



**PUBLIC MEETING / REUNION PÚBLICA**  
 Texas Medical Center (TMC) Mobility Study / Estudio de Movilidad de TMC  
 Harris County, Texas / Condado de Harris, Texas



**COMMENT FORM (FORMULARIO PARA COMENTARIOS)**

This form is provided to receive your comments regarding the proposed transportation master plan update for TMC in Harris County, Texas. Please use the space provided below, attaching additional pages if necessary. Your comments can be mailed to the address provided below or you may email your comments to: [tmcpublicmeeting@pbworld.com](mailto:tmcpublicmeeting@pbworld.com). Comments will be accepted by e-mail until **April 11, 2013**. All mailed comments must be postmarked on or before **April 11, 2013**. We appreciate your interest in, and contribution towards this project.

*Este formulario es proporcionado para recibir sus comentarios sobre el plan general de transporte propuesto actualización de TMC en el Condado de Harris, Texas. Favor de usar el espacio proveído abajo y paginas adicionales si es necesario. Sus comentarios se pueden depositar en la caja para comentarios, enviar a la dirección indicada abajo o se puede mandar por correo electrónico a: [tmcpublicmeeting@pbworld.com](mailto:tmcpublicmeeting@pbworld.com). Comentarios se aceptaran electrónicamente hasta el **11 de Abril, 2013**. Todos los comentarios mandados por correo postal deben ser matasellados en o antes del **11 de Abril, 2013**. Apreciamos tu interés y tu contribución a este proyecto.*

Comments (Comentarios):

LAND use and transportation are linked. The TMC will expand at least 25% or 10 million square feet in the next 25 years. This will require another 7.4 million square feet in parking spaces. The City, TMC and TXDOT should abandon the floodoch off of SH288 to the TMC north of Loop 610, but should block south of Loop 610 to stable multi-modal transit options. TMC land owners and developers should meet to plan housing options in the primary and secondary study areas to eliminate the need for long commutes or automobile use as the only option. Work with the Greater Southeast Management District to build trust and cooperation

Overall, do you support or oppose the idea to develop an updated transportation master plan?

En general, ¿apoyan o se oponen a la idea de desarrollar un plan maestro de transporte actualizados?

Support / Apoyar \_\_\_\_\_ Oppose / Oponerse a \_\_\_\_\_ No Opinion / No tengo opinión

Check each of the following boxes that apply to you / marca cada una de las siguientes casillas que se aplican a usted:

- I am employed by CoH and/or TMC / Soy empleado por CoH y / o TMC
- I do business with CoH and/or TMC / Hago negocios con CoH y / o TMC
- I could benefit monetarily from the project or other item about which I am commenting / me podria beneficiar monetariamente con el proyecto o otro elemento sobre del que estoy comentando

Mail your comments by April 11, 2013 to:  
 (Envíe sus comentarios antes del 11 de Abril, 2013 a):  
 TMC Mobility Study  
 c/o Parsons Brinckerhoff, Inc.  
 16285 Park Ten Place, Suite 400  
 Houston, Texas 77084

Email your comments by April 11, 2013 to:  
 (Envíe sus comentarios por correo electrónico en o antes del 11 de Abril, 2013 a):

[tmcpublicmeeting@pbworld.com](mailto:tmcpublicmeeting@pbworld.com)

Date \_\_\_\_\_

3-28-2013

Please Print (Favor de escribir en letra de imprenta):

Your Name ROBERT MUHAMMAD  
 (Nombre) Greater Southeast  
 Business/Organization MANAGEMENT DISTRICT  
 (Negocio/Organización)  
 Address 5445 ALMEIDA, Ste 503  
 (Dirección) Houston, TX 77004

(Fecha)



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 Harris County, Texas / Condado de Harris, Texas



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Comments (Comentarios):

*Greenbriar Blvd, a major feeder from 59 to the Medical Center, is in very rough condition. The road surface is extremely uneven causing drivers to swerve across dividing lines to avoid potholes and heaved pavement. It is long past time that Greenbriar Blvd be replaced.*

Overall, do you support or oppose the idea to develop an updated transportation master plan?  
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 Support / Apoyar  Oppose / Oponerse a  No Opinion / No tengo opinión

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[tmcpubliсmeeting@pbworld.com](mailto:tmcpubliсmeeting@pbworld.com)

Date 3/28/2013

Please Print (Favor de escribir en letra de imprenta):  
 Your Name MARCIA BOYD  
 (Nombre)  
 Business/Organization \_\_\_\_\_  
 (Negocio/Organización)  
 Address 2207 McClendon  
 (Dirección) Houston 77030

(Fecha)

In their book, **Making Healthy Places**, three medical doctors make this strong statement.

**“The trouble is that in the last half century, we have effectively engineered physical activity out of our daily lives. Health is determined by planning, architecture, transportation, housing, energy, and other disciplines at least as much as it is by medical care. ... The modern America of obesity, inactivity, depression, and loss of community has not ‘happened’ to us; rather we legislated, subsidized, and planned it.”**

**Andrew Dannenberg, Howard Frumkin, and Richard Jackson in their book**

I understand the need of the Texas Medical Center Inc. to have access for its employees and visitors. I also understand that there may be a calculated and strongly lobbied vested interest on the part of TMC to keep people driving and using the parking garages.

On page 25, of the Internal Revenue Service Form 990 of TMC Inc. required 2007 statement, Parking fees were listed as almost 57.9 million dollars.

Yes, there appears to be some congestion on our roadways. ***But congestion is NOT the problem.***

To make a medical analogy, congestion is only a symptom of a disease.

The disease may well be the single occupant driver expecting to arrive at a destination along with massive amounts of single occupant drivers from the suburbs having the same expectation!

The single occupant driver using a five passenger car is only traveling at a 20% occupancy rate. Would airlines be in business if they allowed this as the majority of its fleet?

The disease will not be cured by more and bigger roadways and faster speeds. It is simply unaffordable and according to the Houston Area survey, for the first time, ***the majority of respondents said they would rather live closer to work and forego the suburban commute.***

I don't deny that traffic congestion is a problem: it is frustrating, increases costs and reduces productivity. However, it is essential to properly define the problem and evaluate potential solutions. If you ask, "Is congestion a problem, and is congestion reduction an important planning objectives?" most would surely agree and more very expensive roadways are constructed.

However, if you asked, "**Would you prefer roadway expansion or other strategies that provide comparable congestion reductions plus other significant benefits?**" most people would probably choose the later.

**I strongly feel that the Cambridge Overpass plan off of Loop 610 and the 288 Connector plans are a waste of tax-payer dollars that will only benefit a few calculating executives dividing parking garage revenues.**



TEXAS MEDICAL CENTER MOBILITY STUDY

ELECTED OFFICIALS SIGN-IN SHEET

DeBakey High School for Health Professions
3100 Shenandoah St Houston, TX 77021
Thursday, March 28, 2013

Table with 5 columns: Name, Email, Phone, Address, Organization. Contains handwritten entries for Chris Attar, Peter Leal, Donald Perkins, and Dwight Boykins.





TEXAS MEDICAL CENTER MOBILITY STUDY



PUBLIC SIGN-IN SHEET

DeBakey High School for Health Professions
3100 Shenandoah St Houston, TX 77021
Thursday, March 28, 2013

Table with 5 columns: Name, Email, Phone, Address, Organization. Contains handwritten entries for individuals like Craig Johnson, Stephen Baker, Victoria Miller, Lynn Goffe, James Gullworthy, Edwin C Friedrichs, and Lynn Henson.



TEXAS MEDICAL CENTER MOBILITY STUDY



PUBLIC SIGN-IN SHEET

DeBakey High School for Health Professions  
 3100 Shenandoah St Houston, TX 77021  
 Thursday, March 28, 2013

Name	Email	Phone	Address	Organization
Juanita Santos	afidd@att.net	713-440-9997	2920 Payson	Resident
FIDEL SANTOS	FSANTOS@ETOCO.COM	713-440-9997	2920 PAYSON	" "
Dr. Teddy M Wang	OST Community Partnerships	713-748-4679	3746 Charles St Houston, Texas	OST Community Partnerships
Chris Bilton	CBilton@greatersoutheastonline.com	(713) 942-0500	5445 Alameda Rd Suite 503	Greater Southeast Management District
Kay Schiller	kaygs@sbcglobal.net	832-244-7329	2805 Lockett 77021	Resident - Central City HA
T.B Shepherd	SC6E1@yahoo.com	(713) 962-6532	3022 Oakdale	resident
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Beth Gunn	bethgunn@earthlink.net			
Ed Wolff	edwolff@bethwolff.com	713-446-9205	9707 Runny meadow	AAR
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M Boyd	marcy.boyd@gmail.com	713-666-6026	2207 McPherson 77030	
Reid Mrsny	rmrsny@texasmedicalcenter.org	713-291-6884	2450 Hockombe	TMC
Jim Webb	jwebb@thegoodmancorp.com	713-951-7257	3200 Travis Houston TX	The Goodman Corporation
Elaine Roberts	elaine.roberts@houston.tx.gov	832-3940814	1475 W Gray St., Ste 180 Houston, TX 77019	MOPD
Rick Dewees	Rick.Dewees@houston.tx.gov	713-284-8555	6201 Hermann Park Dr.	HPARD



TEXAS MEDICAL CENTER MOBILITY STUDY



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DeBakey High School for Health Professions  
 3100 Shenandoah St Houston, TX 77021  
 Thursday, March 28, 2013

Name	Email	Phone	Address	Organization
BARRY KLEIN	bjklein@swbell.net	713-224-4144	1509 Everett 77009	Houston Property Rights Assn.
Allie Norman	anorman@gundacorp.com			
MOHAN P. ATLURI	matluri@gundacorp.com	713-541-3530		GUNDA.
SHELLI CARTER	shellcarter@houstontx.gov	832-395-3025	60 OAKLEY, 77006	CITY OF HOUSTON
ANGELA MARTINEZ	amartinez@knudsonlp.com	713-463-8200	8588 KATY FWY 441 77024	Knudson LP
Daniel Reat	dreat@mdanderson.org	713-794-5876		
TOMASO BELL	betomaso@aol.com	713-825-8449		CHAIRMAN SUPER NEIGHBORHOOD ALLIANCE
Marcia Robin-Staube	marciarobin@hotmail.com	713-319-4851		
JIM HEISER	JHEISER@TEXASCHILDRENS.ORG	832-824-2915		TEXAS CHILDREN'S HOSPITAL
Judy Snelling	Judy.Snelling@att.net	713-669-1776	1909 Canterbury St. 77030	resident
Kathleen O'Reilly	oreillyofhouston@mindspring.com	7303 8938	1220 Southmore Blvd	
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Julian Johnson	JulianJohnson9@gmail.com	832-489-7877	3402 Dowling	Turnkea Construction Co
ROBERT ROBBINS	rr@texasmedicalcenter.org	832-507-2410	2450 (for) Doule Ave	
CLAUDE F. WYNN	Claude-Wynn@sbcglobal.net	713/529-9966		SOUTH MAIN ALLIANCE
John Kajander	jkajander@gmail.com		303 Yorkquester Hwy 77079	
Laurette Canizales	laurette@houstonmuseumdistrict.org	(713) 790-1083	1401 Richmond Ave #29D 77006	Houston Museum District
Theora Petterway	tpetterway@ostamed.com	713 522-5157	3445 Alameda #545	OST / Alameda Pushing



TEXAS MEDICAL CENTER MOBILITY STUDY

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3100 Shenandoah St Houston, TX 77021
Thursday, March 28, 2013

Table with 5 columns: Name, Email, Phone, Address, Organization. Contains handwritten entries for Paulette W. Wagner, Shawn Harris, and Dan Raine.



## Qian, Jiayu

---

**From:** Nguyen, Khang M. - PWE [Khang.Nguyen@houstontx.gov]  
**Sent:** Thursday, April 03, 2014 3:14 PM  
**To:** Peterson, Susan K  
**Cc:** Sutton, Robert; Pillalamarri, Sirisha  
**Subject:** RE: Comments for consideration  
**Attachments:** image001.jpg

Ms. Peterson,  
We'll take your suggestions into consideration.  
Thank you for taking the time to submit your comments.

-- Khang nguyen  
832-395-3008

---

From: Peterson, Susan K [mailto:Susan.Peterson@bcm.edu]  
Sent: Thursday, April 03, 2014 12:27 PM  
To: Nguyen, Khang M. - PWE  
Subject: Comments for consideration

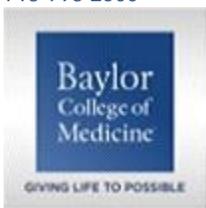
I have not had time to examine the proposed Texas Medical Center Mobility Study, but have two suggestions. I have worked in the Medical Center for 14 years—I live in the Museum District and take the #34 Metro bus to and from work. It is very convenient, safe and reasonable. Most TMH employers provide discounted or paid Metro cards.

First suggestion: Since everyone riding this bus either works or has business in the medical center—make the schedule more user-friendly. It currently runs about every 20 minutes all day long—I'd suggest having it run every 10 minutes during "rush hour" between 6am-9am and 4pm-7pm (and continue the every 20 minutes in between) Even though my ride is only 5 minutes, I have to be at the bus stop 45 minutes before my start time to arrive at work on time. I'm assuming there are many other TMC employees who would consider Metro if the schedules were ramped up during rush hours.

Second suggestion: Enforce the right lane "Bus and Turning Lanes" Aggressive drivers are using this lane to "get ahead" and often block a legitimate right hand turner. These drivers also affect the efficiency of the Metro buses using those lanes.

Thanks for your consideration.  
Susan Peterson, RN

*Susan Peterson, RN  
Clinical Nurse, Internal Medicine  
Baylor Clinic  
713-798-2500*



**Qian, Jiayu**

---

**From:** Nguyen, Khang M. - PWE [Khang.Nguyen@houstontx.gov]  
**Sent:** Friday, April 04, 2014 9:59 AM  
**To:** upeto@aol.com  
**Cc:** Pillalamarri, Sirisha; Sutton, Robert  
**Subject:** RE: TX Medical Center Mobility Study

Ulrike,

I cc the consultant team so your comment can be properly logged and addressed.

I apologize that your questions at the first public meeting went unanswered. If you feel they are still relevant, please send them to me and I'll make sure we address them.

Thank you,  
-- Khang nguyen  
832-395-3008

From: upeto@aol.com [mailto:upeto@aol.com]  
Sent: Thursday, April 03, 2014 9:55 PM  
To: Nguyen, Khang M. - PWE  
Subject: TX Medical Center Mobility Study

Hi,

I attended the first meeting on this subject and had questions submitted. It was said that somebody would get back to all people that submitted questions. Nobody ever contacted me.

For what it's worth, I think it is a terrible mistake to make an exit ramp into Almeda to access the Medical Center. Cars will cut through neighborhood streets that are not designed to carry that much traffic. A much better idea would be to redo the exit as an overhead exit into Fannin. which would allow cars to come down straight to the Medical Center.

Feedback please.

***Ulrike Peto***  
**713-304-1282**  
**[upeto@aol.com](mailto:upeto@aol.com)**

## Qian, Jiayu

---

**From:** Mike Turner [miketurnerusa@hotmail.com]  
**Sent:** Saturday, April 19, 2014 6:16 AM  
**To:** Public Meeting\_1; khang.nguyen@houstontx.gov; michael.erei@houstontx.gov; amar.erei@houstontx.gov; jefferey.weatherfor@houstontx.gov  
**Cc:** Kathy Cortland  
**Subject:** Comments on TMC Mobility Study

Please include these comments in the project analysis phase:

In general, we're encouraged that quality of life and safety of the residential community is a high priority of the sponsors.

Pedestrian Considerations: Like many people who live in the area, our family moved here due to the close proximity to the TMC, the light rail, Rice U, and Rice Village shopping, and the fact that you can walk or bike to each of those. Therefore we want to see more emphasis on pedestrian facilities. Consider:

1. Missing sidewalk on the east side of Morningside between Holcombe and University. There is a ½ mile missing link between the Morningside sidewalk adjacent to the bank and the Morningside sidewalk adjacent to the French restaurant. We want this sidewalk constructed to the standard 5-ft width. The substandard 4-ft wide sidewalk on the west side of Morningside is not adequate.
2. We want the city of Houston to enforce the rules that prohibit the owners of adjacent property from constructing fences into the public ROW. This is an area owned by the public and reserved for uses such as sidewalks. According to the public works office, the current city policy is to not enforce the ROW and to allow unlawful fence encroachments. We also want the city to consider future sidewalks when permitting public utilities such as ATT cabinets in the ROW. (ATT recently placed a giant cabinet in the public ROW - in the path of the future Morningside sidewalk). These utilities can be located in such a fashion so they don't block the area reserved for the sidewalks. The city can of course force the fences and utilities to move out of the way, but as a practical matter, this doesn't happen and the sidewalks are either not built, or forced to be constructed in the remaining area just behind the curb. This is what happened when the Morningside (west) sidewalk was constructed in 2007. Proper planning and enforcing the ROW would not allow the blockage of future sidewalks on this publicly owned property.
3. We want the city to enforce the 2009 sidewalk ordinance. This law requires development or redevelopment adjacent to a city street construct a sidewalk fronting the development. Despite our community's repeated and ongoing meetings with city council and correspondence with the city staff in the last couple years, the enforcement of this ordinance is spotty at best with many developments getting permits without having to construct the required sidewalk. The public works office has been erroneously granting variances in violation of their own policy. Constructing sidewalks during development is much more efficient than afterwards and doesn't cost the city government any money.
4. We agree with the study recommendations to construct the missing sidewalk link on Greenbrier between Bolsover and Rice. Does the street need to be so wide for the 3 lanes at that location anyway? The study should also consider the missing sidewalk link on Greenbrier between North and Sunset also.

Automobile traffic:

We recognize that our community is positively impacted by close proximity to the TMC but negatively impacted by automobile traffic generated by it.

1. During the evening rush hour eastbound traffic in an effort to bypass the University Blvd congestion at Rice Village frustrated drivers frequently speed through our local neighborhood Dryden Road on the way to Kirby. Unlike all other blocks of Dryden Road from TMC to Kirby the 2200 block has no speed bumps. Please consider speed bumps on this block.
2. Please do not take any steps to make cut through traffic on Dryden any worse.

We look forward to your final report scheduled to be issued May 30, 2013

Michael E. Turner  
2334 Dryden Road



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Comments (Comentarios):

On behalf of the Southgate Square Homeowners Association, I am seriously concerned with the elevated roadway proposed for W. Holcombe Blvd. This project will be detrimental to the residential character of our homeowners. In addition to noise pollution, visual pollution, safety and debris, this project will impact home values.

We believe that other options for gaining access/mobility into TMC should be explored as more viable and less damaging alternatives.

Check each of the following boxes that apply to you / marca cada una de las siguientes casillas que se aplican a usted:

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[tmcpublicmeeting@pbworld.com](mailto:tmcpublicmeeting@pbworld.com)

Please Print (Favor de escribir en letra de imprenta):  
 Your Name Anthony Chodorowski, Pres.  
 (Nombre)  
 Business/Organization Southgate Square HOA  
 (Negocio/Organización)  
 Address c/o 2208 W. Holcombe Blvd.  
 (Dirección)  
Houston, Tx 77030

Date May 5, 2014  
 (Fecha)



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 Texas Medical Center (TMC) Mobility Study / Estudio de Movilidad de TMC  
 Houston, Texas / Houston, Texas



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Comments (Comentarios): objections  
 Need to squash Holcombe Four lane = more congestion (more pollution (air and noise) loss of quality of life @ The Shires, Rbdway House, Ronald man Donald House, Houston Harpue, St. Dominick. Safety issues on ingress egress.  
 Believe Tmc needs to look to the future with more remote parking and mass transit i.e. light rail, commuter buses, etc.

Check each of the following boxes that apply to you / marca cada una de las siguientes casillas que se aplican a usted:

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[tmcpubliсmeeting@pbworld.com](mailto:tmcpubliсmeeting@pbworld.com)

Please Print (Favor de escribir en letra de imprenta):  
 Your Name Sydney Greenblatt  
 (Nombre)  
 Business/Organization Self employed  
 (Negocio/Organización)  
 Address 2001 Holcombe #1201  
 (Dirección)  
Houston, TX 77050  
 Date 4/30/14  
 (Fecha)



**Texas Medical Center Statement** (verbal statement):

As a steering committee participant, we helped facilitate input from our member institutions to ensure the mobility study accounted for the continued growth of the world-class healthcare, education and research in the Texas Medical Center. The findings of the study provide one set of inputs for our collective master planning, but do not constitute the comprehensive plan for transportation projects within the Texas Medical Center. We believe many of the short and mid-term projects identified by the study have the potential to assist in easing mobility in portions of the medical center. Therefore, we will work with stakeholders to assist in completion of such projects. With regard to other longer-term projects identified in the study, some of which we feel may have a negative impact outside of traffic mitigation, additional review and stakeholder input are required before such projects can move from the study into a comprehensive plan for the Texas Medical Center.

We appreciate the work by the Parsons Brinckerhoff team on this study and the City of Houston's efforts as a partner in the advancement of the mission of Texas Medical Center. We also value the participation by each of you in attending this public meeting to provide your input. We look forward to continuing the work necessary to ensure access for our patients, visitors and employees while simultaneously minimizing any negative impact to neighboring communities. We will soon complete a Strategic Plan for the Texas Medical Center, which will identify strategic objectives within a shared new vision for our member institutions around programmatic infrastructure. This new vision requires additional shared facilities and continued investment in our shared physical infrastructure. We will reach out in the near term to our stakeholders and the broader community to work collectively on a master plan that accounts for the new vision and ensures greater connectivity within and around the Texas Medical Center, including the world class museum district, recreation centers at Hermann Park and the Houston Zoo, as well as bike trails and the expanding greenbelt of Houston's bayous. We look forward to sharing in this process with each of you.

**Texas Medical Center Statement** (written statement):

As steering committee participant, the Texas Medical Center helped facilitate input from our member institutions to ensure the mobility study accounted for the continued growth of the world-class healthcare, education and research in the medical center. The findings of the study provide one set of inputs for our collective master planning, but do not constitute the comprehensive plan for transportation projects within the Texas Medical Center. We believe many of the short and mid-term projects identified by the study have the potential to assist in easing mobility in portions of the medical center. With regard to other longer-term projects identified in the study, some of which we feel may have a negative impact outside of traffic mitigation, additional review and stakeholder input are required before such projects can move from the study into a comprehensive plan for the Texas Medical Center.

We appreciate the work by the Parsons Brinckerhoff team on this study and the City of Houston's efforts as a partner in continuing the work necessary to ensure access for our patients, visitors and employees to the Texas Medical Center.

## Qian, Jiayu

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**From:** Nguyen, Khang M. - PWE [Khang.Nguyen@houstontx.gov]  
**Sent:** Monday, April 21, 2014 10:51 AM  
**To:** Pillalamarri, Sirisha  
**Subject:** FW: Comments on TMC Mobility Study

FYI.

Thank you,  
-- Khang nguyen  
832-395-3008

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From: Mike Turner [mailto:miketurnerusa@hotmail.com]  
Sent: Saturday, April 19, 2014 6:16 AM  
To: tmcpublicmeeting@pbworld.com; Nguyen, Khang M. - PWE; Ereti, Michael - PWE; amar.ereti@houstontx.gov; jefferey.weatherfor@houstontx.gov  
Cc: Kathy Cortland  
Subject: Comments on TMC Mobility Study

Please include these comments in the project analysis phase:

In general, we're encouraged that quality of life and safety of the residential community is a high priority of the sponsors.

Pedestrian Considerations: Like many people who live in the area, our family moved here due to the close proximity to the TMC, the light rail, Rice U, and Rice Village shopping, and the fact that you can walk or bike to each of those. Therefore we want to see more emphasis on pedestrian facilities. Consider:

1. Missing sidewalk on the east side of Morningside between Holcombe and University. There is a ½ mile missing link between the Morningside sidewalk adjacent to the bank and the Morningside sidewalk adjacent to the French restaurant. We want this sidewalk constructed to the standard 5-ft width. The substandard 4-ft wide sidewalk on the west side of Morningside is not adequate.
2. We want the city of Houston to enforce the rules that prohibit the owners of adjacent property from constructing fences into the public ROW. This is an area owned by the public and reserved for uses such as sidewalks. According to the public works office, the current city policy is to not enforce the ROW and to allow unlawful fence encroachments. We also want the city to consider future sidewalks when permitting public utilities such as ATT cabinets in the ROW. (ATT recently placed a giant cabinet in the public ROW - in the path of the future Morningside sidewalk). These utilities can be located in such a fashion so they don't block the area reserved for the sidewalks. The city can of course force the fences and utilities to move out of the way, but as a practical matter, this doesn't happen and the sidewalks are either not built, or forced to be constructed in the remaining area just behind the curb. This is what happened when the Morningside (west) sidewalk was constructed in 2007. Proper planning and enforcing the ROW would not allow the blockage of future sidewalks on this publicly owned property.
3. We want the city to enforce the 2009 sidewalk ordinance. This law requires development or redevelopment adjacent to a city street construct a sidewalk fronting the development. Despite our community's repeated

and ongoing meetings with city council and correspondence with the city staff in the last couple years, the enforcement of this ordinance is spotty at best with many developments getting permits without having to construct the required sidewalk. The public works office has been erroneously granting variances in violation of their own policy. Constructing sidewalks during development is much more efficient than afterwards and doesn't cost the city government any money.

4. We agree with the study recommendations to construct the missing sidewalk link on Greenbrier between Bolsover and Rice. Does the street need to be so wide for the 3 lanes at that location anyway? The study should also consider the missing sidewalk link on Greenbrier between North and Sunset also.

Automobile traffic:

We recognize that our community is positively impacted by close proximity to the TMC but negatively impacted by automobile traffic generated by it.

1. During the evening rush hour eastbound traffic in an effort to bypass the University Blvd congestion at Rice Village frustrated drivers frequently speed through our local neighborhood Dryden Road on the way to Kirby. Unlike all other blocks of Dryden Road from TMC to Kirby the 2200 block has no speed bumps. Please consider speed bumps on this block.
2. Please do not take any steps to make cut through traffic on Dryden any worse.

We look forward to your final report scheduled to be issued May 30, 2013

Michael E. Turner  
2334 Dryden Road

## Qian, Jiayu

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**From:** Nguyen, Khang M. - PWE [Khang.Nguyen@houstontx.gov]  
**Sent:** Thursday, April 24, 2014 1:36 PM  
**To:** Barker, Caroline A.  
**Cc:** Pillalamarri, Sirisha  
**Subject:** RE: Fannin South Lot option/Metrorail

Ms. Barker,

The study team does propose options that include remote parking lots near the loop and shuttle services to bring people to TMC. The draft report may not mention the Fannin South Lot specifically. I cc a team member so your comment can be properly logged and evaluated.

Thank you,  
-- Khang nguyen  
832-395-3008

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From: Barker, Caroline A. [mailto:cabarker@houstonmethodist.org]  
Sent: Thursday, April 24, 2014 8:09 AM  
To: Nguyen, Khang M. - PWE  
Subject: Fannin South Lot option/Metrorail

Dear Khang,

I work for the Methodist Hospital System in Smith Tower on Fannin. I've had an idea/question for a long time about parking for medical center employees. It seems that those of us using 610 South or commuting from South would benefit by not having to get onto Fannin inside the loop.

Wouldn't the Fannin South Lot be a preferred option? Currently, I don't think we have that option.

Again, in order to prevent more traffic on Fannin inside the loop. It seems that the Fannin South Lot would be a better parking option than Smithlands for many medical center employees as well as patients. I personally wish that were an option.

If possible, can you please submit my idea since I will not be able to attend the meeting.

Kindest Regards,

Caroline Barker  
832-656-3517

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**Qian, Jiayu**

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**From:** Genes Scott [genescott2@sbcglobal.net]  
**Sent:** Thursday, April 24, 2014 11:13 PM  
**To:** Public Meeting\_1  
**Cc:** Houshyar Moarefi; Mike Walker; Lynne Scott  
**Subject:** TMC MOBILITY STUDY 4/24/2014 Meeting COMMENTS by A SPIRES RESIDENT

Dear Sir: Thank you for entertaining comments about our home's location at 2001 Holcombe Blvd. where some days it is very difficult to even get out of our driveway.

1. Forcing more cars into the Medical Center via a Holcombe Blvd. elevated street will drastically affect our quality of life for several reasons. Safety hazards, an increase in noise, blocking emergency vehicles ingress and traffic congestion.
2. Please consider any plan which lessens the number of autos coming into the area by.
  - a. Continuing to study the ability of diverting traffic away or making it attractive to park off-site. By off-site I mean opening a park and shuttle lot south just outside loop 610. If it is cheaper to buy land there and thusly TMC is able to charge less for parking this becomes an incentive to park and ride right to the front door of the patients caregiver. Special buses for certain venues will expedite things. We notice that TMC is thinking about using "Eminent Domain" to take out the center block of "Grocer's Supply" which owns at least 3 block areas next to Hwy 288. If you take the middle block you will have butchered their business so much that TMC will be paying for 3 blocks and getting only one. Why does not TMC move their parking further south on Almeda or south of loop 610. Please think big and distant in time to '2030 or later. Please note Eminent Domain laws have changed some since TMC took over the Nabisco property.
  - b. Talk to the Veteran's Administration about their assisting TMC with funds for off-site parking. The VA is maxed out on parking and it could very well be that an off-site effort by the VA is cheaper to them and more patient friendly than the VA having to build many multi-level parking garages. We hear to many complaints from Vet's that they have to park and hike or they get dropped off and then their caretaker gets to hike to the hospital in hot or cold, wet or dry weather.

3. Please consider the vision of "Where will the South, south-east or yet further south medical center campus be in '2030"? Along Almeda, or south of loop 610? In my lifetime I can remember the Herman Pavilion being the only building in the trees on the south side of town. What does this mean, Houston better get ready to stack 'em up or park 'em off site because the whole world is on the way here to the TMC.
4. Please do anything and all things possible to keep autos from coming into the TMC area period.

Thank you for hearing me.

Gene Scott

2001 Holcombe #2702

Houston, Tx. 77030

713-302-6222

**Qian, Jiayu**

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**From:** Genes Scott [genescott2@sbcglobal.net]  
**Sent:** Friday, April 25, 2014 3:59 PM  
**To:** Public Meeting\_1  
**Cc:** Houshyar Moarefi; Mike Walker; Lynne Scott  
**Subject:** RE: TMC MOBILITY STUDY 4/24/2014 Meeting COMMENTS by A SPIRES RESIDENT

Dear Sir: One more major point. TMC and The City of Houston are luring autos into the medical center with cheap parking. Basic economics teach us to raise the rents when the parking spots and streets are full. Raise the rents and force use of mass transit, buses direct from park and ride to the hospital doors and so on. We have limited space so restrict it. Dumping more cars into limited space is asking for trouble and not a solution.

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From: Genes Scott [mailto:genescott2@sbcglobal.net]  
Sent: Thursday, April 24, 2014 11:13 PM  
To: 'tmcpublicmeeting@pbworld.com'  
Cc: Houshyar Moarefi; Mike Walker; Lynne Scott (lscott@livingheart.com)  
Subject: TMC MOBILITY STUDY 4/24/2014 Meeting COMMENTS by A SPIRES RESIDENT

Dear Sir: Thank you for entertaining comments about our home's location at 2001 Holcombe Blvd. where some days it is very difficult to even get out of our driveway.

1. Forcing more cars into the Medical Center via a Holcombe Blvd. elevated street will drastically affect our quality of life for several reasons. Safety hazards, an increase in noise, blocking emergency vehicles ingress and traffic congestion.
2. Please consider any plan which lessens the number of autos coming into the area by.
  - a. Continuing to study the ability of diverting traffic away or making it attractive to park off-site. By off-site I mean opening a park and shuttle lot south just outside loop 610. If it is cheaper to buy land there and thusly TMC is able to charge less for parking this becomes an incentive to park and ride right to the front door of the patients caregiver. Special buses for certain venues will expedite things. We notice that TMC is thinking about using "Eminent Domain" to take out the center block of "Grocer's Supply" which owns at least 3 block areas next to Hway 288. If you take the middle block you will have butchered their business so much that TMC will be paying for 3 blocks and getting only one. Why

does not TMC move their parking further south on Almeda or south of loop 610. Please think big and distant in time to '2030 or later. Please note Eminent Domain laws have changed some since TMC took over the Nabisco property.

- b. Talk to the Veteran's Administration about their assisting TMC with funds for off-site parking. The VA is maxed out on parking and it could very well be that an off-site effort by the VA is cheaper to them and more patient friendly than the VA having to build many multi-level parking garages. We hear to many complaints from Vet's that they have to park and hike or they get dropped off and then their caretaker gets to hike to the hospital in hot or cold, wet or dry weather.
3. Please consider the vision of "Where will the South, south-east or yet further south medical center campus be in '2030"? Along Almeda, or south of loop 610? In my lifetime I can remember the Herman Pavilion being the only building in the trees on the south side of town. What does this mean, Houston better get ready to stack 'em up or park 'em off site because the whole world is on the way here to the TMC.
4. Please do anything and all things possible to keep autos from coming into the TMC area period.

Thank you for hearing me.

Gene Scott

2001 Holcombe #2702

Houston, Tx. 77030

713-302-6222

**Qian, Jiayu**

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**From:** TJ [tjpelton1@gmail.com]  
**Sent:** Saturday, April 26, 2014 8:18 AM  
**To:** Public Meeting\_1  
**Subject:** TMC Traffic - Rail please!

Let's end the love affair with the car and move to a hub and spoke rail model. I live in Pearland and would gladly give up my drive to Ben Taub and ride the rail.

Sent from my iPad

**Qian, Jiayu**

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**From:** David Dlouhy [dlouhdj@me.com]  
**Sent:** Sunday, April 27, 2014 2:51 PM  
**To:** Public Meeting\_1  
**Subject:** Solving traffic problem in medical center

Here is how to solve the traffic problem in the medical center. When you look at an apartment complex that is full what do you do? You look somewhere else.

That is the only solution to the medical center congestion. We declare the medical center Full and move all future expansion to the suburbs.

Katy has hospitals going up everywhere near I-10 and grand parkway. I believe so does Sugarland, pearland, the woodlands, etc.

Sent from my iPad

## Qian, Jiayu

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**From:** Joe Carbonari [jcarbonari@sbcglobal.net]  
**Sent:** Tuesday, April 29, 2014 9:32 AM  
**To:** Public Meeting\_1  
**Subject:** Texas Mobility Study Public Meeting #2

Traffic problems in and around the two TMC campuses.

Thank you for the opportunity to contribute to the solution to this problem. I am an owner and resident of one of the 240 homes in the Spires high-rise building and of course have personal concerns but in this letter I have tried to help us focus on the best possible solutions for all stakeholders. Please feel free to contact me if you have any questions.

Understanding the needs, constraints and possible solutions for traffic problems at the Texas Medical Center.

### NEEDS:

The TMC Main and South campus traffic infrastructure must accommodate people from at least six different populations.

1. The TMC general workforce. (Professional and Staff)
2. Patients being brought to the TMC by emergency vehicles.
3. Patients, ambulatory or semi-ambulatory, coming by private transportation for treatment and/or physician office visits.
4. Persons coming to the TMC to visit those in hospitals.
5. People visiting and using Hermann Park.
6. People living in close proximity to the TMC.

### CONSTRAINTS:

1. People need to be able to enter and exit the TMC Campus from many different directions.
2. People in population #1 and #5 need reasonable access to many different locations on the campuses and often at specific times of the day and night.
3. Patients in population #3 need easy and close access to the entrances of many different buildings on the campus.
4. Vehicles in population #2 must have direct and unhindered access to the hospitals with emergency / trauma centers.
5. Quality of life and property values for those in populations #5 and #6 must be protected and enhanced wherever possible.

### Environmental conditions

All of the above must be accomplished with the smallest possible environmental footprint in terms of air quality, sound, energy usage, comfort for the patients and psychological impact on all persons coming to the TMC, residing in the hospitals, enjoying the park or living in close proximity to the TMC.

### SOLUTIONS

I am sure there are many more needs, populations or constraints to be identified in order to completely describe the complexity of this situation. However, I believe this description is sufficient for the designers to identify the major parameters of the needed system.

One point is obvious. These needs and conditions easily demonstrate that any system with one or two major arteries each having few access and egress points would not be an efficient solution or even a part of an efficient solution.

Any viable solution should be at least two pronged. I propose that it:

1. Creates a distributed pathway network like solution with many streets and roadways providing access to the center. A network that is sensitive to a vehicle's priority right to such access.

Examples of such systems are airports with many small vehicles using multiple routes, lanes, pickup and drop off points to move people to and from individual airplanes or a computer network also using multiple entrance and exit points. These can serve as partial models of distributed pathways that have proven their efficiency and worth.

2. Creates a reduction of the need to drive into the TMC. Satellite campuses with the strongest possible electronic connectivity so that excellent treatment, consultation and triage capabilities are easily available, is only one of many possibilities.

Above all, this must be a design for the future. One that has the flexibility needed to encompass and enhance medical treatment and research within a rapidly changing and growing city. Here again I believe distributed networks have shown the needed robustness to function in such situations.

I have other more specific thoughts such as electric mini buses with wheelchair access functioning within the center and extensive traffic information and control systems constantly rebalancing the traffic loads. This, however is probably not the time to be at that level of specificity.

Sincerely

Joseph Carbonari Ed.D  
Emeritus Professor  
University of Houston  
713.796.2667. [jcarbonari@sbcglobal.net](mailto:jcarbonari@sbcglobal.net)

Sent from my iPad

April 30, 2014

Mr. Gabriel Johnson  
Parson Brinckerhoff  
16285 Park Ten Place, Suite 400  
Houston, TX 77084

Dear Johnson,

I want to thank you for arranging and participating in public meeting number two on April 24, 2014 at the DeBakey High School regarding the Texas Medical Center (TMC) Mobility Study progress to date. I understand that consultants may be charged with generating transportation options without weighing viability in any manner (economic, political, social, geographic, etc.) and that it is possible none of the options presented may be accepted by the City of Houston (COH) or TMC, the two parties for whom the study is being conducted. I am a resident at the Spires high rise and work in the real estate industry in Houston.

My first question has to do with the source and vintage of the underlying data utilized for the study. My understanding is the HGAC provided the data and that it was up to 5 years old, or possibly compiled in 2007-2008. If this is the case then how is the study adjusting, or how will it adjust, for the expansion of core TMC member hospital systems into the Houston suburbs of Katy, Sugarland, Clear Lake, the Woodlands, Cypress, etc.? Also, how is the study adjusting for the implementation of the Affordable Care Act? The proliferation of small emergency clinics into retail strip centers and other utilitarian locations combined with the "outsourcing" of centralized hospital care to the suburbs is having a notable impact on the number and nature of visits to the TMC. This in turn is leading to a change in the nature of the health services offered at the TMC, from general service and urgent care to more highly technical critical care along with an expansion of federally funded research and development activities. This ultimately leads to a reduction of the number of patient visits to the TMC. If the study does not address these emergent trends it would seem incongruous or worse to use dated traffic projections and other demographic data from which to base conclusions for your study. When you visit the Spires to make a presentation please include background on the source and vintage of data used to generate options.

My specific concerns with the option of building the first elevated freeway in Houston over a fully utilized road (the Pierce elevated does not go over a road but has adjacent roads) over Holcombe Boulevard follow:

1. If your elevated section has exits just west of McGregor and just west of Main Street, where will those cars go once off of the elevated? Would TMC have to demolish an existing structure on MD Anderson street? Would a new parking facility have to be constructed on land provided by TMC or Texas A & M on the south side of Holcombe past Main Street? In presenting this option is there any responsibility to identify where and how the exits from the elevated will be located and what will happen after delivering cars deep into the core of the TMC so area residents and citizens can understand the option? Please let us know where the vehicles will go once they exit the elevated at the two off ramps identified by your team during the Q & A sessions.
2. What will become of the pedestrian sky walks over Holcombe between McGregor and Fannin? Will the elevated go over or under them, or will tax money be used to remove them and reconstruct them underground, or at four levels above grade?
3. Perhaps an OST elevated should be considered for delivery of vehicles from Pearland and Sugarland to the Smith parking "super block" adjacent to the METRO light rail station on OST at Greenbriar. This could be combined with an aggressive bus/people mover system into the TMC core. An exit at Almeda, William Harvin or Main Street may deliver vehicles to other parking facilities for transport to specific hospitals perhaps. There is TMC member institution land (MDA at Holcombe and Fannin) that could become a mixed use transportation node for disbursement of passengers, buses and rail that would include hotel, retail, and skywalk connections; MDA could partake in profits over cost.
4. It is my understanding that the report suggests the Holcombe elevated would save 8 minutes of vehicular travel time and the OST elevated would save 20 minutes of vehicular travel time: 8 minutes-vs-20 minutes? Which seems more beneficial?

5. Monzur Hourani owns an equivalent amount of vacant land between Grand Blvd and Ardmore south of OST as the Grocer's Supply "super block" at the northwest corner of Holcombe and Ardmore. Hourani is asking around \$40 PSF for his acreage; Grocers can get an appraisal with a value of \$70 PSF anytime. From the Hourani site traffic can take Hepburn Street over to 8 lane Alameda quickly and then over to Cambridge. Most of my suggestions begin to look like a hub and spoke system.

6. It seems to me that a hub and spoke concept of parking with bus/people mover services is the better approach to moving persons into the TMC core rather than elevated freeways. There will never be enough parking capacity for everyone to park close to the member hospitals in the TMC core; there are too many limiting factors. TMC will need to utilize some of their existing acreage for parking and mixed use facilities, COH will have to expand streets and METRO will have to operate better bus services in the area in the coming years to alleviate the traffic issues being anticipated in this study.

7. Holcombe Boulevard is a gateway entrance to TMC and should be beautified rather than "double decked" in order to enhance the visitor experience of coming into the TMC. I doubt seriously that the TMC McGovern Campus wants a double deck over their entryway where all the desired biotech incubator employees will be converting research into commercially viable product; just too ugly and oppressive to compete with Southern California, the Bay Area, Route 1, or the DC/Baltimore areas.

8. Have COH and TMC buy the Dome and convert it into a mass transit destination/distribution point, elevate Fannin for use by buses with METRO rail at grade, and have all passengers disembarking at two mixed use plazas (the aforementioned MDA/Fannin/Holcombe mixed use site) and on Moursund at Bertner where there is room for a secondary transportation plaza.

9. Lastly, I live at the Spires. We have 235 residential units here with over 500 residents ranging in age from 2-85. Do you really want to have this population aligned in opposition to your plan?

I salute your fortitude in public presentations and appreciate you coming to the Spires soon to provide additional description of the Holcombe elevated and the other obstacles Jacobs is confronted with in this exercise. I hope to see more viable options sooner than later and trust updated data sets can be secured during the next round of studies.

All the best,



Micheal Palmer

**Qian, Jiayu**

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**From:** Charlotte McBride [charlmcbr@me.com]  
**Sent:** Wednesday, April 30, 2014 5:10 PM  
**To:** Public Meeting\_1  
**Subject:** comments on 4/24 meeting

Hello,

I'm a resident of The Spires at 2001 Holcombe Blvd. I attended the TMC Mobility Study public meeting on April 24, and am writing to submit my comments.

I have seen the increase in traffic into the Med. Center, over the years. I think the issue is not how to get traffic into the TMC faster, but how to decrease the amount of traffic in the TMC. I believe there should be a cap on the expansion of the TMC. Yes, there is specialized care available only in the TMC. I think non-specialized care should be spread out and located where it's more accessible to Houstonians. I feel the TMC has already surpassed it's limit for vehicular traffic. The streets and stop lights are the only thing keeping it in check. A fly-over or elevated Holcombe Blvd. will make the problem worse, not better. To decrease traffic, there should be more shuttles or buses, or more local affordable housing, for TMC employees.

Thank you for your time and attention.

Sincerely,  
Charlotte McBride

## Qian, Jiayu

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**From:** Alan Gerger [asgerger@dnglegal.com]  
**Sent:** Friday, May 02, 2014 4:36 PM  
**To:** Public Meeting\_1  
**Subject:** comment

I find it odd that you did not include the corridor from main street south to at least post oak because the Menninger Clinic is at that outer boundary. I remember reading an article quoting Menninger that it chose its current location because of its close proximity to the Medical Center and short travel time. As an aside, I understand that Metro plans a train stop at the NE corner of S. Post Oak and S. Main. To me, running that rail line on the N. side of Main misses the point of getting folks south of Main onto the train. I don't think that those North of Main will come south to the station.

Alan S. Gerger  
Dunn, Neal & Gerger LLP  
3006 Brazos Street  
Houston, Texas 77006  
Phone: 713-403-7400 (main)  
Phone: 713-337-6423 (direct)  
Fax: 713-583-3002

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May 6, 2014

TMC Mobility Study  
c/o Parsons Brinckerhoff, Inc.  
16285 Park Ten Place, Suite 400  
Houston, Texas 77084

Dear Parsons Brinckerhoff and City of Houston,

Enclosed are my personal comments regarding the Texas Medical Center Mobility Study (TMCMS) that was presented on April 24, 2014 at the public at DeBakey High School.

1) I support on-street bike facilities and pedestrian/bicyclist short-term improvements. However, I have a concern. If you look at maps of certain areas along Brays Bayou next to Hermann Park there are several hike/bike trails that run in close proximity to each other. This intersection of several hike/bike trails uses up most of the green space. I am concerned that hike/bike trails can proliferate like roads and that this will lead to an increase in impervious surface for the Brays Bayou Watershed. An increase in impervious surface will cause further water quality degradation and increase floodwaters that flow into Brays Bayou.

The TMCMS should calculate the impervious surface for the Brays Bayou Watershed and then figure out how transportation can be improved while decreasing the amount of impervious surface that the TMCMS will add.

2) I support short-term and mid-term roadway improvements.

3) I am concerned that the TMCMS is a backdoor way to implement road expansion alternatives that will degrade or destroy part of Hermann Park. The Texas Department of Transportation's (TxDOT) SH 288 Connectors project would have caused degradation and destruction in or next to Hermann Park via a direct connectors from SH 288. The TMCMS also proposes projects that will negatively impact Hermann Park between Almeda, Holcombe, South Braeswood, and Brays Bayou.

The TMCMS proposes similar degradation and destruction in or next to Hermann Park and the TMC area by considering/proposing an eight lane expansion of Almeda Road, a direct connector on Almeda Road to a transportation terminal, a Holcombe Blvd grade separated express lanes project, a 10 lane Holcombe Blvd. project, an Old Spanish Trail grade separated express lanes project, and a 10 lane Old Spanish Trail project. These projects will have a cumulative environmental impact that will affect Hermann Park and the TMC area via more air pollution, visual pollution, noise pollution, water pollution, and an increase in floodwaters. **I do not support any of these projects.** My concerns include:

1. The April 1, 2014 TMCMS power-point for Stakeholder Group, Meeting #2 and the TMCMS graphic storyboards and internet materials for Public Meeting #2 do not show that Hermann Park exists along the west side of Alameda Road, from Brays Bayou/South Braeswood to Holcombe Blvd., and extends part of the way west along the north side of Holcombe Blvd. at Alameda Road.

This failure to show where Hermann Park is located in these two presentations gives the public a false picture of where public park lands are and how they will be negatively impacted by the TMCMS. **Shame on Parsons Brinckerhoff and the City of Houston for not showing accurately where Hermann Park is on the maps that were in these two presentations, displayed at these two meetings, and can be viewed at the TMCMS internet website.** Why was this done? The public has a right-to-know.

2. The people living in the TMC area and that visit Hermann Park for exercise, recreation, and relaxation will suffer more noise, visual pollution (urban blight), air pollution, water pollution, and floodwaters due to these projects.

3. A part of Hermann Park will be degraded or destroyed for non-park purposes along Alameda Road and Holcombe Blvd.

4. These projects will cause more air pollution and congestion at Hermann Park's entrances and make access to the Third Ward and other nearby neighborhoods (like the Binz area) less livable and more difficult.

5. These projects will degrade or destroy the quiet and solitude that exists in Hermann Park.

6. These projects will degrade the improvements made recently (about \$100 million) in Hermann Park that make the park more enjoyable to use (hike/bike trail system/bridge).

7. These projects will destroy wildlife and natural habitats, like the Post Oak Savannah, in Hermann Park, which are few in number.

8. Mobility concerns for TMC commuters must not be given precedence over protection and use of public park lands like Hermann Park and the quality of life of residents in the TMC area.

The increase in noise pollution, air pollution, visual pollution, water pollution, and floodwaters will be significant in Hermann Park and the TMC area. Already part of Hermann Park is negatively affected by noise pollution, air pollution, and visual pollution. Now some TMCMS projects will make these conditions far worse. What sense does it make to propose more hike/bike trails and then at the same time make health conditions worse for people who want to walk/bicycle in the

TMC area? This is particularly ironic and cynical since the TMC exists to protect and save people's health and lives. The TMC supports TMCMS alternatives that will lessen people's health and reduce their life expectancy.

4) The TMCMS fails to inform the public about the total costs of each project. This failure to inform the public about total costs includes estimates for financing costs and right-of-way costs. The TMCMS fails to clearly state who will pay and who will get most of the benefits that each project provides.

5) The TMCMS fails to pursue other alternatives that would reduce environmental impacts. For example, if one part of the solution is more parking then why not propose an alternative that would construct parking garages at Rice University and or Reliant Center and use sidewalks, bikeways, and buses or vans to get people to the TMC?

6) I am concerned that a focus on the use of EZ tags and parking mobile apps will hurt those who cannot afford to pay for or use these technologies. What will the TMCMS do to ensure that those who do not have or cannot afford these technologies are not boxed out of the benefits that the TMCMS proposes for commuters?

7) I am very surprised that there are no complete street projects in the TMCMS. This does not make sense. If we are to have a more sustainable urban environment in Houston then more than platitudes must be made for environmentally better alternatives (low impact development – LID) like complete streets.

8) I do not support the use of elevated roadways in densely packed urban areas like the TMC area. The use of elevated roadways increases the distance that noise pollution travels and affects larger numbers of people. The increased noise pollution of elevated roadways affects the quality of life for people and wildlife.

9) I do not support merging recommendations from all previous TMC studies and plans. This action does not weed out unacceptable alternatives and allows unacceptable alternatives to be considered again for implementation. What good are studies if we simply combine them together? We need to use study recommendations to reduce the analysis of unacceptable alternatives. How else do we get a fresh perspective and analysis?

10) I am appalled by the lack of reasonable transit projects proposed in the TMCMS. An extension of the existing light rail line on Fannin for a spur on Holcombe and or a spur on Old Spanish Trail makes sense. These spurs would serve the TMC, citizens who live in the area, future expansion of the TMC, and future expansion of residential and commercial growth in the area. The TMCMS does not give light rail a real chance. The TMCMS is biased. The light rail

alternatives offered do not represent the best use of light rail now and in the future.

11) The TMCMS does not determine how more roads will be good for long-term growth in the TMC area. Where will growth go in the future? How much is predicted? How can the expected growth be accommodated when it has not been possible to do so in the past and today? How will an increase in traffic in an area that is already swamped with traffic help? How will an increase in the speed of traffic affect accidents due to excessive speed? How will an increase in speed affect the number of people who die, are injured, or suffer property damage? How will this raise the quality of life around the TMC and Hermann Park? The TMCMS is silent about these questions and simply assumes that safety will be greater for pedestrians, bicyclists, and drivers because there are more and expanded roads.

12) Many terms are not defined in the TMCMS. This lack of definition means the public will not understand the context of the TMCMS. Some terms that must be defined include:

1. To improve accessibility (Where, when, for who?)
2. To better serve the TMC area (does this mean the TMC itself or all the residents of the primary and secondary study areas?)
3. Improve parking access and availability (For whom and where?)
4. Improve road network mobility (it is the mobility of people using different transportation modes that is of interest)
5. Improve multimodal safety (Where, how many, and what?)
6. Improve pedestrian connectivity (From where and when?)
7. Reduce vehicular congestion (By how much, for how long, and for what total cost?)

I appreciate this opportunity to comment. Thank you.

Sincerely,

Brandt Mannchen  
5431 Carew  
Houston, Texas 77096  
713-664-5962  
brandtshnfbt@juno.com

## Qian, Jiayu

---

**From:** Angela Martinez [amartinez@knudsonlp.com]  
**Sent:** Monday, May 19, 2014 9:42 AM  
**To:** Sutton, Robert; Pillalamarri, Sirisha  
**Subject:** FW: South Main Alliance Comments on TMC area mobility study (Parsons Brinkerhoff)  
**Attachments:** image001.jpg; image002.gif; image003.gif

Good morning Bob and Sirisha,

Susan Young sent some comments over Friday afternoon that I wanted to pass on.

Angela M. Martinez  
Project Manager | Senior Urban Planner  
Planning and Economic Development

Knudson, LP  
o: 8588 Katy Freeway, Suite 441  
Houston, TX 77024  
713.463.8200 main  
713.932.4008 direct  
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e: [amartinez@knudsonlp.com](mailto:amartinez@knudsonlp.com)



Please click the link below to support me raising money for the National MS Society  
[http://main.nationalmssociety.org/site/TR?px=12754585&fr\\_id=22598&pg=personal](http://main.nationalmssociety.org/site/TR?px=12754585&fr_id=22598&pg=personal)

---

From: [susan@southmainalliance.org](mailto:susan@southmainalliance.org) [mailto:[susan@southmainalliance.org](mailto:susan@southmainalliance.org)]  
Sent: Friday, May 16, 2014 2:22 PM  
To: Patti Joiner; Angela Martinez  
Cc: 'Claude Wynn (claude-wynn@sbcglobal.net)'; 'Laurette Canizares'; 'Shawn Cloonan'; 'DeMarco, Michael'; 'Friedrichs, Edwin'; 'Gwendolyn Goffe'; 'Josh Hawes'; 'Lewis, Carol A'; 'Sam.Lott@kimley-horn.com'; 'Greg Marshall'; 'susan@southmainalliance.org'  
Subject: South Main Alliance Comments on TMC area mobility study (Parsons Brinkerhoff)

Patti – please forward these comments to the appropriate persons on the consulting team and with the City of Houston regarding the TMC area mobility study conducted by the team headed by Parsons Brinkerhoff. I am submitting these comments on behalf of the South Main Alliance Transportation Committee. Please let us know if you have any follow up you need from us.

Susan Young  
President  
South Main Alliance  
1401 Richmond, Suite 270  
Houston, TX 77006  
713.805.5661 cell  
713.790.1020  
713.790.1088 fax  
[susan@southmainalliance.org](mailto:susan@southmainalliance.org)

Transit service: Current and new transit service are critical elements in assuring access to and mobility within the study area. Yet the study only touches briefly on these.

(1) Intercept parking is a short-term strategy that will require connecting transit shuttle service to be effective. Designing this service requires additional analysis including projections for demand, routes, schedule, equipment, capital and operating costs.

(2) As the current bus and light rail systems are already operating close to capacity, long-term grade separated circulator options and additional high occupancy access options are critical to consider and are not addressed in this analysis. It is especially important to establish a plan for routes and stations to preserve right of way options.

(3) The study appropriately addressed traffic management strategies to mitigate traffic impacts on Fannin Street resulting from Light Rail being built and concluded that moving the line to another right of way was not advisable and that elevating or depressing the line were cost prohibitive.

TxDOT managed lanes projects: TxDOT is analyzing and moving forward on a fast track with direct connection managed lanes from SH 288 north of Loop 610 and from Loop 610 itself northbound. Having input to these decisions and taking them into account must be top priorities in considering Texas Medical Center mobility strategies and improvements.

Cambridge Boulevard/Almeda: The TxDOT connector from Loop 610, City of Houston CIP projects and location of an intercept parking center should take advantage of both important routes.

Long-term major roadway capacity increases: Planning parameters for travel demand projections are in flux and do not adequately address the major Memorial Hermann expansion project, the proposed TMC Technology Campus, emerging technologies, shifts in mode split, residential developments near the medical center, increasing suburbanization of primary and secondary patient care and many other factors. For these reasons, the roadway capacity projects may not meet evolving needs and new conditions.

Short-term projects: Many of the pedestrian/bicycle improvements and traffic management strategies are appropriate for prompt implementation. It is important that once evaluated by TMC that these be vetted in detail with neighbors and other stakeholders like the Houston Parks Board. However, there is strong opposition to the proposal to convert Dryden and University into a one-way pair for one block between Main Street and Fannin Street.

Parking strategy: In general, the proposed intercept parking facilities close to direct connectors from SH 288 and Loop 610 are beneficial. Important considerations in developing such facilities include modes of connectivity to TMC institutions, availability of properties and connectivity to the freeway network.

Green: Projects that enhance the campus greenway network such as bicycle and pedestrian pathways are important. Equally important, roadway, transit, building and site design should be synergistic with bicycle and pedestrian travel.

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## Qian, Jiayu

---

**From:** Angela Martinez [amartinez@knudsonlp.com]  
**Sent:** Monday, May 19, 2014 9:44 AM  
**To:** Sutton, Robert; Pillalamarri, Sirisha  
**Subject:** FW: Rice University Comments on TMC area mobility study (Parsons Brinkerhoff)  
**Attachments:** image001.gif; image006.jpg; image007.jpg; image008.jpg; image002.jpg; image003.gif; image004.gif

Some more comments from Rice University

Angela M. Martinez  
Project Manager | Senior Urban Planner  
Planning and Economic Development

Knudson, LP  
o: 8588 Katy Freeway, Suite 441  
Houston, TX 77024  
713.463.8200 main  
713.932.4008 direct  
m: 713.825.9451  
e: [amartinez@knudsonlp.com](mailto:amartinez@knudsonlp.com)



Please click the link below to support me raising money for the National MS Society  
[http://main.nationalmssociety.org/site/TR?px=12754585&fr\\_id=22598&pg=personal](http://main.nationalmssociety.org/site/TR?px=12754585&fr_id=22598&pg=personal)

---

**From:** Patti Joiner  
**Sent:** Saturday, May 17, 2014 8:16 AM  
**To:** Greg Marshall  
**Cc:** Angela Martinez  
**Subject:** RE: Rice University Comments on TMC area mobility study (Parsons Brinkerhoff)

Good morning  
Yes we will share this information  
Susan sent an email too  
Angela and I have both been out since wed  
But return Monday and will pass these important comments onto PB  
Thank you again for your participation and recommendations  
I know that you are all busy  
We will copy you on the transmissions as well  
Thank you again

R

patricia **knudson joiner**, AICP  
president and c.e.o.



8588 katy freeway, suite 441  
houston, tx 77024

main 713.463.8200  
cell 713.306.3363  
knudsonservices.com

---

From: Greg Marshall [<mailto:greg.marshall@rice.edu>]  
Sent: Friday, May 16, 2014 5:12 PM  
To: Patti Joiner  
Cc: [susan@southmainalliance.org](mailto:susan@southmainalliance.org); 'Claude Wynn ([claude-wynn@sbcglobal.net](mailto:claude-wynn@sbcglobal.net))'  
Subject: Rice University Comments on TMC area mobility study (Parsons Brinkerhoff)

Patti, if I may springboard off of the SMA comments below, which we endorse, Rice University would also like to ask Parsons Brinkerhoff to clarify the proposal for making Dryden and University a one-way pair. While the subhead on one of the first slide shown below indicates that the proposed one-way segments would extend only one block, from Fannin Street to Main, the directional arrows on that same slide do not show two-way traffic flow west of Main Street. In the second slide, this is even more ambiguous.

Rices' southern neighbors in the Southgate Civic Club are concerned that this means the study proposes extending the one way pair west of Main street. Rice University would join its southern neighbors in strongly opposing as such an action as it would compromise access to several different entrances our southern campus perimeter (University Blvd.), including the university's highest traffic entrance on University at Stockton, and the only parking garage entrance to our BioScience Research Collaborative (on Dryden).

# Street Network

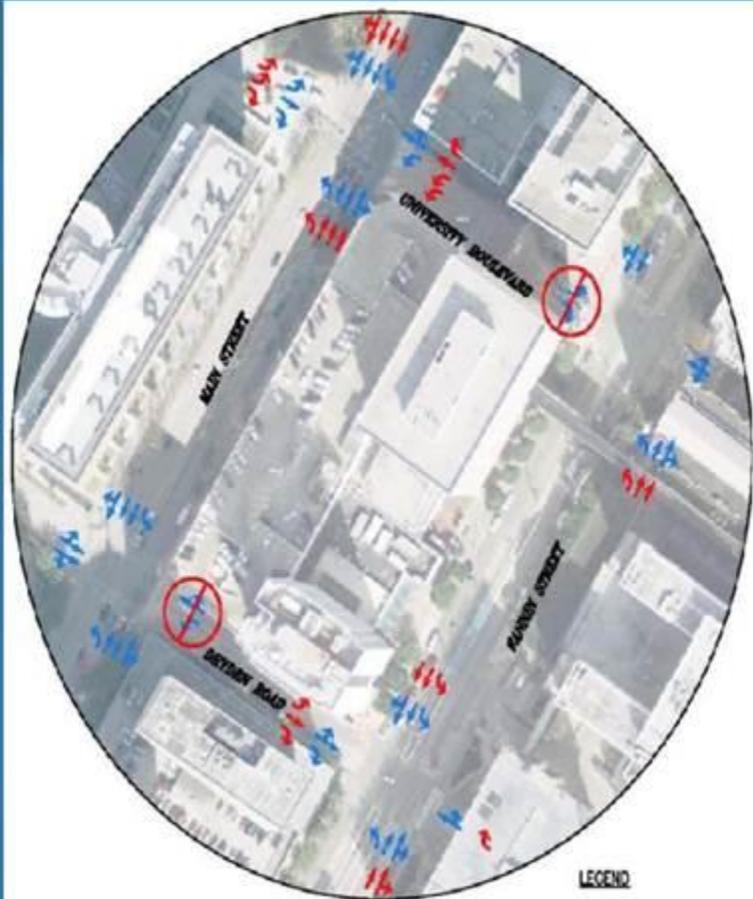
## Short-term Improvements

Conversion of University/Dryden to One-way Pair

- Local Circulation
- Estimated Cost - \$1M



Texas Medical Center



DRYDEN ROAD & UNIVERSITY BOULEVARD  
MAIN STREET TO HANCOCK ST.  
N.E.

### LEGEND

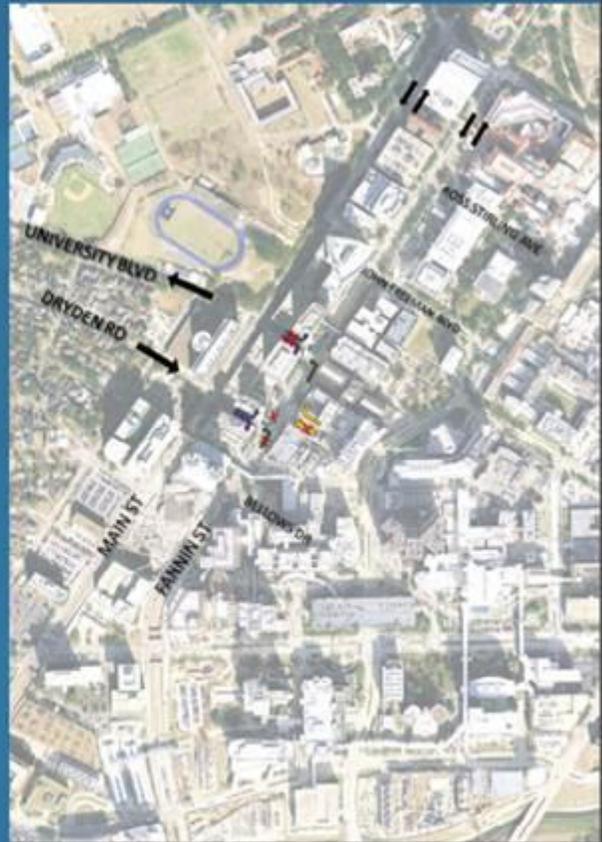
- EXISTING DIRECTION
- PROPOSED DIRECTION

# University/Dryden One-Way Pair

- **Dryden - EB one-way**
  - NB approach - NB Left movement eliminated
  - SB approach - No modification
  - WB approach - Only left and right turns are allowed
  - Thru movement eliminated
  - EB approach - 4 lane approach
- **University - WB one-way**
  - WB, NB and SB approaches no modifications
  - EB approach converted to WB lanes



Texas Medical Center



## SCENARIO 1

Thanks very much for sharing these comments as well with the appropriate consulting team members and with the city.

**Greg Marshall**  
**Director of University Relations**

Office of Public Affairs | Rice University, MS 95 | 6100 S. Main, Houston, TX 77005  
(Delivery Address: Allen Center, Suite 200 | 6100 Main St. | Houston TX 77005)  
Office 713-348-6782 | Fax 713-348-6757 | Home: 713-666-RICE (7423) | Mobile: 713-419-RICE  
[www.rice.edu](http://www.rice.edu)



On 5/16/2014 2:21 PM, [susan@southmainalliance.org](mailto:susan@southmainalliance.org) wrote:

Patti – please forward these comments to the appropriate persons on the consulting team and with the City of Houston regarding the TMC area mobility study conducted by the team headed by Parsons Brinkerhoff. I am submitting these comments on behalf of the South Main Alliance Transportation Committee. Please let us know if you have any follow up you need from us.

Susan Young  
President  
South Main Alliance  
1401 Richmond, Suite 270  
Houston, TX 77006  
713.805.5661 cell  
713.790.1020  
713.790.1088 fax  
[susan@southmainalliance.org](mailto:susan@southmainalliance.org)

South Main Alliance Comments Re  
Texas Center Mobility Study/Parsons Brinkerhoff  
May 16, 2014

Transit service: Current and new transit service are critical elements in assuring access to and mobility within the study area. Yet the study only touches briefly on these.  
(1) Intercept parking is a short-term strategy that will require connecting transit shuttle service to be effective. Designing this service requires additional analysis including projections for demand, routes, schedule, equipment, capital and operating costs.  
(2) As the current bus and light rail systems are already operating close to capacity, long-term grade separated circulator options and additional high occupancy access options are critical to consider and are not addressed in this analysis. It is especially important to establish a plan for routes and stations to preserve right of way options.  
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Green: Projects that enhance the campus greenway network such as bicycle and pedestrian pathways are important. Equally important, roadway, transit, building and site design should be synergistic with bicycle and pedestrian travel.

--

**Greg Marshall**  
**Director of University Relations**

Office of Public Affairs | Rice University, MS 95 | 6100 S. Main, Houston, TX 77005  
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## Qian, Jiayu

---

**From:** Carter, Shelli - PWE [Shelli.Carter@houstontx.gov]  
**Sent:** Tuesday, May 20, 2014 4:18 PM  
**To:** Public Meeting\_1  
**Subject:** FW: Traffic - Feedback Form

FYI...

## Shelli

From: Traffic Feedback Form [mailto:shelli.carter@houstontx.gov]  
Sent: Tuesday, May 20, 2014 4:13 PM  
To: Carter, Shelli - PWE  
Subject: Traffic - Feedback Form

### **Name**

A. Wu

### **Address**

7447 Cambridge Street

### **Zipcode**

77054

### **Email**

[none@hotmail.com](mailto:none@hotmail.com)

### **Comments**

There should not be further expansion of Cambridge from 4 lane to 6 lanes. It is residential area that needs those bike lanes.



**Chair**

Ann Kennedy

**Executive Committee**

Jay Baker  
Kristy Bradshaw  
Sanford W. Griner, Jr.  
Danny David  
Steve Dolman  
Milane Duncan-Frantz  
Cece Fowler  
Linda Hunsaker  
Margaret L. Kripke, Ph.D.  
Terrylin G. Neale  
Gary Kenneth Porter  
Karen A. Rozzell  
Cassie B. Stinson  
Troy Thacker  
Phoebe Tudor  
Keith Watson Wade

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Gregg Hollenberg  
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Ryan McCord  
Kunio Minami  
Melissa Mithoff  
H. Joe Nelson III  
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Lindsay Radcliffe  
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Donald W. Short  
Holly A.N. Smith  
Marcus Smith  
Patrick Summers  
Marvin Taylor  
Gary Tinterow  
John E. Walsh, Jr.  
Christine Liang Wang

**Ex-Officio**

Joe Turner  
Rick Dewees

**Executive Director**

Doreen Stoller



May 22, 2014

Dear Mr. Khang Nguyen and project team,

Due to Hermann Park's proximity to Texas Medical Center (TMC), transportation and alternative mobility solutions into TMC are of great importance to Hermann Park Conservancy. The Conservancy has been actively working with TxDOT to improve the pedestrian and bike pathways connecting to the Brays Bayou trails in Hermann Park and TMC. The trails along Brays Bayou are incomplete, many of them ending abruptly or leading nowhere. These trails are an important part of the quest for connectivity in Houston and are used by pedestrians, bicyclists, and users of public transportation. The pedestrian and bike pathways that span the entire area serve as important links to public transportation and the surrounding institutions such as TMC, Rice University, and the Museum District.

Hermann Park Conservancy has been active in protecting Hermann Park from projects that would be detrimental to Park land and Hermann Park users. The Conservancy encourages PW&E and TxDOT to be cognizant of the many people that use and enjoy Hermann Park on a daily basis. We encourage you to take the safety of cyclists and pedestrians at the intersections surrounding Hermann Park and TMC into consideration to create better passageways from the greater Houston community to TMC using alternative modes of transportation.

Hermann Park is a great asset to the community, providing a home to the Houston Zoo, Miller Outdoor Theatre, the Houston Museum of Natural Science, much needed green space, jogging and bike trails, public art, and much more. When planning for road expansion, please keep this community treasure and TMC neighbor in mind. Pedestrian and bike paths should be improved, not sacrificed, for better connectivity for all of Houston.

Regards,

Doreen Stoller  
Executive Director  
Hermann Park Conservancy



## Devonshire Place Neighborhood Association

Developed 1923 by Oscar Holcombe

A small neighborhood (28 old homes) committed to sustaining our quality of life, protecting our neighbors and children, and increasing the desirability of strong neighborhoods in and around the Texas Medical Center.



July 30, 2014

Amar Mohite  
City of Houston  
Planning and Development  
P. O. Box 1562  
Houston, TX 77251-1562

Dear Amar;

The residents of Devonshire Place neighborhood are seeking clarity as to the "Not Feasible" designation of a Cambridge to Fannin east-west connector (Lehall to Butler) in the TMC Mobility Study. Please see map on accompanying page.

As you are well aware, Wyndale Street, one block north, is the LAST 2 lane east-west connector in a 3 mile corridor amidst several 6 and 8 lane major collector thoroughfares. The residents of Devonshire Place suffer severe TMC produced cut through speeding traffic. The large bicycling-pedestrian population also needs a safe two lane street to ingress or egress TMC in accordance with Mayor Parker's Complete Streets Executive Order.

Would you please review the logic with the other planners as to why there should NOT be a direct route of Fire Station #33 to the Veteran's Hospital?

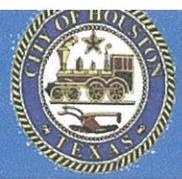
Doug House, M.Ed.  
President, Devonshire Place Neighborhood Association  
7132 Staffordshire  
Houston, TX 77030-4114  
Hm 713-796-9304  
Cell 832-573-5151

Doug House  
President

Steven Charnquist  
Secretary

Jeanne Bauer  
Treasurer

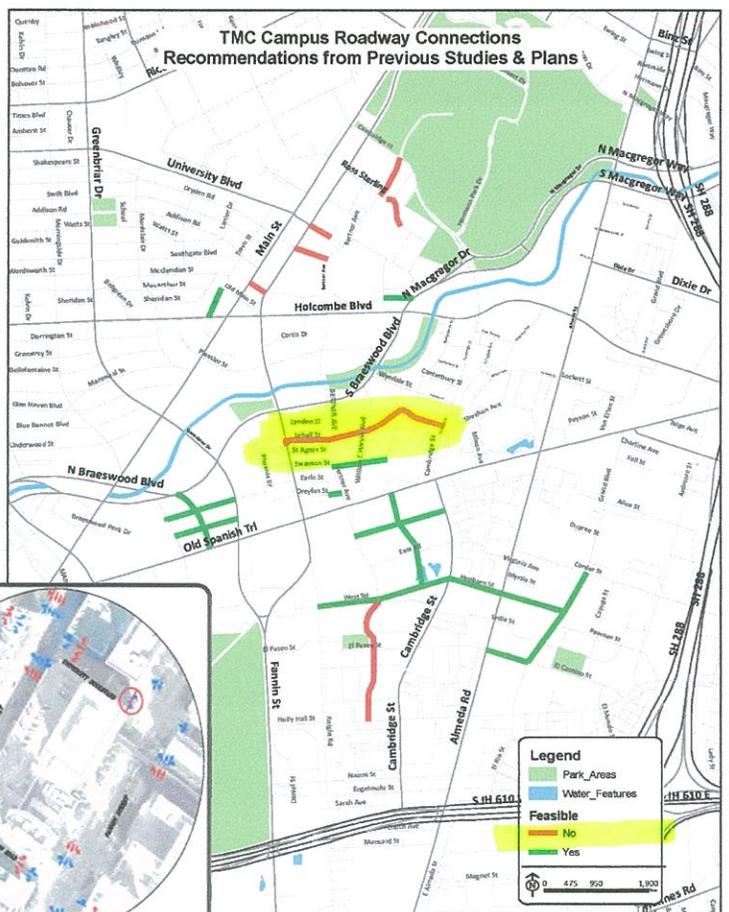
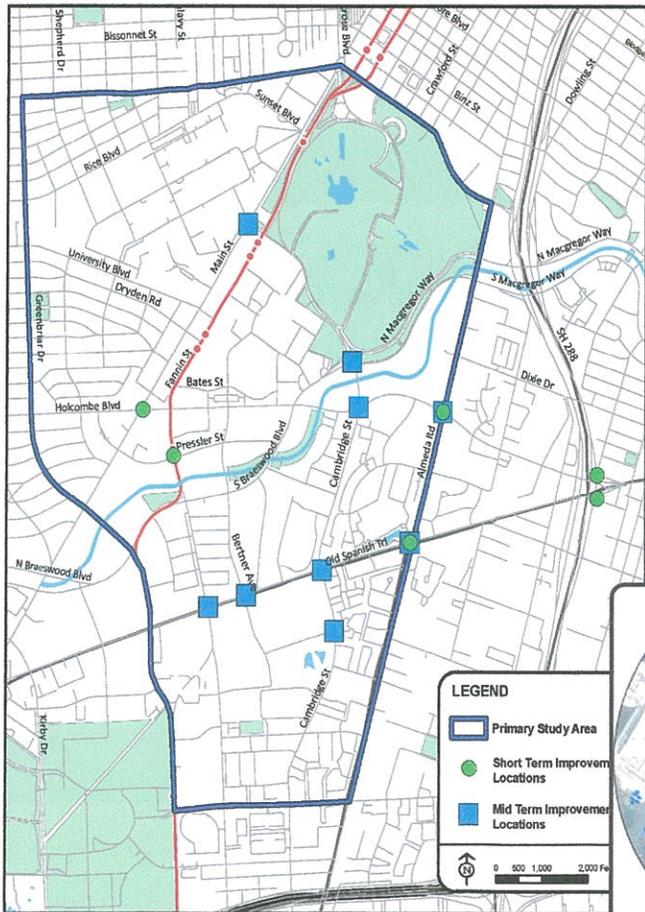
# Short-term and Mid-term Roadway Improvement Concepts



Serial Number	Conceptual Improvement	Limits	Scope of Work	Timeline	Estimated Constr. Cost*	Right-of-Way Needed	Potential Funding Application
				Short/Mid/Long	(Millions in 2014 Dollars)	(acres)	
1	Local Circulation Improvements	University/Dryden between Main St. and Fannin Street	Convert University St. and Dryden St. to one-way pair between Main St and Fannin St. Modify four(4)	Short	1	N/A	CoH/CMAQ
2	Parking ITS Solutions	TMC Study Area	Provide Parking Guidance Signs , Space Availability Signs at strategic locations. Develop Mobile App to assist TMC patrons.	Short	5	N/A	Private
3	Cambridge at East Drive Intersection Improvements	Intersection approaches	Add exclusive Turn bays at intersection as identified(NBL, SBU, Additional EBR).Conduct Traffic Signal Warrant Study and install traffic signal.	Short/Mid	0.85	0	CoH/CMAQ
4	Cambridge at Braeswood Intersection Improvements	Intersection approaches	Add exclusive Turn bays at intersections as identified (WBR Dual)	Short/Mid	0.4	0	CoH/CMAQ
5	288 NBFR @ OST Intersection Improvements	Intersection approaches	Add exclusive Turn bays at intersection as identified (NBL)	Short/Mid	0.4	0	CoH/CMAQ
6	288 NBFR @ Holcombe Intersection Improvements	Intersection approaches	Add exclusive Turn bays at intersection as identified (NBL)	Short/Mid	0.4	0	CoH/CMAQ
7	Main @ Cambridge Intersection Improvements	Intersection approaches	Add exclusive Turn bay at intersection as identified (NBR)	Short/Mid	0.6	0.08	CoH/CMAQ
8	Fannin at Pressler Intersection Improvements	Intersection approaches	Add exclusive Turn bays at intersection as identified (EBL, WBL) & Signal Timing Improvements (LRT)	Short/Mid	1.2	0.19	CoH/CMAQ
9	Almeda @ OST Intersection Improvements	Intersection approaches	Add exclusive Turn bays at intersections as identified (EBR, Additional NBL bay, Additional WBL, SBR, NBR)	Short/Mid	2	0.17	CoH/CMAQ
10	Cambridge at Holcombe Intersection Improvements	Intersection approaches	Add exclusive Turn bays at intersection as identified (WBL, EBL, EBR)	Short/Mid	2.2	0.29	CoH/CMAQ
11	Holcombe @ Main Intersection Improvements	Intersection approaches	Add exclusive Turn bays at intersection as identified(SBR, WBR, Additional bays EBL and WBL)	Short/Mid	2	0.39	CoH/CMAQ
12	Holcombe @ Almeda Intersection Improvements	Intersection approaches	Add exclusive Turn bays at intersections as identified(WBL, Additional NBL, EBL Dual, EBR)	Short/Mid	2.4	0.39	CoH/CMAQ
13	OST at Fannin Intersection Improvements	Intersection approaches	Add exclusive Turn bays at intersections as identified (NBR, SBR, EBR, WBR)	Short/Mid	0.8	0.39	CoH/CMAQ
14	OST at Bertner Intersection Improvements	Intersection approaches	Add exclusive Turn bays at intersection as identified (Additional bays SBL, EBL Dual SBR, WBR)	Short/Mid	2.6	0.48	CoH/CMAQ
15	OST at Cambridge Intersection Improvements	Intersection approaches	Add exclusive Turn bays at intersection as identified	Short/Mid	2.6	0.39	CoH/CMAQ
16	Corridor Signal Timing Optimization	Intersection approaches	Optimize signal timing for major corridors such as Holcombe, OST, Almeda, Cambridge	Short/Mid	0.3	N/A	CoH/CMAQ

\*Costs are estimated Construction Costs Only in 2014 Dollars. Costs shown do not include Right-of-way or Utilities Relocation Costs.

## MID AND SHORT TERM IMPROVEMENT LOCATIONS



SIPSH  
PB handle  
Gabe  
5/29

# The Spires

May 20, 2014



Gabriel Y. Johnson, P. E.  
Vice President, Area Manager  
Parsons Brinckerhoff  
16285 Park Ten Place, Suite 400  
Houston, TX 77084

Dear Mr. Johnson:

On behalf of the Board of Directors and Civic Committee of The Spires, I thank you and your colleagues for meeting with us on Wednesday, May 7 to discuss the Texas Medical Center Mobility Study. We value your interest in our community's input on the project.

Our principal concern is the future plan proposing that Holcombe Blvd. is to become a prime corridor from Hwy. 288 into the Texas Medical Center with a future vehicular load of up to 50,000 vehicles per day (from the present count of 35,000).

While all of the residents are very concerned with the noise and air pollution as well as the added traffic of safety issues, we recommend the following as an alternative plan:

- Straighten Holcombe Blvd. from Almeda Road to Cambridge.
- Utilize Veterans Hospital existing property to straighten the road and illuminate the curve.
- Trees have already been removed by the VA in building existing parking lots.
- The straightened roadway would provide a buffer zone between The Spires and the road.
- Greenspace of the buffer zone would be maintained by The Spires.
- Utilize a portion of the existing vacant property to the west of The Spires in order to construct direct access roadway from Holcombe north to the Cambridge Street bridge into the TMC.

We would like for Parsons Brinckerhoff to incorporate the above alternate suggestion for Holcombe Blvd. into your final report that will be presented to the City of Houston and City Council.

From a long term perspective the majority of our residents are greatly in favor of an expanded transit system to take visitors and employees into and out of the congested medical center. Off-site parking complexes with some type of shuttle service, rail system or monorail would solve the parking and congestion problems that will continue to plague the TMC.

Best regards,

Toby Myers, The Spires Homeowners' Board of Directors, Civic Committee Chair

CC. The Spires Homeowners' Board of Directors  
Ronald McDonald House  
Houston Hospice  
Dwight Boykins, City Council District D and Shavonda Johnson  
Wendy Wilkinson

April 29, 2014

TMC Mobility Study  
C/O Parsons Brinckerhoff, Inc.  
16285 Park Ten Place, Suite 400  
Houston, TX 77084

Dear Sirs:

As a long-time condominium owner at The Spires, I am strongly opposed to the Holcombe Freeway proposal. Not only will it disrupt the lives of 230 homes in this community but it will lower our property values, and increase air and noise pollution to unsafe levels for our lower floors and swimming pool. Its construction will make our exit and entrance to our property even more dangerous than it already is.

Not only that, but dumping traffic from an expressway on or near Main Street in an already congested area seems short-sighted, to say the least. If such funnels are deemed necessary, cannot there be less-used streets for such purposes?

Even better, with the millions the TMC profits each year from its parking garages, it should consider building more near-by affordable housing for employees and provide adequate and reliable transportation means, rather than building more parking structures which encourage ever more cars. Park-and-ride centers, rapid bus and rail and nearer affordable living seems a more reasonable long-term solution than \$130 million for a flyover expressway on Holcombe.

Sincerely yours,



Anne Schnoebelen Meixner  
2001 Holcombe Blvd., The Spires  
Unit 702  
Houston, TX 77030

## HOLCOMBE FLYOVER

I am against this plan to build an elevated 4 lane expressway above Holcombe Blvd. from Highway 288 to the Texas Medical Center (TMC) will be devastating to our condominium and to the townhouse complexes along Holcombe Blvd.

I have lived here 24 years. It is my largest investment. An elevated expressway across my front door will ruin that investment, destroying the value of the property. Getting in and out of the building will be dangerous and difficult. Air pollution and noise pollution will add to the general deterioration of the neighborhood. Neighborhoods under an expressway deteriorate and become tomorrow's slum.

Holcombe Blvd. borders the newly renovated Hermann Park area along Brays Bayou. The parkland has been expensively (millions) landscaped to provide for enhancement of the park as well as water retention areas for flood control along the bayou. Pollution, filth and noise from a 4 lane expressway will reverse this expensive enhancement, eliminating one of the few peaceful and beautiful green spots in the city.

Also, what are you going to do with all the traffic when it gets to the narrow streets of the established medical center? Where will it go? The streets off of Holcombe and into the medical complex are narrow and have no way of being broadened. Wouldn't it make better sense to build a major highway south of Holcombe where all the new expansion of the medical center is currently taking place. Streets can be built to accommodate the heavier traffic generated by a major expressway and garages built to hold the cars.

Avoiding the destruction of still another established neighborhood inside the loop is to be desired. The City of Houston should alert to the protection of its residents.

Elizabeth Angulo, 2001 Holcombe Blvd., Unit 2704, Houston TX 77030

*E.A.*  
4/29/14

April 24, 2014

As a resident of the Spires Condominium, I am very concerned about the plan for the elevated Holcombe Freeway. Traffic is already heavy in this area and adding to it would only bottleneck at Main Street which is already a nightmare.

The impact to not only the 230 residential units of the Spires, but also the Dominican Center, Ronald McDonald, the Hospice and Cambridge residents would be severely very negative. The noise and air pollution would be terrible to live with. The present trees and available land for the project do not make this plan seem feasible.

Moving more traffic to Old Spanish Trail where medical center workers already park makes more sense. There are fewer residences to be impacted by this development. Even mass transit there would benefit patients and workers for the medical center and not further congest the high traffic volume present on Holcombe Blvd.



Art Keller DC

2001 Holcombe Blvd. #3406

Houston, TX 77030-4220