak Forest	No	Automobile, Transit	<p>I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. There is already substantial traffic on Wakefield Drive (many who far exceed the posted speed limits). I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.</p>	Joe Flake	77018	Please see Oak Forest Homeowners Association response letter.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
All Suburban Blvd Streets	Oak Forest and Mangum Manor	No	Automobile	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Laurie Lee Christensen	77092	Please see Oak Forest Homeowners Association response letter.
W TC JESTER BLVD	W. 43rd, Antoine Dr., East TC Jester/Rosslyn, West TC Jester, Ella, Watonga, Wakefield and Oak Forest Drive in the Oak Forest subdivision	No	Automobile, Transit	I am an Oak Forest resident and I vehemently oppose the reclassification of W. 43rd, Antoine Dr., E. TC Jester/Rosslyn, W. TC Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Oak Forest Drive and Wakefield are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I strongly oppose the expansion of Antoine Drive to a six lane corridor. It should remain a four lane corridor with improved crosswalks and sidewalks.	Cindy Moss	77018	Please see Oak Forest Homeowners Association response letter.
W 43RD ST	Oak Forest Neighborhood	No	Automobile	I am very opposed the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Charles Tarantino	77018	Please see Oak Forest Homeowners Association response letter.
All Suburban Blvd Streets		No	Suburban Ave - MMC	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. People already speed through the area doing 55mph down rosslyn and 65mph down TC Jester! I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets, I walk down these streets everyday with my daughter as people speed by me doing 40mph!!! I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. Please focus on sidewalks, more sidewalks, bike paths, parks and REDUCING existing speed limits. If you walked through oak forest like I do everyday you would realize people speed (up to 60mph) down the streets and that traffic flow needs to be slowed! You should not raise any speed limits as people speed through the area now, you should be using all tools in your toolkit to slow down the vehicles. The fact that oak forest and wakefield are collector streets is absurd, these are residential streets with people who want to walk in their neighborhood, not get run over. The speed limit should be 20mph (similar to other cities) on all residential streets in houston.	Mike Dohm	77018	Please see Oak Forest Homeowners Association response letter.
	Oak Forest	No	Street Expansion	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Gareth Griffiths	77018	Please see Oak Forest Homeowners Association response letter.
WAKEFIELD	Oak Forest	No	Automobile, Pedestrian, Bicycle	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. I live on Wakefield between Oak Forest Drive and Ella with my three young children. This street is viewed as a racetrack by far too many drivers. There are many new families on this street (with more new construction occurring constantly) and we all have young children. This block of Wakefield has no sidewalks and no speed bumps. Additionally, with all of the construction as well as visitors to homes, there are quite a few cars parked on both sides of Wakefield at all times of the day. I can't count the number of times that I have had difficulty backing out of my own driveway because of the parking issue, and at least a couple of times I have had very close calls with drivers who are exceeding the speed limit and not driving carefully and cautiously around the cars parked on the street. There is quite a bit of pedestrian and bike traffic with the number of residents who are out walking their dogs or walking with their children in strollers and children riding bikes to school. With the absence of sidewalks and the excessive speed and careless driving, we are very concerned that there will eventually be an accident. The only "improvements" needed on Wakefield are: speed bumps and at least a sidewalk on one side of the street. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Stephanie Sandifer	77018	Please see Oak Forest Homeowners Association response letter.

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	reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards.	No	Automobile	I am an Oak Forest resident, and I adamantly oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Bruce Woodworth	77018	Please see Oak Forest Homeowners Association response letter.
	reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards.	No	Automobile	I am an Oak Forest resident, and I adamantly oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.	Julia Jones	77018	Please see Oak Forest Homeowners Association response letter.
		No	Automobile	I am a long time resident of Oak Forest, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets. I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. This has been a family neighborhood for 50+ years and it is wrong that it should be turned into yet another concrete jungle to serve the people who chose to live further out of the city.	Linda Kelly		Please see Oak Forest Homeowners Association response letter.
All Suburban Blvd Streets	Oak Forest	No	Suburban Ave - MMC	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited.	Alexis Thompson	77018	Please see Oak Forest Homeowners Association response letter.
All Suburban Blvd Streets	Oak Forest/Garden Oaks - Ella/Oak Forest Dr/W43/TC Jester/Watonga	No	Suburban Ave - MMC	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. People already speed through the area doing 55mph down rosslyn and 65mph down TC Jester! I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets, I walk down these streets everyday with my daughter as people speed by me doing 40mph!!! I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. Please focus on sidewalks, more sidewalks, bike paths, parks and REDUCING existing speed limits. If you walked through oak forest like I do everyday you would realize people speed (up to 60mph) down the streets and that traffic flow needs to be slowed! You should not raise any speed limits as people speed through the area now, you should be using all tools in your toolkit to slow down the vehicles. The fact that oak forest and wakefield are collector streets is absurd, these are residential streets with people who want to walk in their neighborhood, not get run over. The speed limit should be 20mph (similar to other cities) on all residential streets in houston.	Terry Tompkins	77018	Please see Oak Forest Homeowners Association response letter.
All Suburban Blvd Streets		No	Automobile, Pedestrian	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. People already speed through the area doing 55mph down rosslyn and 65mph down TC Jester! I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets, I walk down these streets everyday with my daughter as people speed by me doing 40mph!!! I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. Please focus on sidewalks, more sidewalks, bike paths, parks and REDUCING existing speed limits. If you walked through oak forest like I do everyday you would realize people speed (up to 60mph) down the streets and that traffic flow needs to be slowed! You should not raise any speed limits as people speed through the area now, you should be using all tools in your toolkit to slow down the vehicles. The fact that oak forest and wakefield are collector streets is absurd, these are residential streets with people who want to walk in their neighborhood, not get run over. The speed limit should be 20mph (similar to other cities) on all residential streets in houston.	dana tisdale	77018	Please see Oak Forest Homeowners Association response letter.

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ANTOINE DR	Oak Forest Subdivision	No	Automobile, Transit, Pedestrian, Bicycle	<p>I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. People already speed through the area doing 55mph down rosslyn and 65mph down TC Jester! I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets, I walk down these streets everyday with my daughter as people speed by me doing 40mph!!! I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.</p> <p>Please focus on sidewalks, more sidewalks, bike paths, parks and REDUCING existing speed limits. If you walked through oak forest like I do everyday you would realize people speed (up to 60mph) down the streets and that traffic flow needs to be slowed! You should not raise any speed limits as people speed through the area now, you should be using all tools in your toolkit to slow down the vehicles. The fact that oak forest and wakefield are collector streets is absurd, these are residential streets with people who want to walk in their neighborhood, not get run over. The speed limit should be 20mph (similar to other cities) on all residential streets in houston.</p>	Dr. Robert Mark Megna	77018	Please see Oak Forest Homeowners Association response letter.
All Suburban Blvd Streets	Oak Forest subdivision general vicinity; most specifically W 43rd Street and Ella Blvd. See comments below for detail.	No	Automobile, Pedestrian	<p>I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited.</p>	Ray Merola	77018	Please see Oak Forest Homeowners Association response letter.
All Suburban Blvd Streets	OAK FOREST SUBDIVISION STREETS 43RD ST. ELLA, E. AND W. T.C. JESTER, WATONGA AND ANTOINE. ALSO OAK FOREST DRIVE AND WAKEFIELD.	No	Suburban Ave - MMC	<p>I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. People already speed through the area doing 55mph down rosslyn and 65mph down TC Jester! I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets, I walk down these streets everyday with my daughter as people speed by me doing 40mph!!! I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.</p> <p>Please focus on sidewalks, more sidewalks, bike paths, parks and REDUCING existing speed limits. If you walked through oak forest like I do everyday you would realize people speed (up to 60mph) down the streets and that traffic flow needs to be slowed! You should not raise any speed limits as people speed through the area now, you should be using all tools in your toolkit to slow down the vehicles. The fact that oak forest and wakefield are collector streets is absurd, these are residential streets with people who want to walk in their neighborhood, not get run over. The speed limit should be 20mph (similar to other cities) on all residential streets in houston.</p>	Dwana Peters	77018	Please see Oak Forest Homeowners Association response letter.
All Suburban Blvd Streets	OAK FOREST SUBDIVISION STREETS 43RD ST. ELLA, E. AND W. T.C. JESTER, WATONGA AND ANTOINE. ALSO OAK FOREST DRIVE AND WAKEFIELD.	No	Suburban Ave - MMC	<p>I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. People already speed through the area doing 55mph down rosslyn and 65mph down TC Jester! I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets, I walk down these streets everyday with my daughter as people speed by me doing 40mph!!! I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel.</p> <p>Please focus on sidewalks, more sidewalks, bike paths, parks and REDUCING existing speed limits. If you walked through oak forest like I do everyday you would realize people speed (up to 60mph) down the streets and that traffic flow needs to be slowed! You should not raise any speed limits as people speed through the area now, you should be using all tools in your toolkit to slow down the vehicles. The fact that oak forest and wakefield are collector streets is absurd, these are residential streets with people who want to walk in their neighborhood, not get run over. The speed limit should be 20mph (similar to other cities) on all residential streets in houston.</p>	Emily Merrell	77018	Please see Oak Forest Homeowners Association response letter.

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All Suburban Blvd Streets	OAK FOREST SUBDIVISION STREETS 43RD ST. ELLA, E. AND W. T.C. JESTER, WATONGA AND ANTOINE. ALSO OAK FOREST DRIVE AND WAKEFIELD.	No	Suburban Ave - MMC	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. People already speed through the area doing 55mph down rosslyn and 65mph down TC Jester! I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets, I walk down these streets everyday with my daughter as people speed by me doing 40mph!!! I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. Please focus on sidewalks, more sidewalks, bike paths, parks and REDUCING existing speed limits. If you walked through oak forest like I do everyday you would realize people speed (up to 60mph) down the streets and that traffic flow needs to be slowed! You should not raise any speed limits as people speed through the area now, you should be using all tools in your toolkit to slow down the vehicles. The fact that oak forest and wakefield are collector streets is absurd, these are residential streets with people who want to walk in their neighborhood, not get run over. The speed limit should be 20mph (similar to other cities) on all residential streets in houston.	Susan Kennedy	77018	Please see Oak Forest Homeowners Association response letter.
	W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga	No	Suburban Ave - MMC	I am an Oak Forest resident. I have lived here over 60 years. My experience during that time has taught me that when my neighborhood streets are expanded to facilitate through traffic from other neighborhoods, my own neighborhood suffers. We lose green space, we gain noise pollution, heavy traffic. When speed zones get raised to 35MPH, the reality is that it becomes 50MPH. We have already had to resort in many cases to speed humps to protect ourselves. Oak Forest is a quiet family neighborhood. Residents walk their strollers and pets in relative peace and safety. Just last month my niece was walking her daughter in a stroller on the sidewalk on Ella Blvd (35 MPH) headed toward 43rd St, when a car travelling at excessive speed blew a tire and went flying up into someone's yard. When you open our other streets like you have Ella, that becomes a daily experience. Our streets should be designated as Suburban Avenues in order to retain the flavor of our neighborhood and the value of our homes.	Catherine McDonald	77018	Please see Oak Forest Homeowners Association response letter.
All Suburban Blvd Streets	OAK FOREST SUBDIVISION STREETS 43RD ST. ELLA, E. AND W. T.C. JESTER, WATONGA AND ANTOINE. ALSO OAK FOREST DRIVE AND WAKEFIELD.	No	Suburban Ave - MMC	I am an Oak Forest resident, and I oppose the reclassification of W. 43rd, Antoine Dr, E. T.C. Jester, W. T.C. Jester, Ella and Watonga as Suburban Boulevards. These streets should be classified as Suburban Avenues in order to keep speed limits low and traffic lanes limited. People already speed through the area doing 55mph down rosslyn and 65mph down TC Jester! I am also concerned that Wakefield and Oak Forest Drive are now seen as minor collectors/suburban streets, I walk down these streets everyday with my daughter as people speed by me doing 40mph!!! I am concerned that this identification will negatively impact my neighborhood by bringing more traffic through my community. Lastly, I oppose the expansion of Antoine drive to a six lane corridor. It should remain a four lane corridor with better crosswalks, sidewalks, and lanes for bike travel. Please focus on sidewalks, more sidewalks, bike paths, parks and REDUCING existing speed limits. If you walked through oak forest like I do everyday you would realize people speed (up to 60mph) down the streets and that traffic flow needs to be slowed! You should not raise any speed limits as people speed through the area now, you should be using all tools in your toolkit to slow down the vehicles. The fact that oak forest and wakefield are collector streets is absurd, these are residential streets with people who want to walk in their neighborhood, not get run over. The speed limit should be 20mph (similar to other cities) on all residential streets in houston.	Beatriz Gahm	77018	Please see Oak Forest Homeowners Association response letter.
ANTOINE DR		No	Automobile, Pedestrian, Increase Antoine from 4 lanes to 6 lanes between US 290 and W. Gulf Bank Rd.	Our primary concern is the recommendation to expand Antoine Drive from 4 lanes to 6 lanes from US 290 to W Gulf Bank Road. This would: OUR SOLUTIONS to move traffic while meeting the needs of residents and businesses: •Complete T.C. Jester Boulevard from Victory Drive to SH 249 •Make Bingle/North Houston Rosslyn 8 lanes from US 290 to SH 249 •Install additional traffic control (traffic lights) on Bingle/North Houston Rosslyn to allow safe ingress and egress for neighborhood residents, especially between W Little York Road and W Gulf Bank Road •Expand Breen Road from 2 lanes to 4 lanes beginning at SH 249, and extending Breen westward to Beltway 8 •Expand W. Gulf Bank from 4 lanes to 6 lanes and complete the missing segments so that W Gulf Bank runs from I-45 through to Beltway 8 •Antoine needs to remain a 4 lane road from SH 290 up to SH 249 with designated Bike lanes	Don Emerson	77088	Please see Inwood Forest Community Improvement Association response letter and Oak Forest Homeowners Association response letters.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
ANTOINE DR			Automobile	<ul style="list-style-type: none"> •Complete T.C. Jester Boulevard from Victory Drive to SH 249 •Make Bingle/North Houston Rosslyn 8 lanes from US 290 to SH 249 •Install additional traffic control (traffic lights) on Bingle/North Houston Rosslyn to allow safe ingress and egress for neighborhood residents, especially between W Little York Road and W Gulf Bank Road •Expand Breen Road from 2 lanes to 4 lanes beginning at SH 249, and extending Breen westward to Beltway 8 •Expand W. Gulf Bank from 4 lanes to 6 lanes and complete the missing segments so that W Gulf Bank runs from I-45 through to Beltway 8 •And finally, Antoine needs to remain a 4 lane road from SH 290 up to SH 249 with designated Bike lanes 	Ester Wynn	77088	Please see Inwood Forest Community Improvement Association response letter and Oak Forest Homeowners Association response letters.
ANTOINE DR	Inwood Forest		Automobile, Transit	<p>I am a resident of Inwood Forest and have recently become aware of the Northwest Mobility Study which recommends 6 lanes for Antoine. I believe that widening Antoine to 6 lanes would be hurtful for our neighborhood and the surrounding neighborhoods and business for the following reasons:</p> <ol style="list-style-type: none"> 1. Increase traffic speed. The Near Northwest Management District 2011 Livable Centers Study recommendations to foster the revitalization of the Antoine Corridor included changes to the appearance of Antoine that would slow traffic down. This would encourage drivers to stop and shop along Antoine, encourage other activities, such as street parking and sidewalk cafes. 2. Increase traffic volume, especially through traffic. Traffic on Antoine is already heavy - adding additional lanes will increase that traffic load. 3. Make it even more difficult for pedestrians to walk and to safely cross the street. There is high pedestrian traffic on Antoine already, and we have a number of children and older persons who would be at higher risk of auto-pedestrian accidents. We have a number of schools that face or are just off of Antoine: Clifton Middle School, Our Savior Lutheran School, YES Prep White Oak, Living Word Christian Academy, Hoffman Middle School, Smith Academy, Harmony School of Excellence - Endeavor, and Eisenhower Senior High School, as well as Scarborough High School just outside of our boundaries. We have high mass transit use on Antoine and Tidwell, with passengers walking to and from transit bus stops - and needing to cross the streets. 4. Create a bottleneck that will impact the safety of students and staff at Eisenhower Senior High School. As north-bound traffic backs up before the W Gulf Bank intersection, access to Antoine from the campus and from Arncliffe and Eagle Drive will be difficult. Southbound traffic spreading out and speeding up after crossing W Gulf Bank will make access to and from Green Falls and Arncliffe more difficult. 5. Disrupt revitalization that is currently underway. The Livable Centers Study has generated optimism and enthusiasm, as well as investments along the Antoine Corridor - positive changes that have taken years to achieve. 	Lizeth Garza Juarez	77088	Please see Inwood Forest Community Improvement Association response letter and Oak Forest Homeowners Association response letters.
ANTOINE DR	Our primary concern is the recommendation to expand Antoine Drive from 4 lanes to 6 lanes from US 290 to W Gulf Bank Road	No	Automobile, Parking, Transit, Pedestrian, Bicycle, ADA Access	<ul style="list-style-type: none"> •Complete T.C. Jester Boulevard from Victory Drive to SH 249 •Make Bingle/North Houston Rosslyn 8 lanes from US 290 to SH 249 •Install additional traffic control (traffic lights) on Bingle/North Houston Rosslyn to allow safe ingress and egress for neighborhood residents, especially between W Little York Road and W Gulf Bank Road •Expand Breen Road from 2 lanes to 4 lanes beginning at SH 249, and extending Breen westward to Beltway 8 •Expand W. Gulf Bank from 4 lanes to 6 lanes and complete the missing segments so that W Gulf Bank runs from I-45 through to Beltway 8 •And finally, Antoine needs to remain a 4 lane road from SH 290 up to SH 249 with designated Bike lanes <p>These connections through and between the City and unincorporated Harris County could easily reduce current and future congestion throughout the District, and allow the Antoine Corridor to maintain its suburban identity and to become a more walkable area - desires voiced by the community in our Livable Centers Study</p>	Randy Klander	77091	Please see Inwood Forest Community Improvement Association response letter.

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ANTOINE DR		No	Automobile, Pedestrian, Bicycle	<p>The City of Houston Planning and Public Works Departments have recently published a final draft of the Northwest Mobility Study. As a resident in the Greater Inwood Community for 41 years I am strongly oppose turning Antoine Drive into six lanes.</p> <p>The following upgrades to other North and South roadways as well as East and West would move traffic through our community without dramatically changing our residential community.</p> <ul style="list-style-type: none"> • Complete T.C. Jester Boulevard from Victory Drive to SH 249 • Make Bingle/North Houston Rosslyn 8 lanes from US 290 to SH 249 Install additional traffic control (traffic lights) on Bingle/North Houston Rosslyn to allow safe ingress and egress for neighborhood residents, especially between W Little York Road and W. Gulf Bank Road. • Expand Breen Road from 2 lanes to 4 lanes beginning at SH 249, and extending Breen westward to Beltway 8. • Expand W. Gulf Bank from 4 lanes to 6 lanes and complete the missing segments so that W. Gulf Bank runs from I-45 through to Beltway 8. • Antoine needs to remain a 4 lane road from SH 290 up to SH 249 with designated Bike lanes. <p>These connections through and between the City and unincorporated Harris County could easily reduce current and future congestion throughout the District, and allow the Antoine Corridor to maintain its suburban identity.</p> <p>Respectfully,</p> <p>Debra Harlow</p>	Debra Harlow	77091	Please see Inwood Forest Community Improvement Association response letter.
ANTOINE DR	Inwood Forest	support some portions	Automobile, Transit	<p>I am a resident of Inwood Forest and have recently become aware of the Northwest Mobility Study which recommends 6 lanes for Antoine. I believe that expansion Antoine to 6 lanes would be hurtful for our neighborhood and the surrounding neighborhoods and business for the following reasons:</p> <ol style="list-style-type: none"> 1. Increase traffic speed. The Near Northwest Management District 2011 Livable Centers Study recommendations to foster the revitalization of the Antoine Corridor included changes to the appearance of Antoine that would slow traffic down. This would encourage drivers to stop and shop along Antoine, encourage other activities, such as street parking and sidewalk cafes. 2. Increase traffic volume, especially through traffic. Traffic on Antoine is already heavy - adding additional lanes will increase that traffic load. 3. Make it even more difficult for pedestrians to walk and to safely cross the street. There is high pedestrian traffic on Antoine already, and we have a number of children and older persons who would be at higher risk of auto-pedestrian accidents. We have a number of schools that face or are just off of Antoine: Clifton Middle School, Our Savior Lutheran School, YES Prep White Oak, Living Word Christian Academy, Hoffman Middle School, Smith Academy, Harmony School of Excellence - Endeavor, and Eisenhower Senior High School, as well as Scarborough High School just outside of our boundaries. We have high mass transit use on Antoine and Tidwell, with passengers walking to and from transit bus stops - and needing to cross the streets. 4. Create a bottleneck that will impact the safety of students and staff at Eisenhower Senior High School. As north-bound traffic backs up before the W Gulf Bank intersection, access to Antoine from the campus and from Arncliffe and Eagle Drive will be difficult. Southbound traffic spreading out and speeding up after crossing W Gulf Bank will make access to and from Green Falls and Arncliffe more difficult. 5. Disrupt revitalization that is currently underway. The Livable Centers Study has generated optimism and enthusiasm, as well as investments along the Antoine Corridor - positive changes that have taken years to achieve. 	Matthew Juarez	77088	Please see Inwood Forest Community Improvement Association response letter.