

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
18th/ 19th/ 20th	18th, 19th, and 20th Street Mobility	No	parking, pedestrian	Improved Usability: To improve the usability of the 19th and 20th Street Corridor in Shady Acres, several improvements are required to make the area accessible to consumers who are interested in working, shopping, and living in the area. The 19th street corridor needs improved access at East TC Jester. The same is true for 18th Street. Recommend increased parking and safer pedestrian access along 19th and 20th between East TC Jester and Shepherd. 19th Street is already being considered a unique shopping area east of Shepherd. With the appropriate parking and access, the same concept will continue to grow in Shady Acres.	Mike Wing	77008	One of the recommendations of this study is to reconfigure the intersection of W. 18th/19th/20th east of T.C. Jester to improve safety and accessibility. Study recommendations support improved pedestrian and bicycle facilities along the congruent segments of 20th - W. 18th street consistent with the character and potential redevelopment. 18th street, east of T. C. Jester functions as a local street; hence no changes have been proposed along this street.
19th	19th and ashland and rutland	No	Parking	maximizing parking spaces on street is important. head in parking or at the very least angled parking on both sides of the street should be in the plan going forward. As it stands there is not enough parking to support all of the businesses on 19th and every single day on the weekend overflow parking into the neighborhoods clogs traffic.	Shawn Kushiyama	77008	The provided recommendation holds true for the existing character of the corridor where the only alteration to the existing condition is Back-In Angle Parking/Angled Parking. This type of parking is amenable on lower speed streets that could potentially handle general use bicycle traffic. As such, a dedicated bicycle facility is not recommended. Additional angled parking on both sides of the corridor would potentially require acquisition (taking) of private property which is not warranted. Instead, this study encourages the use of alternative modes of transportation - such as buses - to alleviate some of the parking congestion.
19th		No	Parking	The "Shopping District" of the Heights which is from Yale to Shepherd is being slated for "parallel" parking, which would severely limit parking options (restrict traffic and volume) which would be a bad move in any case. The area needs to optimize the amount of parking available, or it will spill over into the residential streets. The slant in parking is best . Consider one lane in opposite directions on street flow, and allow parking to be expanded along with some "green" of trees/shrubs and bike parking. If you want to raise our taxes in a commercial district, you have to be able to support this with a basis of pedestrian and automotive traffic. Otherwise, some of us will be forced to tear down our buildings, and build insensitive parking garages...which will ruin the historic feel of this unique area.	Neil Sackheim	77008	The provided recommendation holds true for the existing character of the corridor where the only alteration to the existing condition is Back-In Angle Parking/Angled Parking. This type of parking is amenable on lower speed streets that could potentially handle general use bicycle traffic. Additional angled parking on both sides of the corridor would potentially require acquisition (taking) of private property which is not warranted. Instead, this study encourages the use of alternative modes of transportation - such as buses - to alleviate some of the parking congestion.
19th	1331 bonanza	Yes	Automobile, Transit, Pedestrian, Bicycle	It doesn't appear that whomever proposed this has been at the corner of 19th and Beil . This corner is more business and consumer driven than pedestrian. There isn't a need for a bike path. Simply fix the road and add a side walk. Expanding the road will hurt these business and eliminate parking. Which will then over flow into the neighborhoods causing another issue.	Gregory Mitchell	77062	The proposed recommendations for 19th street is a 2-lane roadway with parking and wide sidewalk on both sides where feasible. The recommendation does not propose a bike lane along 19th street . As such, the comment is in support of the recommendation and not opposed.
19th		Yes	Automobile, Parking, Transit, Pedestrian, Bicycle	Leave parking on the streets available so that we can park our cars when we visit local restaurants. If you start changing the way the parking structure is - people will start parking in neighbor hoods which will increase crime.	Imelda Luna	77007	19th Street is an existing 70' ROW with on-street parking along portion of the corridor. The intent is to preserve on-street parking along this corridor. This recommendation does not propose removal of parking.
19th		Yes	Parking	Angle parking should be retained. Impact through traffic is minimal since it uses 20th. Angle parking provides more on-street parking in a commercial area that benefits from it	NA-1	NA	19th Street is an existing 70' ROW with on-street parking along portion of the corridor. The intent is to preserve on-street parking along this corridor. This recommendation does not propose removal of parking.
19th Street	195 to 610		bike	19th Street seems preferable for a bike pathway as opposed to on 20th st to decrease traffic and higher number of pedestrians. An east-west bikeway would greatly improve city bike infrastructure.	NA-2	NA	The provided recommendation holds true for the existing character of the corridor where the only alteration to the existing condition is Back-In Angle Parking/Angled Parking. This type of parking is amenable on lower speed streets that could potentially handle general use bicycle traffic. As such, a dedicated bicycle facility is not recommended.
19th/ 18th	TC Jester - Shepherd		Pedestrian/Bik e	Need some sort of NS ped/bike facility. Shepherd sidewalks (poor) and TC Jester Bike trail are too far apart to capture the middle destinations. No sidewalks currently on Bevis or Beall between 18th-20ths. Spotty N. of 20th. Bevis and Beall are on the intersections, but major ped/bike streets especially as 19th and 20th develop .	NA-2	NA	Beall and Bevis are recommended as Minor Collectors. See Chapter VI. A Balanced Approach of the report for more information. When these streets are proposed for reconstruction it will be improved to current city standards inclusive of sidewalks and ADA accessibility.
20th	20th	No		Regional Transportation Considerations: 20th street through Shady Acres cannot handle four lanes of traffic and there is no justification to build it. The traffic counts in the study are no different that the traffic counts for Heights Boulevard. Since no increase in lanes is needed on Heights Boulevard then the same has to be true for 20th. At most, a 3 lane configuration would be sufficient to handle traffic, similar to the 3 lane configuration east of Shepherd on 20th Street. Currently, there is not sufficient parking along 20th to support a recommendation for 4 lanes. Making this change is completely unnecessary and will impair the business already operating in this area. Many of those businesses are not on board with a change to four lanes.	Mike Wing	77008	20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton, the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. Additionally, future traffic volume on 20th is projected to exceed 20,000 vehicles per day, which would require 4 lanes. Appropriately, 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation. A 4-lane cross section in addition to turn lanes at signalized intersections is required to accommodate the future vehicular demand.
20th		Yes	Automobile, Parking, Pedestrian, Bicycle	I support the proposed expansion for 18th, 19th, and 20th Streets. We need more room for biking, walking, driving and parking.	Cynthia Garcia	77008	The study does not propose expansion for all three streets. A combination of proposed improvements on 19th and 20th is anticipated to accommodate the future multi-modal needs. 18th Street west of E. TC Jester is proposed to maintain its current MTFP designation with the addition of bicycle facility. See Chapter 6.2 Corridor Sheets for more information.

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20th		Yes	Transit	I support I support the initiative for 18th, 19th, and 20th.	Michael Mumaw	77008	Thank you for your support.
20th	Heights	No	Automobile, Transit, Pedestrian, Bicycle	Traffic has increased in the area, but not enough to justify 4 lanes on 20th or a widening of 19th. Turning lanes/lights at Shepard would help with the traffic flow without needing 4 lanes all the way to TC Jester. At 20th and Shepard there is enough room to go around a turning vehicle, if that was paved and marked correctly that would help traffic flow.	Jennifer	77008	20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton, the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. Additionally, future traffic volume on 20th is projected to exceed 20,000 vehicles per day, which would require 4 lanes. Appropriately, 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation. A 4-lane cross section in addition to turn lanes at signalized intersections is required to accommodate the future vehicular demand.
20th	Heights	No	Automobile, Transit, Pedestrian, Bicycle	Traffic has increased in the area, but not enough to justify 4 lanes on 20th or a widening of 19th. Turning lanes/lights at Shepard would help with the traffic flow without needing 4 lanes all the way to TC Jester. At 20th and Shepard there is enough room to go around a turning vehicle, if that was paved and marked correctly that would help traffic flow.	Jennifer	77008	20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton, the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. Additionally, future traffic volume on 20th is projected to exceed 20,000 vehicles per day, which would require 4 lanes. Appropriately, 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation. A 4-lane cross section in addition to turn lanes at signalized intersections is required to accommodate the future vehicular demand.
20th	18th, 19th and 20th	No	Automobile, Parking, Pedestrian, Bicycle	I don't believe that widening 20th street to 4 lanes alleviates any of the current traffic issues. I believe the issues that are most important in this area is the condition of the roads, the size of the potholes and the limited parking. I believe our tax dollars would be better spent re-paving the existing lanes and adding proper parking.	Will Ansell	77008	20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation. Potholes can be minimized and eliminated by roadway rehabilitation/construction. Provision of on-street parking on 19th is anticipated to relieve the on-street parking need on 20th.
20th	18th, 19th and 20th Streets	Yes/No		1.Both West 19th and 20th should have multi-use trails in the pedestrian zones flanking the streets as indicated in the current West 19th Street pedestrian zone. A protected Pedestrian/Bike Path that runs from the White Oak Bayou Trail along 18th Street and connects to the Bike Path on Nicholson Street and continues to the Bike Path on Heights Boulevard. This will facilitate safe travel from the White Oak Bayou Trail to the Heights Bike Path, and eventually, to Downtown Houston. 2.Pedestrian and bike trailhead for the West White Oak Bayou Trail needs to be constructed to allow safe passage across East TC Jester and onto the Bike/Pedestrian Path created as part of this suggestion. 3.Improved multimodal traffic control at intersections supporting safe crossing of major intersections (TC Jester, Shepherd, Durham, Yale, etc). It will also require safe access for bikes and pedestrians who live in Shady Acres to gain access to the 18th street Bike Corridor (Beall, Bevis)	Sharon Sawallisch	77008	18th Street, from 20th to Yale is a local street. A bike lane is proposed for 18th Street from IH 610 to E TC Jester which is classified on the 2013 MTFP as a Major Thoroughfare. See Chapter VII of the report. The recommendation will provide for a 4-lane Avenue with an off-street shared-use path along 20th street. This bike facility on 20th will also provide a connection from the White Oak Bayou to MKT trail. The ETC Jester and 18th intersection is being anticipated to be redesigned for inclusion of a signal, which would enhance safe pedestrian crossing. The proposed 19th street recommendation as a 2-lane Urban Street with parking and wide pedestrian facility would be amenable to bicycle traffic.
20th	Shady area	No	Automobile, Parking, Transit, Pedestrian, Bicycle	You will destroy our community. Already autos and trucks race down our streets. Add more speed bumps put up no trucks allowed signs. Build up the community don't ruin one of the most pleasant friendly neighborhoods. Go spoil your own area! You will never get my vote for reelection for any Harris co position.	David Segal	77008	20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton, the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. Additionally, future traffic volume on 20th is projected to exceed 20,000 vehicles per day, which would require 4 lanes. Appropriately, 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation. A 4-lane cross section in addition to turn lanes at signalized intersections is required to accommodate the future vehicular demand.
20th	20th Street as a larger street connecting 45 and 610.	No	Automobile, Parking	This could negatively impact the already limited parking on 19th Street (Houston Heights Shopping District), which already has very limited parking. I am against limiting the parking on 19th street.	Barbara Guerra-Grainey	77008	19th Street is an existing 70' ROW with on-street parking along portion of the corridor. The intent is to preserve on-street parking along this corridor. This recommendation does not propose removal of parking.
20th	Shepherd-Durham		Signals	20th needs left turn lanes in both directions at both Shephard and Durham. The signal timing is fine, but the lack of turn lanes traps through movement needlessly.	David Manuel	NA	Left-hand turn lanes for this intersection will be taken into account when 20th Street gets reconstructed.
20th		No	Bicycles	Take bikes off of 20th Street and shift them over to 19th street. 20th is too busy to safely have bikes.	NA-3	NA	To increase safety of the user, the recommendation has been modified to allow for off-street, shared-use paths.

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20th	20TH ST	No	Automobile	We are located at 1225 W. 20th Street, Tejas Office Products. We are in the process of building docks for our facility so we can unload and load 18 wheelers more efficiently and keep them off 20th Street and get them out quicker. If this plan goes through we will have a hard time accomplishing this. Our fellow businesses down 20th Street have similar issues and these 18 wheelers have to use 20th Street while unloading. I would suggest utilizing 19th & 18th Street plans for expansion.	Stephen M. Fraga	77008	20th Street is designated as a proposed 4-lane Major Thoroughfare with 70' ROW. The existing ROW is approximately 70' wide based on HCAD parcel data along the subject property. Based on this information additional ROW is not required at this time.
20th	20th and Nicholson through rutland	No	Parking, Bicycle	While a dedicated bike lane could be nice here. I'd rather see that additional space used for on street parking/bike lane similar to heights blvd. Parking availability is increasingly becoming a problem in the area and anything that can be done to maximize it before it becomes an even bigger problem would be good	Shawn Kushiyama	77008	The recommendation will provide for a 4-lane Avenue with an off-street shared-use path which will not longer require a facility on street. Provision of on-street parking all along 19th is anticipated to relieve some of the on-street parking need on 20th. The proposed 4-lane configuration on 20th may allow for the consideration of on-street parking during off-peak periods.
20th	Shady Acres		Automobile	I agree with the changes to the plan proposed by the Shay Acres Civic Club.	Becky Brown	77008	Please see Shady Acres Response Letter
20th		Yes	Automobile, Parking, Transit, Pedestrian, Bicycle, ADA Access	I live on 18th at Beall and I am highly encouraged at the prospect of increased pedestrian walk-ability and designated bike lanes on W 20th. I am all for created 20th into a 4 lane thoroughfare if the people who live here are taken into consideration. How will one cross from 18th to 20th and beyond? Will 20th Street get stop lights or signs? If not, how will it ever be safe for pedestrians to cross the street. It is currently very dangerous now. Also, there are businesses all around whose overflow street parking causes vision issues when trying to navigate through the area. I cannot safely make a turn onto 20th at Beall when bar patrons continuously park so close to the street corners. How will this be improved with the 20th Street expansion? Similarly, 19th Street is also a mess. The very few sidewalks our neighborhood has are currently being blocked by bar patrons as well. Street parking is also an issue on 18th Street. With so many people moving in to the area, many of us have troubles just exiting our driveway because we cannot see oncoming traffic due to street parking. How will all of these street expansions and improvements going to alleviate this growing problem?	Aaron	77008	Thank you for your support. The recommendation will provide for a 4-lane Avenue with an off-street shared-use path.
20th	Shady Acres	No	Automobile, Parking, Pedestrian	Other residents say that W. 20th St., through Shady Acres, cannot handle four lanes of traffic and there is no justification to build it. The traffic counts in the study are no different than the traffic counts for Heights Boulevard. Since no increase in lanes is needed on Heights Boulevard, then, the same should be valid for W. 20th St. At most, a 3-lane configuration would be sufficient to handle traffic, similar to the 3-lane configuration east of Shepherd on W. 20th St. Currently, there is not sufficient parking along W. 20th St. to support a recommendation of four lanes. Making this change is completely unnecessary and will impair the businesses that are already operating in this area. Many of those businesses are not onboard with a change to four lanes.	Eric Uniacke	77008	20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation.
20th	1239 W. 24th St. Unit C		Pedestrian, Bicycle	We are in dire need of pedestrian and bicycle lanes, as the roads are narrow and I always feel like I'm going to be hit by a car, especially given the scary number of people on the phone and texting.	Scott Miller	77008	Thank you for your support. The recommendation will provide for a 4-lane Avenue with an off-street shared-use path.
20th		No	Automobile	I don't like the idea of the increased traffic within the community.	Keith	77008	Provided traffic demands indicate traffic will increase as new development continues to move to your area. The provided recommendations are intended to relieve some of this congestion.
20th	20th street	Yes	Parking, Pedestrian, Bicycle	Make it a more walkable and bike friendly esplanade that all can enjoy while feeling safe. Create head parking at an angle to encourage walking and conversation .	John perez	77008	Thank you for your support. The recommendation will provide for a 4-lane Avenue with an off-street shared-use path.

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20th		Yes	Automobile, Pedestrian, Bicycle	I am writing to comment specifically on the bike component of the proposals for W. 20th street. I currently live on W 23rd Street which has a "signed bike route" and previously I used to live near Ella Blvd which has a bike lane in both directions. Neither of these bike ROW's are being utilized for their intended purpose. On W 23rd, cars are parked along the entire route and I rarely see bikes go down the street. In other words, having a signed bike route does not increase bike usage along the street. On Ella, it was even worse because the bike lanes are dirty with sand, mud and debris and there are several clogged-up rainwater runoff collectors , so the bike lanes and part of the street are flooded every time it rains. On Ella Blvd, because of heavy car traffic and because the bike lanes are not maintained too well, if you ever see a bike (which is not often) they are riding on the sidewalk for safety. The examples from Ella and W 23rd make me think that if you designate a bike lane or a shared lane along W 20th street, the situation will be the same as on Ella and W 23rd. It will be for bike use in name only. My practical suggestion is to go with the proposal for the designated bike lane, but to move the bike lane into the pedestrian realm and to merge it with the 5-ft wide sidewalk into an 8-ft wide shared use (pedestrian-bike) ROW. That still preserves the space needed for the car lanes and does not take away from the rest of the proposal as shown. But moving the bikes on the other side of the curb and outside of car traffic will dramatically increase the usability of the bike improvement. It will be similar to the shared-use trail along Nicholson street which has done miracles for improving the surrounding neighborhood. In other words, you can design W 20th street such that the bike lane is moved over on the other side of the curb and merged with the 5-ft wide sidewalk into a shared pedestrian/bike path.	Ivo Djambov	77008	Thank you for your support. The recommendation will provide for a 4-lane Avenue with an off-street shared-use path.
20th	Expansion of 19th and 20th through Heights - Shady Acres		Automobile, Parking, Transit, Pedestrian, Bicycle	I support the Urban BLVD concept as long as the road construction takes into account cyclist, pedestrians, and the natural wooded community feel our family has come to love about Shady Acres and the Heights. Please do not take this feel away from our community by putting in a high speed road that cuts our community in half.	Stephen Parsons	77008	Considering the context and public input, the recommendation is a 4-lane undivided street with shared-use path for pedestrians and bicyclists.
20th		No	Automobile	Shady Acres/Heights has a small-town atmosphere with narrow streets. By widening 20th Street, more traffic will be drawn from the freeway system that has been widened to accommodate more cars. Twentieth Street is a neighborhood street that carries motorists to their homes. Keep through traffic on the Katy Freeway and do not force cars into our neighborhood	Susan J. Rinyu	77008	20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation.
20th			Automobile, Parking, Transit, Pedestrian, Bicycle	<p>The expansion of West 20th Street west of Shepherd to a 4 lane thorough fare will be detrimental. 20th street through Shady Acres cannot handle four lanes of traffic. It will dissect the neighborhood by creating a barrier of heavy traffic at greater speed than what we currently have. It will bring more noise and air pollution. Currently, there is not sufficient parking along 20th to support a recommendation for 4 lanes. Making this change is completely unnecessary and will impair the business already operating in this area. As business begin to leave because of the issues with an expanded road, that will drive away future business as well. An exodus of business will devalue the properties along 20th street and result in a neighborhood with problems rather than opportunities.</p> <p>Instead West 20th should be a duplicate of the recommendations made for West 19th. West 18th will need to be made continuous to the West 18th Street Bridge over White Oak Bayou, eliminating the limited right hand only turn option.</p> <p>The access to 18th and 19th street requires significant work to make the neighborhood more accessible. Also, there needs to be increased parking and safer pedestrian access along 19th and 20th between East TC Jester and Shepherd.</p>	Marcie Watson	77008	20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation.
20th	20th	No	Automobile, Parking, Transit	I am strongly opposed to the expansion of 20th street as my employer and several businesses I favor will be adversely affected. I would suggest the expansion of 18th or 19th streeets which are better suited for this type of growth.	Spencer Turpin	77377	20th Street is designated as a proposed 4-lane Major Thoroughfare with 70' ROW. Much of existing ROW is approximately 70' wide based on HCAD parcel data. Based on this information additional ROW is not required at this time.
20th	20th	No	Automobile	I am against any expansion of 20th Street and making it a major road. This would force my employer to relocate.	Lisa	77008	20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation.

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20th	Yes	yes	Automobile	I think it would be the best decision to expand 20th street, there are many businesses on that street with little to no parking. Expanding the street would bring a lot of revenue to the restaurants, businesses etc, because more people could go, park and hang out- with minimal traffic and more space.	caroline	77018	Thank you for your support. The recommendation will provide for a 4-lane Avenue with an off-street shared-use path.
20th		No	Automobile, Parking	This proposed expansion is not necessary and will have a detrimental effect on businesses along that route and especially on the families that depend on those businesses for their livelihoods. Change is necessary in some circumstances. Here though it is not proven necessary and it is unlikely to lead to the type of improvement that would justify the use of public resources.	AR Martinez	77018	20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation.
20th		No	Automobile, Parking, Bicycle	making 20th street a 4 lane thoroughfare would generate substantial number of cut through by cars and trucks and will destroy the quiet neighborhood that we have now. It would also make it very difficult for our employees to cross two lanes of traffic to turn into our office. I highly recommend a 2-lane road with a turning lane, which will total to three lanes and will not require more than 60' of ROW	Ali Firouzbakht	77008	20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation.
20th		No	Automobile, Parking, Transit	Not a good idea !!!	Alex Ruiz	77008	
20th		No	Automobile	I am very much against the expansion of 20th street. The company I work for would be greatly impacted by this expansion in a negative way. Please reconsider.	Sharron Chippi	77008	20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation.
20th		No	Automobile, Parking, Transit	I am against any expansion on 20th St	Sylvia Venegas	77018	20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation.
20th	19th and 20th streets and the Heights area	No	Automobile, Parking	I own a business on 19th Street and we have a severe parking shortage. We are an important destination for the city of Houston and hate to lose visitors due to nowhere to park. Of course, street improvements are needed, but this neighborhood is growing so much, we cannot afford to lose parking on 19th or 20th Street. Also increased faster traffic on 20th could create problems.	Kristal Kirksey	77008	The recommendation will provide for a 4-lane Avenue with an off-street shared-use path which will not longer require a on-street bike facility. Provision of on-street parking all along 19th is anticipated to relieve some of the on-street parking need on 20th. The proposed 4-lane configuration on 20th may allow for the consideration of on-street parking during off-peak periods.
20th		No	Automobile, Parking, Transit	My business would be negatively impacted. The neighborhood would be negatively impacted by expanding 20th street. There is enough traffic, generally, in the area. Expanding 20th would only draw more traffic.	Michelle M. Fraga	77008	The recommendation will provide for a 4-lane Avenue with an off-street shared-use path.
20th		No	Parking, Transit	won't be able to get our trucks in and out with street expansion	Frank Kautzmann	77479	Ingress and Egress of existing properties is addressed during the design phase of a street reconstruction project.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
20th		No	Automobile	<p>The major thoroughfare designation for 20th street is fundamentally flawed and should not be pursued. Among the negative impacts it:</p> <p>1) will divide north and south heights especially for pedestrian traffic negatively impacting the integrated neighborhood</p> <p>2) discourage development of retail and restaurant along 20th and Calavcade</p> <p>3) overwhelm key intersections creating unnecessary problems especially at Yale and 20th</p> <p>4) creates a dangerous high traffic corridor adjacent to Hamilton Middle School especially during morning rush hour</p> <p>5) will encourage cut-through traffic between between I-45 and 610 especially during rush hour further exacerbatng the negative impact</p> <p>The Heights East-West transits should be designed to flow on a very limited basis in and out of the neighborhood with an intentional and natural choke point in the middle of the Heights (i.e. Heights Blvd) to discourage cross neighborhood traffic. Longer distance east-west traffic needs to be limited to the major highways surrounding the area.</p> <p>The appropriate improvements on 20th street are:</p> <p>1) Narrow to two lanes across its entire length</p> <p>2) Fix curbs and gutters on West side</p> <p>3) Add street parking between airline and Shepherd</p> <p>4) Add Bike path along entire route</p> <p>5) Add traffic circle on Main/Studewood/20th/Cavalcade intersection</p> <p>The proposed plan is completely without merit, will draw through traffic into the neighborhood, endanger pedestrian sections (particularly around the school) and promises unforeseen negative consequences to the Heights neighborhood.</p>	Robert Lukefahr	77008	<p>20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation however classifies it as an Urban Avenue consistent with the pedestrian friendly mixed uses context of the street. The proposed 4-lane configuration on 20th may also allow for the consideration of on-street parking during off-peak periods.</p> <p>Due to parking concerns by local business and safety concerns by residents alike, safety concerns raised by the residents, the bicycle facility being recommended as an off-street shared-use path which separates the bicycle user from vehicular traffic.</p>
20th		No	Automobile, Pedestrian, Bicycle	I am against any expansion of 20th street or designating it as a major thoroughfare. My place of business would be impacted & could force my employer to relocate. The street needs improvements but I do not agree with expanding 20th street. There are many home sites plus businesses besides our business that this expansion would impact.	Nanya Eifling	77008	20th Street is designated as a proposed 4-lane Major Thoroughfare with 70' ROW. Much of existing ROW is approximately 70' wide based on HCAD parcel data. Based on this information additional ROW is not required at this time.
20th		No	Automobile, Parking, Transit	<p>As a concerned citizen I feel the expansion of West 20th street would be an injustice to the businesses on West 20th.</p> <p>This expansion is only being considered for the builders to make a quick buck. This would ultimately drive business out of the area.</p> <p>I understand that the city thrives on tax dollars and new homes at 500 thousand dollars each would bring in more money,</p> <p>Without businesses in the area you want need new homes.</p>	Buster Pendley	77009	20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation.
20th	Shady Acres	No	Bicycle, Street Widening	I am all for improvement of the streets, but against the expansion of the streets and bike trails based on the hardship it would bring to the existing companies in the area and its land and parking being taken away as well. Bikers along 19th and 20th St would be detrimental, they are both busy roadways and as an Ex-Parking Commissioner I think an ideal safe way for them to travel would be within the neighborhoods where the traffic is easy flowing. This expansion would not only cause hardships to the businesses themselves, but its employees as well. Do not overlook the neighborhood and its residents when making your decision it stands to be effected by this too, it would become the only viable place for customers to park. Please remember a lot of our customers come from all areas of Houston without the parking it would cause a hardship for these businesses, others may even close because of this idea should you move forward.	Gary B Mosley	77008	20th Street is designated as a proposed 4-lane Major Thoroughfare with 70' ROW. Much of existing ROW is approximately 70' wide based on HCAD parcel data. Based on this information additional ROW is not required at this time.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
20th	Shady Acres	No	Automobile, Parking, Pedestrian, Bicycle	<p>Recommendations on the Greater Heights Mobility Study:</p> <p>The Shady Acres neighborhood is increasing in density as expected. The promise has been that the area would become a pedestrian friendly urbane community. The rapid urbanization will lead to quality of life issues if multimodal mobility changes are not implemented soon. New home construction in the area is increasing at a rate that is faster than other regions -and the people moving into this area expect a friendly urban environment with better access for pedestrians, cyclists, and people visiting the area (parking). The residents also expect parking considerations to be incorporated into any changes to the road network.</p> <p>Utilization of the complete street concept for West 19th as proposed in the Greater Heights Mobility recommendations will help achieve the pedestrian urban vision. However, the expansion of West 20th Street west of Shepherd to a 4 lane thorough fare will be detrimental. Instead West 20th should be a duplicate of the recommendations made for West 19th. West 18th will need to be made continuous to the West 18th Street Bridge over White Oak Bayou, eliminating the limited right hand only turn option.</p> <p>Regional Transportation Considerations should not hamper a growing, thriving business and residential community:</p> <p>20th street through Shady Acres cannot handle four lanes of traffic. It will dissect the neighborhood by creating a barrier of heavy traffic at greater speed than what we currently have. It will bring more noise and air pollution. Currently, there is not sufficient parking along 20th to support a recommendation for 4 lanes. Making this change is completely unnecessary and will impair the business already operating in this area. As business begin to leave because of the issues with an expanded road, that will drive away future business as well. An exodus of business will devalue the properties along 20th street and result in a neighborhood with problems rather than opportunities.</p>	Jeff Svatek	77008	Please see Shady Acres Response Letter
20th		No	Automobile, Parking, Transit	<p>The expansion of parking on 20th will force parking into the neighborhood creating a new problem. There is no</p> <p>I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.</p>	Margaret Fariss	77018	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Automobile, Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone	Chris Auxier	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	Lynette	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	Ann Pinto	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Automobile, Parking, Transit	I am against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the plan to expand 20th street. Expand 19th or 18th but please leave 20th alone.	George	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	David	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Automobile, Parking, Transit	I am against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street.	Tejas Office Products	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		NO		I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	Bobbi Herrmann	77375	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Automobile	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	Cristina Tipton	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.

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20th		No	Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	Jerald Dearman	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	Reggie Hamilton	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	Gilbert Laredo	7700	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	Raymond Vara	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	Craig Roberts	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	Daisy Guzman	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	Daisy Hernandez	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th	1225 W. 20th Street Shady Acres Heights Area	No	Automobile	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone. PLEASE!!!	Arlene SoRelle	77092	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Automobile, Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	Rachel Cosakis	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone	Daniel Mendiola	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone	Jacoby George	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone	Cody Harris	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone	RICKY PRADIA	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Automobile, Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	Darrell Fariss	77018	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.

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20th		No	Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	Reggie Hamilton	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Automobile	I don't support making 20th a complete street . Would hinder some very lucrative businesses and the neighborhood feel would be gone . To many yuppies moving in anyway. God save Cedar Creek !	Matt Wilcox	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th		No	Automobile, Parking, Transit	I am vehemently against any expansion of 20th Street or designating it as a major thoroughfare. My place of business would be negatively impacted and could force my employer to relocate. We do agree the street needs improvements but we do not agree with the recommendation to expand 20th Street. Expand 19th or 18th Street but leave 20th Street alone.	Jeanette Cosakis	77008	The recommendation will provide for a 4-lane Avenue with an off-street multiuse trail.
20th	Shady Acres	No	Automobile, Parking, Transit, Pedestrian, Bicycle	I fully support the recommendations being made by the Shady Acres Civic Club. I do not wish for W 20th to be expanded to 4 lanes however do believe in increased parking availability along 19th and 20th streets and greater bike path access throughout the area.	Jordan Hamilton	77008	Please see Shady Acres Response Letter
20th		No	Automobile, Pedestrian, Bicycle	I agree with the Shady Acres Civic Club that a 4-lane expansion of 20th St is not necessary . I believe the road could benefit from reconstruction and having a third turning lane added to the existing configuration, without drastically altering the surroundings. I also believe the city should be aware that many new townhomes are being built in the Shady Acres that do not have significant outdoor areas. As a result, I believe the residents of neighborhood would highly value better walking and biking infrastructure in the neighborhood, connecting to both the White Oak Bayou trail to the west and the Heights bike trail to the east. I hope that consideration of these needs will be made in redeveloping 18th, 19th and 20th streets.	David Barry	77008	Please see Shady Acres Response Letter
20th	19th & 20th expansion project in Shady Acres	No	Automobile, Parking, Transit, Pedestrian, Bicycle, ADA Access	Shady Acres neighbors feel that the plan to widen W. 20th St. into a major four-lane road will dissect the Shady Acres neighborhood. This runs counter to the vision of a pedestrian friendly, multi-mobile for all kinds of transportation options. • Rapid urbanization of the area may lead to quality of life issues if multimodal mobility changes are not implemented soon. New home construction in the area is increasing at a rate which is faster than other regions, and the people moving into this area expect a friendly, urban environment with better access for pedestrians, cyclists, and people. Shady Acres neighbors expect parking considerations to be incorporated into any changes to the road network to support local businesses and want to make sure that the city acknowledges this. • In order to improve the usability of the W. 19th St. and W. 20th St., several improvements are required to	Zita D Parsons	77008	Please see Shady Acres Response Letter
20th		No/Yes	Automobile	I am FOR W. 20th Street becoming a 3-lane road so that there may be a middle lane for safe turning, better sidewalks, and improving the road. I am NOT FOR W. 20th Street becoming any larger than that. The current plan the city has to widen W. 20th Street larger than 3 lanes would cause me to lose my frontage and valuable property. I have 39 employees and if you allow the city to build larger tha 3 lanes, I will not be able to operate my business.	Steve Benys	77008	Please see Shady Acres Response Letter
20th		No/Yes	Automobile		Bubba Sparks	77008	Please see Shady Acres Response Letter
20th		No/Yes	Automobile		Pat Walker	77008	Please see Shady Acres Response Letter
20st			Automobile	We live on W 21st St and regularly cross W 20th at Bevis on foot to reach restaurants on W 19th and 18th streets. It is difficult to cross W 20th as things stand right now, especially with children, and I believe that expanding the road would cause greater traffic and cause even more issues for those wanting to cross from the north to the south of W 20th. We do need more pedestrian-friendly amenities. We walk with our child in the street, and the storm drains in this particular area are always backed up and very smelly.	Julie Wilson	77008	One of the recommendations of this study is to reconfigure the intersection of W. 18th/19th/20th east of T.C. Jester to improve safety and accessibility. Study recommendations support improved pedestrian and bicycle facilities along the congruent segments of 20th - W. 18th street consistent with the character and potential redevelopment. 18th street, east of T. C. Jester functions as a local street; hence no changes have been proposed along this street.
20th		No/Yes	Automobile		James Mays	77008	Please see Shady Acres Response Letter

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18th/ 19th/ 20th	Shady Acres	No	Automobile, Parking, Pedestrian, Bicycle	<p>In the Shady Acres area, there is a need to totally revamp the layout of 18th and 19th streets to support the Urban Boulevard concept. This concept is a high priority for residents in Shady Acres. The rapid urbanization of the area will lead to quality of life issues if multimodal mobility changes are not implemented soon. New home construction in the area is increasing at a rate which is faster than other regions -and the people moving into this area expect a friendly urban environment with better access for pedestrians, cyclists, and people visiting the area (via parking). The residents also expect parking considerations to be incorporated into any changes to the road network to support local businesses.</p> <p>Multimode:</p> <p>There is an opportunity to create a bike and pedestrian path along 18th street that ties together the West White Oaks Bayou trail, the bike trail on Nicholson Street, and the Heights Bike Path.</p> <p>Creating a connection that allows fluid bike traffic from North of the Loop (via the West White Oaks Bayou trail with direct access to a bike path on 18th Street -which in turn could feed into the bike path on Nicholson Street, and finally onto the Heights Bike trail) to downtown Houston will add a great deal of value to the region and will also provide a way for cyclists to safely travel.</p> <p>This would require three changes:</p> <ol style="list-style-type: none">1. A protected Pedestrian/Bike Path that runs from East TC Jester along 18th Street and connects to the Bike Path on Nicholson Street and continues on to the Bike Path on Heights Boulevard. This will facilitate safe travel from East TC Jester to the Heights Bike Path, and therefore, to Downtown Houston.2. Pedestrian and bike access from West White Oak Bayou Trail needs to be constructed to allow safe passage across East TC Jester and onto the Bike/Pedestrian Path created as part 1 of this suggestion.3. Improved multimodal traffic control at intersections supporting safe crossing of major intersections (TC Jester, Shepherd, Durham, Yale, etc.). It will also require safe access for bikes and pedestrians who live in Shady Acres to gain access to the 18th street Bike Corridor (via Beall or Bevis) <p>Improved Usability:</p> <p>To improve the usability of the 19th and 20th Street Corridor in Shady Acres, several improvements are required to make the neighborhood accessible to consumers who are interested in working, shopping, and living in the area. The 19th street corridor needs improved access at East TC Jester. The same is true for 18th Street. Recommend increased parking and safer pedestrian access along 19th and 20th between East TC Jester and Shepherd. 19th Street is already being considered a unique shopping area east of Shepherd. With the appropriate parking and access, the same concept will continue to grow in Shady Acres.</p>	Sandra Wing	77008	<p>20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton, the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. Additionally, future traffic volume on 20th is projected to exceed 20,000 vehicles per day, which would require 4 lanes. Appropriately, 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation. A 4-lane cross section in addition to turn lanes at signalized intersections is required to accommodate the future vehicular demand.</p> <p>One of the recommendations of this study is to reconfigure the intersection of W. 18th/19th/20th east of T.C. Jester to improve safety and accessibility. Study recommendations support improved pedestrian and bicycle facilities along the congruent segments of 20th (off-street, shared use path) to W. 18th (striped bike lane) street consistent with the character and potential redevelopment. 18th street, east of T. C. Jester functions as a local street; hence no changes have been proposed along this street.</p>
18th/ 19th/ 20th	18th, 19th, and 20th Street Mobility	No	Automobile, Parking, Pedestrian, Bicycle	<p>Recommendations on the Mobility Study:</p> <p>In the Shady Acres area, there is a need to totally revamp the layout of 18th and 19th streets to support the Urban Boulevard concept identified in the study. This concept is a high priority for residents in Shady Acres. The rapid urbanization will lead to quality of life issues if multimodal mobility changes are not implemented soon. New home construction in the area is increasing at a rate that is faster than other regions -and the people moving into this area expect a friendly urban environment with better access for pedestrians, cyclists, and people visiting the area (parking). The residents also expect parking considerations to be incorporated into any changes to the road network.</p> <p>Multimode:</p> <p>There is an opportunity to create a bike and pedestrian path along 18th street that ties together the West White Oaks Bayou trail, the bike trail on Nichols Street, and the Heights Bike Path.</p> <p>Creating a connection that allows fluid bike traffic from North of the Loop (via the West White Oaks Bayou trail with direct access to a bike path on 18th Street that feeds into the path on Nichols Street, and then onto the Heights Bike trail) will add a great deal of value to the region and will also provide a way for cyclists to safely travel from North Houston/Inwood/Lazybrook/Shady Acres to the Downtown area.</p> <p>This would require three changes:</p> <ol style="list-style-type: none">1. A protected Pedestrian/Bike Path that runs from East TC Jester along 18th Street and connects to the Bike Path on Nichols Street and continues to the Bike Path on Heights Boulevard. This will facilitate safe travel from East TC Jester to the Heights Bike Path, and eventually, to Downtown Houston.2. Pedestrian and bike access from West White Oak Bayou Trail needs to be constructed to allow safe passage across East TC Jester and onto the Bike/Pedestrian Path created as part of this suggestion.3. Improved multimodal traffic control at intersections supporting safe crossing of major intersections (TC Jester, Shepherd, Durham, Yale, etc). It will also require safe access for bikes and pedestrians who live in Shady Acres to gain access to the 18th street Bike Corridor (Beall, Bevis)	Mike Wing	77008	<p>20th Street is a primary east-west thoroughfare that extends through the study area that becomes 18th street to the west and Cavalcade to the east. With the Northwest Transit center on the west side and the North Corridor LRT along Fulton, the study recommends high frequency transit along this corridor. This recommendation is consistent with Metro's System Reimagining initiative. Additionally, future traffic volume on 20th is projected to exceed 20,000 vehicles per day, which would require 4 lanes. Appropriately, 20th street has been on the City's MTFP since 1942 as a Major Thoroughfare and was classified as a 4 lane major thoroughfare with proposed 70' ROW in 1995. Given the projected traffic demand, transit needs, and growth in the general study area; the study recommends retaining the current MTFP designation. A 4-lane cross section in addition to turn lanes at signalized intersections is required to accommodate the future vehicular demand.</p> <p>One of the recommendations of this study is to reconfigure the intersection of W. 18th/19th/20th east of T.C. Jester to improve safety and accessibility. Study recommendations support improved pedestrian and bicycle facilities along the congruent segments of 20th (off-street, shared use path) to W. 18th (striped bike lane) street consistent with the character and potential redevelopment. 18th street, east of T. C. Jester functions as a local street; hence no changes have been proposed along this street.</p>

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
BEVIS	Bevis		Automobile, Parking, Pedestrian	Bevis Street in the section from West 20th to I-610 is the only minor neighborhood street which connects to the I-610 feeder road. For that reason it is heavily used during the daytime by commuters accessing the commercial, office and retail buildings along the I-610 feeder. It is used essentially as the primary shortcut by all the office and retail workers for bypassing the intersection at I-610 and Shephard and I-610 and Ella and reaching Shephard and TC Jester South. There is heavy traffic in the morning hours and in the afternoon along Bevis and also along W. 26th street between Shephard and Ella. This is in combination with construction of hundreds of new housing units in this part of the neighborhood. In reality, W 26th has already become a sort of collector street for cars from Shephard which then turn onto Bevis and from Bevis go to the I-610 feeder and to the office buildings and large-box stores there. The intersections along the entire portion of Bevis, including at W 26th have stop signs, most of them 4-way Stops. Also, the entire portion of Bevis and W 26th is currently available for on-street parking at any time during the day. The Stop signs and the parked vehicles create numerous minor traffic congestions at all times during the work days. Very frequently the intersections are backed-up with cars along the entire length of a block. My suggestion is for Bevis to either be closed-off at the I-610 feeder road, so that commuters are forced to switch to using the feeder or the major streets like Shephard and Ella, or to widen and curb Bevis and to restrict parking along Bevis and to remove some of the 4-way Stop signs so as to speed up the flow of traffic along Bevis. There are also no pedestrian improvements along Bevis at the moment (no sidewalks) , and a number of pedestrians walk onto the road lanes further blocking or slowing traffic. Altogether, Bevis street is currently used in a manner for which it was not designed. It is one of the tiniest streets in the Shady Acres neighborhood, with the most traffic. The same applies to W 26th street , which at least happens to be slightly wider and has usable sidewalks in some areas. I believe that W. 26th Street should also be recognized for what it is and the amount of traffic that it carries toward Bevis particularly in the morning and afternoon hours when commuters leave the office buildings and look for shortcuts to reach faster Shephard or TC Jester.	Ivo Djambov	77008	Thank you for your comments. We agree with your comments, and hence the recommendation is to classify this street as a Minor Collector. Given this status, the corridor will remain as a connector to I-610. When the street is proposed for reconstruction it will be improved to current city standards. The proposed pavement width for the roadway will be determined during reconstruction based on traffic volume and development pattern along the corridor.
Durham			Pedestrian	Sidewalks on Durham are in very poor condition. Durham pavement/road quality is in need of repairs. Street connecting Shephard and Durham are in poor condition and narrow. Sidewalks on connecting streets are lacking.	NA-4	NA	Durham is recommended as a 4-lane roadway with High Frequency Transit. When the street is proposed for reconstruction it will be improved to current city standards inclusive of sidewalks and ADA accessibility.
DURHAM DR	heights	No	Automobile, Transit	similar to my same comments about Shepherd if you add a dedicated bus lane you will be removing one of the four lanes from normal traffic flow. Buses currently stay in that lane anyway so to disallow cars from traveling in that 4th lane would drastically increase congestion.	Shawn Kushiyama	77008	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.
DURHAM/Shephard			Pedestrian/Transit	Please consider improving sidewalks along Durham/Shephard! Better Bus stops!	Nick	NA	Durham is recommended as a 4-lane roadway with High Frequency Transit corridor. When the street is proposed for reconstruction it will be improved to current city standards inclusive of sidewalks and ADA accessibility.
DURHAM/Shephard				Connecting streets between Shephard and Durham are in poor road condition. Sidewalks are lacking. With Shephard Durham increased traffic, it would be prudent to repair connecting streets (eg. 12th, 13th, 22nd-20th, etc.)	NA-5	NA	The sidewalk is the responsibility of the adjacent property owner to maintain. When this street is proposed for reconstruction it will be improved to current city standards inclusive of sidewalks and ADA accessibility.
General			Minor Collectors	"Minor Collectors" up until now have had no specific status in the MTFP. Will they in the future?	NA -1	NA	Minor Collectors is a new street classification of the MTFP adopted in 2013. As streets are designated the MTFP will be updated to reflect the classification.
General			Transit	I do support increased transit frequency. The network in the area is sufficient, but frequency seems to depress ridership. Could smaller transit vehicles reduce cost enough to allow for shorter headways?	NA-1	NA	Please see the METRO's recently published Reimagined Network Plan focusing primarily on local bus service. The public comment period for this study is currently open. Please visit: http://transitsystemreimagining.com webpage.

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
General		Yes	Parking, Pedestrian, Bicycle	<p>The neighborhood definitely needs more parking with the rapid development of town houses and the high volume of residents the street gets packed making it difficult to maneuver. It would also be nice to add some sidewalks. Many people walking their dogs or pushing strollers are forced to walk down the middle of the street. Not only would it make the neighborhood look much better, it would make it safer for the young families that are moving in. Last, many of the city easements in the back yards of the many town houses going up are left neglected and undeveloped. It might help to develop these easements into rear entrances and parking for the residents, which in turn would help to keep the streets less cluttered.</p> <p>Thank you for the considerations.</p>	Aaron Thompson	77008	<p>The sidewalk is the responsibility of the adjacent property owner to maintain. When these street is proposed for reconstruction it will be improved to current city standards inclusive of sidewalks and ADA accessibility.</p> <p>Not all alleys in the Houston Heights are public alleys. The City reviews these on a case by case basis as adjoining properties are developed to address parking and access issues.</p> <p>For concerns regarding maintenance of easements, please call 311 which is a City of Houston Non-emergency line. All concerns regarding utilities, streets conditions, maintenance etc., can be submitted here and the City will respond in a timely fashion.</p>
General - Bike	Various bicycle / pedestrian crossings in the general Heights area.		Pedestrian, Bicycle	<p>1. Figure 5.8 lists options for pedestrian and bicycle features at signalized intersections. Specifically in the Heights area, there is a need for improved bike / ped treatment at NON-SIGNALIZED crossings – both at intersections and not at intersections. I see the lack of specific recommendations in this area as a shortcoming in the report. Four crossings come immediately to mind as needed significant improvements – the Nicholson Trail at W 11th Street and W 20th Street, the MKT Trail at Yale Street and between Columbia / Oxford Streets.</p> <p>Additionally, as certain major streets in this study area see an increase in vehicle traffic and possible widening, the lack of adequate ped / bike crossings will risk separating the surrounding neighborhood. It is critical that additional bike / ped crossing treatments be implemented. Examples include Studewood, W 20th, W 11th , Shepherd and Durham. These undivided streets provide no safe crossing options today other than existing traffic signals which are far apart – individuals wishing to cross are not likely to travel several blocks to reach a signalized intersection.</p> <p>2. I like the recommendations made to close gaps in the on / off street bicycle facilities. One issue remains, and that is the lack of safe north / south connections to outside the study area. Ella is a crucial route and improvements in the bike lane are needed to ensure safe passage under 610. It's unfortunate additional routes were not identified and proposed west of I-45 other than North Main.</p> <p>3. I would like to see the City immediately implement the re-classification of W 6th / White Oak / Quitman Streets and Heights Boulevard.</p>	Donna Bennett	77007	<p>The City has been collecting data and evaluating options to enhance safety of ped/bike crossings. In general, concerns at specific intersections can be submitted to 311 and the City will evaluate and implement appropriate treatments in accordance with the Texas MUTCD guidelines.</p>
General - Bike			Bikes	<p>Please add the current & proposed B-cycle stations and add them to your 2035 Bike Recommendations Mobility Plan.</p>	NA-7	NA	<p>Bike Houston was an active stakeholder throughout this process, and Houston B-cycle was considered in the evaluation of corridors in terms of existing and future multimodal options.</p>
General - Sidewalks	General		Pedestrian	<p>The City needs to take responsibility for the sidewalks. They are in public ROW and it simply isn't realistic to expect property owners to maintain them, which is clearly isn't occurring.</p>	David Manuel	NA	<p>The sidewalk is the responsibility of the adjacent property owner to maintain. Reconstruction of the sidewalk may occur as a City project as part of the City's ReBuild/CIP program or the "Safe Sidewalk" program.</p>
Hogan	Hogan St bridge over I-45	Yes	Bicycle	<p>I am so happy to see the recommended Hogan St On-Street Bike Lane! Is that what is meant by "Facility?" That east-west connection is vitally important and is currently very dangerous. If possible, please dedicate a protected Bike Lane on the Hogan St bridge over I-45. It is currently so scary to cross that bridge on a bicycle.</p>	Tomika Norris	77009	<p>A bicycle facility is noted key factor for consideration on Hogan. The exact facility type, however, is not designated by this study, however potential considerations are noted. Facility type will be formally designated during the pre-engineering/preliminary engineering phase of corridor design.</p>
Hogan	Crockett-NW Freeway to Eastex FRWY (59)	Yes	Bike	<p>Please add bike lanes (dedicated) from I-45 to 50. This is one of the only east-west connections from Northside to Heights. The road is currently very scary for cyclist, especially the bridge over I-45. At the very least, please add a dedicated bike lane on the bridge over I-45. Thank you so much!</p>	Esmar Sullivan	NA	<p>A bicycle facility is noted key factor for consideration on Hogan. The exact facility type, however, is not designated by this study, however potential considerations are noted. Facility type will be formally designated during the pre-engineering/preliminary engineering phase of corridor design.</p>
IH 10 - Feeders	Studemont - Yale		Signals	<p>Physical configuration of the new intersections is great, but the signal cycles seem very long.</p>	David Manuel	NA	<p>I-10 is currently under construction and hence under the current TxDOT jurisdiction. Once construction is complete, the City will resume operation of the traffic signal.</p>
Link	Airline to 610	No	MMC Designation	<p>Please reconsider the Urban Street designation. This goes through a neighborhood. Truck traffic can stay on 610 and doesn't have to cut through a neighborhood.</p>	Nicolas Norboge	NA	<p>Urban Streets are walkable, low speed roadways primarily serving abutting property. Typically Urban Street is designed to connect residential neighborhoods with each other, connect neighborhoods with commercial and other districts, and connect local streets to arterials. An Urban Streets may serve as the main street of commercial or mixed-use sectors and emphasize curb parking.</p> <p>The provided recommendation is not intended to change the number of lanes or character of Link Road, but instead ensures adequate ped/bike facilities in the future. The corridor recommendation is to reflect existing conditions.</p>

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/ .

Street	Area location	Support	Mode	Your Comments	Name	Zip Code	Project Team Response
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.