

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
Link	Anvil-610		Collector	This road goes through the neighborhood. Please consider NOT a through street but one that allows low traffic volumes and bicycle transit.	NA-6	NA	Minor Collectors are defined as public streets that accumulate traffic from local streets for distribution into a Major Thoroughfare or a Major Collector. A Minor Collector typically has residential uses, however it may also serve commercial or mixed uses. The provided recommendation is not intended to change the character of Link Road, but instead ensures adequate ped/bike facilities within in the future. The corridor recommendation is to reflect existing conditions.
MAIN ST (N)	Heights	No	Transit	Replace the bus recommendation with a continuation of the Main St light rail. Buses exacerbate many of the problems with Houston, and switching over to a rail based system would be both logical and forward planning. Four lanes of travel are unnecessary and two would suffice, replace the inner two lanes with rail similar to the rest of Main St through downtown and into the medical center. It would allow Heights residents to commute all the way to downtown and further south into the medical center without the need for cars.	Shawn Kushiyama	77008	METRO has analyzed the system for rail placement and is the entity responsible for light rail development within the City of Houston. However, high frequency transit routes are the next best thing providing for more concentrated service at higher frequency - so less wait time. An example of a high frequency service includes such options as Express Bus or Bus Rapid Transit (BRT).
N. Main	Boundary-610		Transit	Please consider high Frequency Transit and Sharrow bike lane, especially from 20th street to 610. We will work with you to "sell" this idea to the neighborhood!	Nick Norboge	NA	METRO has analyzed the system for rail placement and is the entity responsible for light rail development within the City of Houston. However, high frequency transit routes are the next best thing providing for more concentrated serve at higher frequency - so less wait time. An example of a high frequency service includes such options as Express Bus or Bus Rapid Transit (BRT).
N. Main	N. Main to DT		Bikes	As a cyclist, I have no safe way to travel from my work downtown to my home on Fulton St/Brooks St. PLEASE find a way to connect downtown to Near Northside safely for a bicyclist. Thank you!	Monte Large	NA	This study acknowledges the gap in connectivity between this study area and Downtown (See Chapter VII. Outcomes, 7.3 Bike System Gaps). Fulton - San Jacinto is one of the proposed corridors in this area. The study also recommends extending Hardy Street to connect to Hardy/Mckee Street connection as a potential future corridor.
N. Main	N Main area	No	Bicycle	Please create a safe bike path from the Near Northside into downtown. North Main feels very dangerous currently, but at least it connects downtown. If it, Fulton/San Jacinto, or another central street could have a dedicated bike path, it would help make the Northside a much more appealing place for cyclists to live, work, and enjoy.	Tomika Norris	77009	This study acknowledges the gap in connectivity between this study area and Downtown (See Chapter VII. Outcomes, 7.3 Bike System Gaps). Fulton - San Jacinto is one of the proposed corridors in this area. The study also recommends extending Hardy Street to connect to Hardy/Mckee Street connection as a potential future corridor.
Northside	Northside connection to downtown		Pedestrian, Bicycle	Hello, please connect downtown and the Northside via a protected bike path. There is not one safe way to enter downtown from the north on a bicycle. Main Street is very dangerous.	Tomika Norris	77009	This study acknowledges the gap in connectivity between this study area and Downtown (See Chapter VII. Outcomes, 7.3 Bike System Gaps). Fulton - San Jacinto is one of the proposed corridors in this area. The study also recommends extending Hardy Street to connect to Hardy/Mckee Street connection as a potential future corridor.
Pecore St		Yes	Transit	The report states that Pecore should have bus service. To accomplish this, I would support having the #40 bus continue on Pecore from Watson to Houston Ave. Currently this bus turns on Watson and then on Bayland to connect to Houston Ave. The bus seems completely out of place on Bayland Ave, which is all single-family homes, whereas Pecore is increasing in housing density (apartments/condos/retail) and would seem to be a much better route for the #40. Bayland is heavily used by cyclists and pedestrians and is ill suited to bus traffic.	William Maslin	77009	Metro and the City of Houston are aware of this issue and are working to resolve it. Please see the METRO's recently published System Reimagining. The public comment period for this study is currently open. Please see: http://transitsystemreimagining.com/ .
Pecore St		Yes	Transit	I live in the Woodland Heights neighborhood. The #40 bus travels down Watson and Bayland Ave in Woodland Heights, to connect the route between Pecore and Houston Ave. Bayland was once home to many old boarding houses, which was likely the reason the bus routes is there, but now Bayland and Watson are 100% single-family homes. The bus rarely stops on Watson or Bayland, and I've noticed the few riders I've seen at those stops are usually dropped off there by people in cars. Since the #40 doesn't generally stop on Watson or Bayland, it often travels at a high rate of speed on those streets, and it is a hazard to pedestrians and cyclists, particularly on Watson. I myself have nearly been hit by it several times. It would seem having the #40 bus continue down 11th/Pecore to Houston Ave would be a much better option. This would keep the bus on an identified thoroughfare/connector street, and it would pass by a number of apartment complexes and retail centers, likely increasing ridership.	William Maslin	77009	Metro and the City of Houston are aware of this issue and are working to resolve it. Please see the METRO's recently published System Reimagining. The public comment period for this study is currently open. Please see http://transitsystemreimagining.com/ .

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San Jacinto/ Fulton	N Main and Fulton/San Jaci	Yes	Bicycle	<p>It appears that San Jacinto Street is going to connect to Fulton through the Hardy Yards? That would be a fantastic bike path! However, would this connection also force a heavy amount of car traffic onto Fulton? How many lanes would it be? If Fulton is to become only one lane each direction with a bike path one each side, as the drawings indicate, that could be very nice. My concern would be if Fulton were widened any (or much) more than it is today. Forcing lots of cars onto Fulton could have a major negative impact on the current historic character of the neighborhood, one of the rare gems left in the city.</p> <p>The White Oak Bayou bike path is fantastic. It appears that Gargan St might be a proposed connection to it? That would be wonderful! If not, I think at least one neighborhood street needs to connect to the trail.</p> <p>The Hardy/Elysian On-Street Master Bike Designation is also very nice.</p>	Tomika Norris	77009	Yes, a notable gap exist within the bicycle network connecting to downtown (P. 116 of Report). Fulton is currently classified on the 2013 MTFP as a 4-lane Thoroughfare. It is the recommendation of this study to reclassify the corridor as a 2-lane Major Collector. Connection to the White Oak Bayou are also proposed where local neighborhood streets offer ample opportunity for viable connections.
Shepherd Dr	404 W 18th	No	Transit	Current buses stay in the far right lane already. By not allowing cars to travel in that lane too you are removing a lane of traffic from the road. It will be impossible to reduce congestion if you effectively make Shepherd a 3 lane road	Shawn Kushiyama	77008	<p>Dedicated bus lanes is one way to improves efficiency, reducing travel time and thus encouraging more people to use public transit. Given the projected ADT along this corridor and limited ROW it is important to identify solutions for people to use other modes of transportation other than single occupancy vehicles (SOV). Buses allows for up to 50 individuals to be accommodated on one bus as oppose to one person accommodated in one vehicle.</p> <p>As recommended with METRO's System Reimagining, an all week higher frequency bus is proposed along Durham-Shepherd to improve the public transit system in Houston. The City of Houston hopes to encourage a modal shift from the personal automobile to other modal options.</p>
Studemont	S of IH 10 - White Oak		Pedestrian	Studemont does need improved sidewalks in this section. Future needs include connections down to the trail, similar to at Studemont at Allen & Memorial.	David Manuel	NA	The Key Factors for this corridor include Transit and pedestrian. As such, the sidewalk will be considered when the corridor is reconstructed. See Chapter 6, pg. 97 of the Report.
Studewood	White Oak - N.Main/20th st.		Reversible lane	Studewood functions well as-is with the reversable lane. 4-lane section was soundly rejected by the community 10 years ago when it was reconstructed. The intersection at 20th/N. Main is unusaul, but it functions well. I'm not convinced it needs changing just because of its geometry. Signal timing seems sufficient.	David Manuel	NA	The provided conceptual recommendation is to improve the existing condition in the future. Additional study will be conducted prior any physical improvements to the intersection of 20th and Main
White Oak Dr	404 W 18th	Yes		modeling white oak after what has been done on Heights Blvd is perfect.	Shawn Kushiyama	77008	Thank you for your support.