



Documentation of Virtual Public Hearing

Project Location

Harris County

Shepherd and Durham Drives

0912-72-607

Project Limits

From I-610 to I-10

Hearing Location

Virtual/On-Line

Hearing Date and Time

January 14, 2021 at 5:30 PM

Translation Services

Spanish

Presenters

Greg Goodman (English) and Mariana Raschke (Spanish) for MHRA

Total Number of Views (approx.)

403

Total Number of Commenters

144

Contents

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A. Comment/response matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Michael Conti	1/12/21	E-mail	<p><i>Project Support</i></p> <p>While I'm a big believer of this project and am excited for its completion...</p>	Thank you for your comment.
				<p><i>Traffic</i></p> <p>I'm concerned about traffic flow changes during the construction phase.</p> <p>For more than two years, 16th street was closed off so construction crews could keep their equipment nearby while they built the 15th Street Flats apartment complex. During this time, traffic increased 30x fold on my street as vehicles used Dorothy as a cut-thru... Could you tell me more about how the construction would impact traffic?</p>	The project would utilize a traffic control plan intended to maintain access and mobility on Shepherd, Durham, and the surrounding community throughout the duration of construction. The plan would keep as many travel lanes open as possible through construction. This would serve to minimize cut-through traffic and detours. The traffic control plan is a component of final and detailed design which would be completed in the 90% phase of the project. In addition to the completion and implementation of the traffic control plan, the Memorial Heights Redevelopment Authority would act as a liaison for the community to address project questions and concerns. The Authority would relay information and instruction to the contractor to address concerns to the greatest extent possible.
				<p><i>Safety</i></p> <p>While the increase of traffic was unpleasant, the scariest thing was the speed in which some of these vehicles were travelling. Annoyed by the closed street and unexpected detour, they'd fly down our quiet street at over 60 mph.</p> <p>My fear with this construction project is that people would use our side streets to bypass issues that are taking place on Shepard (back-ups, lane closures, construction crews, etc.)...What measures are in place to ensure those of us that live near Shepard and Durham don't experience such a significant increase in high-speed vehicles travelling down our streets?</p>	The Memorial Heights Redevelopment Authority does not have the legal authority to directly address speeding. However, the traffic control plan would be designed to minimize detour traffic on neighborhood streets. The Authority would coordinate with local law enforcement agencies as necessary to address law enforcement related matters.

2	Payton Arens	1/14/21	E-mail	<p><i>Project Support</i></p> <p>Please build soon. This project would significantly improve the functionality of the roadway...</p>	Thank you for your comment.
3	Braden Keith	1/15/21	E-mail	<p><i>Schedule</i></p> <p>Please provide a detailed schedule for selected cross streets improvements, working hours, and latest construction drawings.</p>	<p>Thank you for your comment.</p> <p>Construction of Phase I from I-610 to West 15th Street is projected to begin in late 2021. The project team anticipates that construction of Phase I would take approximately four years to complete. Phase II from West 15th Street to I-10 is anticipated to begin in 2023 and would take approximately three years to complete. Some construction would take place concurrently.</p> <p>A detailed phasing and traffic control plan would be completed in the 90% phase of the project.</p> <p>Working hours would generally be Monday through Saturday between the hours of 7:00 AM and 7:00 PM except in certain cases where additional hours or days are necessary due to unforeseen conditions or to minimize traffic disruption.</p> <p>The latest approved design documents are available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/.</p>
4	Brittney Brescia	1/15/2	E-mail	<p><i>Project Support</i></p> <p>As a property owner directly affected by this project, I strongly support it.</p>	Thank you for your comment.

				<p><i>Pedestrian and Bike Facilities</i></p> <p>I hope those designing the project would especially take note of the dramatic increase in pedestrians and bikers that W 18th - W 21st St. has seen as a result of new commercial and residential development. Changes to the cross streets that are in the scope of this project need to be well-thought out, particularly those to W 20th St. W 20th now has numerous bars and restaurants that have dramatically increased both vehicle and pedestrian presence, which has resulted in dangerous situations...Please design sidewalks and landscape in a way that separates cars and pedestrians and prevents cars from parking on the sidewalk.</p>	<p>The project scope elements related to the connecting and adjacent roads include design elements to separate vehicular and pedestrian users. Curbs would be utilized to prevent vehicular parking in the pedestrian realm.</p>
				<p><i>Project Design</i></p> <p>I strongly support the landscape and curb buffers planned for Durham and Shepherd and hope such design elements would extend to the cross streets in the scope of the project.</p> <p>My only concern with the proposal is the reduction in the width of one of the lanes on Durham and Shepherd. Those streets are already tight, especially since there are so many buses and trucks that use the roads that are barely able to stay in the lanes as is. Keeping or expanding the lane size would make the reduction in the number of lanes less painful.</p>	<p>Concrete curb, grass buffers, and street trees would be included on the improved cross-streets.</p> <p>Shepherd and Durham both currently have 11-foot-wide travel lanes. The proposed cross section would include 11-foot-wide outside lanes and a 10-foot-wide inside lane. For reference, the City of Houston standard is to have 10-foot travel lanes. This project is providing an additional one foot on each of the outside lanes to accommodate METRO buses and other wide vehicles.</p>
5	Katie Walker	1/15/21	Via website	<p><i>Project Support</i></p> <p>As a long-time resident of this area, I think this project is integral to the continued growth and maintenance of our neighborhood. I support this effort wholeheartedly and look forward to seeing the results.</p>	<p>Thank you for your comment.</p>

6	John Johnson	1/15/21	Via website	<p><i>Traffic</i></p> <p>How does reducing the number of lanes help with traffic congestion? Basic physics/logic says it does not.</p>	<p>Thank you for your comment.</p> <p>Two independent traffic analyses concluded that the project as a whole would decrease travel time delay when compared to the project not being constructed. The traffic analysis identified that the majority of congestion occurs at the intersections of 11th and 20th. This project includes the addition of dedicated left turn lanes at these locations. This improvement would reduce delay, even with the reduction of overall travel lanes.</p> <p>Please see the discussion of level of service on Slides 14 and 15 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/.</p>
				<p><i>Pedestrian and Bike Facilities/Safety</i></p> <p>How does adding a bike lane increase safety?</p>	<p>One of the goals of the project is to improve safety for all users (pedestrians, cyclists, and vehicles). Safety analysis completed for the project indicates that the corridor currently has a crash rate that is four times the Texas average for similar roadways. The analysis projects a crash reduction of 42 to 50 percent for certain types of vehicular crashes, a 67 percent reduction in pedestrian crashes, and a 38 percent reduction in bicycle crashes (when controlled for frequency).</p> <p>The project's improvements would provide safety benefits as follows:</p> <p>Roadway improvements such as updated pavement markings, clear sight lines, access management improvements, updated intersection signalization and signage, and appropriate "clear zone" areas would be provided within the project limits.</p> <p>Sidewalks and bike facilities would provide safe and protected areas for pedestrian and bicycle access.</p>

					<p>The addition of turning lanes at congested intersections would improve traffic efficiency and reduce turning movement related crashes.</p> <p>The removal of a travel lane would decrease crossing distance for all users, reduce the incidence of sideswipe and “t-bone” crashes, and would calm traffic.</p>
7	Stuart Gardner	1/15/21	E-mail	<p><i>Project Support</i></p> <p>I think the proposal is a great idea to give people the option to travel down those streets by foot or bicycle safely. It would also improve the way the area looks and benefit the new shops, bars and restaurants being built.</p>	Thank you for your comment.
				<p><i>Pedestrian and Bike Facilities/Safety</i></p> <p>I would also like to see safe pedestrian and cycle options crossing the I10 & I610 freeways as these are particularly risky areas.</p>	This project would connect to, but not across, I-10 and I-610. The Memorial Heights Redevelopment Authority understands the importance of these connections across TxDOT controlled facilities and will continue to coordinate with TxDOT on improvements for these important crossings.
8	Kirby Janke	1/20/21	Via website	<p><i>Project Design</i></p> <p>What would happen to the bridge on Shepherd that currently goes over the bike path at 7th Street?</p>	Thank you for your comment. The bridge would be restriped to accommodate bicyclists but would not structurally be impacted.
9	Kenneth Wouldiams	1/20/21	Voicemail	<p><i>Historic Properties</i></p> <p>[A property at 1419 North Shepherd] was initially called the Lowell Street School. It was in from their late 1890s or early nineteen-hundreds until Elementary was opened.</p>	Thank you for your comment. This property was identified as a property potentially eligible as historic in the survey submitted to the State Historic Preservation Office (SHPO). SHPO determined that the project would not adversely impact this property. The Historical Studies Project Coordination Request is available on the project web site at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/ .

				<p><i>Traffic/Pedestrian and Bike Facilities</i></p> <p>My concern is taking up one of the lanes for a bike trail. Something similar was done on Heights Boulevard, they took up one lane on the east and west side of Heights Boulevard for bicycle traffic reducing the number of lanes to four vehicles. One on each side would north and south and I do not see a lot of bicycles being used...Look at one of the side streets the parallel Shepherd and Durham and designate them or part of them is a back Trail. I see just tremendous amount of traffic going home. On Shepherd and south on on Durham I cannot for the life of me, see how you can reduce the number of lanes from 4 to 3 and improve traffic. The cross streets do need some work. They need to be widened designated left right turn lane. Particularly on 20th Street and...nineteenth and...If you're going west on 19th and 20th and would return on Durham going south are going the other way on Shepherd. I think that would be something that needs to be looked into overall.</p>	<p>Two independent traffic analyses concluded that the project as a whole would decrease travel time delay when compared to the project not being constructed. The traffic analysis identified that the majority of congestion occurs at the intersections of 11th and 20th. This project includes the addition of dedicated left turn lanes at these locations. This improvement would reduce delay, even with the reduction of overall travel lanes.</p> <p>Please see the discussion of level of service on Slides 14 and 15 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/.</p> <p>Select cross streets would be improved as a component of this project's scope but no widening is proposed at this time.</p>
				<p><i>Project Support</i></p> <p>I'm moderately in favor of the project with the exceptions of the...ones I talked about.</p>	<p>Thank you for your support.</p>
10	Mary Walker	1/21/21	Via website	<p><i>Pedestrian and Bicycle Facilities</i></p> <p>Please extend the bike trails to give us safe, healthy alternatives to get around with friends & family.</p>	<p>Thank you for your comment. The project would extend bicycle facilities by constructing six-foot-wide bike lanes behind the curb on the east side of both Shepherd and Durham Drives.</p>
11	Jeffrey Davis	1/21/21	Via website	<p><i>Project Support</i></p> <p>Please implement this plan as soon as possible for the safety of cyclists, pedestrians, and yes, even vehicular traffic.</p>	<p>Thank you for your comment.</p>

				<p><i>Pedestrian and Bicycle Facilities/Safety</i></p> <p>The density happening, and coming, would need alternative traffic flow. Especially in an area that utilizes cycling and pedestrian modes of mobility.</p>	<p>One of the goals of the project is to improve safety for pedestrians, cyclists, and vehicles. The typical section allows for six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham, three 10- to 11-foot-wide travel lanes, and a six-foot-wide one-way bike lane on the east side of each roadway behind the curb, i.e. separated from the roadway by a buffer or median (please see the proposed typical section in Slide 18 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/). This separation decreases conflict between vehicles, pedestrians, and bikes.</p>
12	Jocelyn Bickford	1/21/21	Via website	<p><i>Project Support</i></p> <p>I am increasingly using my bike as my primary method of transportation and strongly support the addition of dedicated bikeways along Shepherd and Durham drives!</p>	<p>Thank you for your comment.</p>
13	Kristin Andrichik	1/21/21	Via website	<p><i>Project Support</i></p> <p>I definitely support the addition of dedicated bikeways along Shepherd and Durham!</p>	<p>Thank you for your comment.</p>
14	Ekin Akdemir	1/21/21	Via website	<p><i>Project Support</i></p> <p>This is a great project! I support it so much.</p>	<p>Thank you for your comment.</p>
15	Michael Fritz	1/21/21	Via website	<p><i>Project Support</i></p> <p>Having driven on Shepherd and Durham countless times, and having also biked in the area, I noticed that even minor changes to the corridors would be immensely helpful. So I am thrilled to have come across this project. The dedicated bike lanes and</p>	<p>Thank you for your comment.</p>

				sidewalks strike an excellent and economical balance for mobility in the area. Thank you for your efforts.	
16	Ken Burke	1/21/21	Via website	<p><i>Project Support</i></p> <p>Can't believe this has not been done before. I'm all for it.</p>	Thank you for your comment.
17	Auhona Hoq	1/21/21	Via website	<p><i>Project Support</i></p> <p>I live in the neighborhood and strongly support the addition of dedicated bikeways along Shepherd and Durham drives!</p>	Thank you for your comment.
18	Bill Shirley	1/21/21	Via website	<p><i>Project Support</i></p> <p>I support and look forward to you approving protected bike lanes on both Durham and Shepherd. With the growth of this area to include many restaurants and a major grocery, and the connectivity it would add to the 7th street/White Oak bike baths, this would be an excellent neighborhood commuting option.</p> <p>I look forward to my car being on these roads less and my bike more.</p>	Thank you for your comment.
19	Mary Wiggins	1/21/21	Via website	<p><i>Project Support</i></p> <p>I fully support dedicated bikeways along Shepherd and Durham drives. I am really looking forward to this plan becoming a reality. Exciting.</p>	Thank you for your comment.
20	Tom Compson	1/21/21	Via website	<p><i>Project Support</i></p> <p>I'm very happy to see the reprioritization of this public transportation space to accommodate non-motorized users, both pedestrians and bicyclists. The sidewalks and dedicated bike lanes</p>	Thank you for your comment.

				<p>look well designed. Not only would this rebuild make this corridor safer for all, it would also be more inviting, and would likely lead to attractive economic development in the area, as we have seen adjacent to other bikeways such as Buffalo Bayou and the MKT Trail. Really glad to see it happening and looking forward to riding it!</p>	
21	Pat Gibson	1/21/21	Via website	<p><i>Project Support</i></p> <p>I am writing in support of the effort to advance the Shepard Durham multimodal model access and improvement project. This work is needed and consistent with the work being done across Houston and Harris county to improve road conditions, multimodal access and safety of the roadways.</p>	Thank you for your comment.
22	Colin Hendricks	1/21/21	Via website	<p><i>Pedestrian and Bicycle Facilities</i></p> <p>I ride my bike in this area and would love to see dedicated bike lanes as part of the plan. They would be used and appreciated by many people and improve our economy and quality of life!</p>	Thank you for your comment. One of the goals of the project is to improve safety for pedestrians, cyclists, and vehicles. The typical section allows for six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham, three 10- to 11-foot-wide travel lanes, and a six-foot-wide one-way bike lane on the east side of each roadway behind the curb, i.e. separated from the roadway by a buffer or median (please see the proposed typical section in Slide 18 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/). This separation decreases conflict between vehicles, pedestrians, and bikes.
23	Cheryl Hoz and Al Gearing	1/21/21	Via website	<p><i>Project Support</i></p> <p>We live at 27th and Durham and have first-hand knowledge of how very dangerous this intersection is for both vehicular and pedestrian traffic. We're really looking forward to this project and the positive impact on the area.</p>	Thank you for your comment.

24	Anita Hollman	1/21/21	Via website	<p><i>Project Support</i></p> <p>Greatly support this project and appreciate the detail and consideration to neighborhood context. The design greatly improves our network and opportunity to not only drive but walk bike and bus.</p>	Thank you for your comment.
25	Eric Riggs	1/21/21	E-mail	<p><i>Project Support</i></p> <p>I would like to voice my fullest support for this proposed project. Adding better pedestrian sidewalks and trees would beautify these two important arterial roads and would bring the infrastructure up to the standards being set by residential and commercial redevelopment in the area. Furthermore, the bike lanes are crucial in this thoroughfare as currently there is no safe way to access the White Oak Bayou trail from the north...As it stands these roadways are unusable by bicycle traffic except for perhaps earliest Sunday morning. These renovations would add a crucial link between the largely residential neighborhoods north of Loop 610 and the Bayou network that now spans much of the city. North-south links of this kind are needed all over the greater Houston area as bicycling continues to grow in popularity as a form of transportation, exercise, and recreation. With the major increase in residential population in and around this corridor over the last few years, this also presents a major investment in public safety for cyclists and pedestrians alike and would further increase the value and livability of this entire region of the greater Heights. I strongly support this project!</p>	Thank you for your comment.
26	Roy Maglin	1/21/21	Via website	<p><i>Pedestrian and Bicycle Facilities</i></p> <p>I think that the bike path is very important for this project. Any future revisions should include at least the same bicycle access.</p>	Thank you for your comment. One of the goals of the project is to improve safety for pedestrians, cyclists, and vehicles. The typical section allows for six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham, three 10- to 11-foot-wide travel lanes, and a six-foot-wide one-way bike lane on the east side of each roadway

					behind the curb, i.e. separated from the roadway by a buffer or median (please see the proposed typical section in Slide 18 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/). This separation decreases conflict between vehicles, pedestrians, and bikes.
27	David Collins	1/21/21	Via website	<p><i>Project Support</i></p> <p>I have literally been hoping for something like this to happen since the 1980s. For most of that time, we have not had city and county governments that would be responsive to requests for such sophisticated cycling infrastructure, so I got used to hoping in vain.</p> <p>North Shepherd and North Durham don't (usually) need four lanes of auto traffic each. They can get by with three and some traffic calming devices, including traffic signals timed for 30-35 mph. The trail along Nicholson Street is nice for north-south cycling, but it has too many stop signs and blind intersections for efficient transportation.</p> <p>One of the best outcomes of this improvement would be safer cycling for the many restaurant employees who cannot afford motor vehicles, and who often ride home from work after midnight.</p>	Thank you for your comment.
				<p><i>Project Design</i></p> <p>I haven't looked into this very deeply yet. Are there also plans to remove the viaducts over the MKT tracks that are no longer there? Even with the bridge of White Oak Bayou remaining in place, that would help cyclists tremendously, especially bicycle commuters.</p>	We are not certain which viaducts are being referenced. However, this project does not include any scope element to that effect. Project schematics can be found on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/).
28	Mark Newell	1/21/21	Via website	<i>Project Support</i>	Thank you for your comment.

				The bike lanes sound wonderful! Sorely needed to help prevent more deaths and injuries.	
29	Karen Stuart	1/21/21	Via website	<p><i>Project Support</i></p> <p>Shepherd has been hazardous for pedestrians & bikers (not to mention auto passengers). I fully support the plan and cannot wait til Shepherd gets fully developed. With the new MKT going in along the bike path and new restaurants and stores along the Shepherd corridor, more & more bikers, walkers & drivers would have access to a better Houston.</p>	Thank you for your comment.
30	Melissa McKee	1/21/21	Via website	<p><i>Project Support</i></p> <p>This sounds like a much-needed improvement and great trail connector. Thank you for working on this!</p>	Thank you for your comment.
31	Elise Sheppard	1/21/21	Via website	<p><i>Project Support</i></p> <p>I think this is a wonderful project for the safety and enjoyment of the Heights, which is where I live. I'm a cyclist and am thrilled about the dedicated bike lanes, keeping us away from cars. Crossing proposed 3 lanes each on Shepherd and Durham, by car and bike, would also be a lot safer and easier than crossing the current 4 lanes of traffic. Thank you!</p>	Thank you for your comment.
32	Kenneth Martinez	1/21/21	Via website	<p><i>Project Support</i></p> <p>Overall looks like a good plan. need to make sure that the bike line is developed as the cross-section design shows – a dedicated, separated bike path wide enough for two bikes. Well done so far.</p>	Thank you for your comment.
33	Jason Danvir	1/21/21	E-mail	<i>Project Support</i>	Thank you for your comment.

				<p>Please move forward with the bike path project on Shepherd & Durham.</p> <p>I live near 34th & shepherd and work near Shepherd & Larkin. This route would provide me with a safe way to bike to & from work each day.</p>	
34	Christine Ranieri	1/21/21	Via website	<p><i>Project Support</i></p> <p>I'm very excited about this project! I live in Montrose, and cross through the heights regularly on my bike. It would be great to have another safe, direct route from my house to the restaurants and shops north of I-10.</p>	Thank you for your comment.
35	Kyle Aubuchon	1/21/21	Via website	<p><i>Project Support</i></p> <p>Much needed and very welcomed project.</p>	Thank you for your comment.
36	Magali Sabino	1/21/21	Via website	<p><i>Project Support</i></p> <p>I support this project, there is no connection north south. People take the risk of riding their bicycles on the road.</p>	Thank you for your comment.
37	Eric Nordstrom	1/21/21	Via website	<p><i>Project Support</i></p> <p>As a longtime bike commuter and rider in the city, I am pleased to submit my support for this project.</p>	Thank you for your comment.
38	Federico Monzon	1/21/21	Via website	<p><i>Project Support</i></p> <p>I strongly support the project. This area is sorely lacking walkable spaces as well as alternative transportation such as bike lanes.</p>	Thank you for your comment.

39	Jay Bennett	1/21/21	Via website	<p><i>Project Design</i></p> <p>Do the design requirements include root barriers on either side of tree zone to prevent tree roots from cracking the concrete after just a few years?</p>	Thank you for your comment. The design team would include measures to protect adjacent concrete and other infrastructure from damage by tree roots.
40	Kevin Chang	1/21/21	Via website	<p><i>Project Support</i></p> <p>I support the addition of dedicated bikeways along Shepherd and Durham drives. More people are riding bikes now and the Heights is a family friendly area where people can walk and ride to restaurants and for exercise. However, the bike path infrastructure could use some work, and this could go a long way towards improving the bike-ability if the area. I know when I look for an area to move to, walkable and bikeable areas are what I look for.</p>	Thank you for your comment.
41	Annamarie Dober	1/21/21	Via website	<p><i>Project Support</i></p> <p>So excited to see this happening! It would be an extremely useful and helpful corridor!!</p>	Thank you for your comment.
42	Adriana Teran	1/22/21	Via website	<p><i>Project Support</i></p> <p>Love the project, we need more bike lanes in Houston. Thanks, great job!</p>	Thank you for your comment.
				<p><i>Project Design</i></p> <p>The City should plan to plant trees in the landscaping improvements too!</p>	Street trees would be included in the scope of the proposed landscape improvements.
43	Bowen Roberts	1/22/21	Via website	<p><i>Project Support</i></p> <p>I fully support this project.</p>	Thank you for your comment.

44	Andrew HoulikRitchey	1/22/21	Via website	<p><i>Project Support</i></p> <p>I love this plan to make a bike corridor along Shepard. I moved here from a city that has lots of bike trails and I know that building bikeways of all sorts has great recreational, environmental, and economic repercussions.</p>	Thank you for your comment.
45	Don Smith	1/22/21	Via website	<p><i>Project Support</i></p> <p>The Shepherd/Durham Bike Path is an important addition to Houston alternative thoroughfare.</p>	Thank you for your comment.
46	Victoria Herman	1/22/21	Via website	<p><i>Project Support</i></p> <p>This looks like a great concept. I'm excited to see more bike lanes and pedestrian areas. This is an area we love to bike around and are often walking in. They would be used and a great benefit to the community.</p>	Thank you for your comment.
47	Dennis Devlin	1/22/21	Via website	<p><i>Project Support</i></p> <p>I STRONGLY support the inclusion of safe bike lanes in this proposal. Please ensure that it STAYS in the plans. Thanks for your consideration and for your work to improve our city!</p>	Thank you for your comment.
48	Flavio Teures	1/22/21	Via website	<p><i>Project Support</i></p> <p>That would be really wonderful, that project should be extended to Washington Avenue or to Buffalo Bayou, as it would link major biking areas.</p>	Thank you for your comment.

				<p><i>Project Design</i></p> <p>If the above can't be done, it should be extended at least to link it to White Oak bayou cycle way, this would link that project to a major bike way (White Oak x Buffalo Bayou). that would be a small change with major benefit.</p>	This project would include a connection to White Oak Bayou at Larkin Street.
49	Fred Seelig	1/22/21	Via website	<p><i>Project Support</i></p> <p>Please build this!</p>	Thank you for your comment.
50	Cary Fremaux	1/22/21	Via website	<p><i>Project Support</i></p> <p>I believe this project would be a great improvement to both the safety and appearance of the Shepherd/Durham corridor. I would never consider riding my bike any distance beyond just a block or two on either street. This project is desperately needed, and I think would prove to be heavily used by bicyclists and pedestrians adding greatly to the aesthetics of the neighborhood and viability of the businesses located along the corridor.</p> <p>I live in Rice Military and this project would increase my ability to shop and run errands on my bike and keep my car in the garage. Many others would be able to get to work by walking or biking much more safely.</p>	Thank you for your comment.
51	Tom Mahoney	1/22/21	Via website	<p><i>Project Support</i></p> <p>Biking is something that can be enjoyed for one's whole life. Protecting cyclists and encouraging them would only benefit all of us. Please make the upgrades to this area. It needs it.</p>	Thank you for your comment.
52	Douglas Candler	1/22/21	Via website	<p><i>Project Support</i></p>	Thank you for your comment.

				<p>I totally support this project. As a regular bike rider, I often cross Durham and Sheppard at 18th street. I would love to have another option to cross at a bike friendly intersection. Adding more dedicated bike lanes and not cross functional trails is the optimal solution, as it avoids the issues with pedestrians vs. bikes that are so prevalent on our multi-use trails. Terry Hershey Park is a great example, where the clashes between pedestrians and bikes is being won by pedestrians and is forcing bikes back onto the city streets.</p>	
53	Bryan Reed	1/22/21	Via website	<p><i>Project Support</i></p> <p>As someone who frequents this area, this is incredibly exciting. I look forward to a safer area to navigate.</p>	Thank you for your comment.
54	Steve Loden	1/22/21	Via website	<p><i>Project Support</i></p> <p>This project is INCREDIBLY needed and long overdue -- I'm so glad to see that it is finally coming to fruition. Don't let the folks who live outside the loop overwhelm the discussion with their concerns about not being able to blow through the heights at 50mph on the way from the suburbs to the city . . . this project isn't for them, but rather is for the residents who live in the area and who would soon be able to leave their cars behind and instead bike or walk to run errands or meet friends for drinks.</p>	Thank you for your comment.

				<p><i>Project Design</i></p> <p>As with any project of this scope, there are lots of details to be worked out I'm sure. But the one area of the project that I am most focused on is the intersections . . . as we have seen elsewhere in the City, it is those intersections where there is the most interaction between bikes and cars, and the greatest risk for tragedy (the bike always loses). I have studied the schematics for the intersections (there would be a LOT of them of course) and can't tell what provisions there would be to allow bikes to turn west when traveling north on Shepherd (or to turn east when traveling south on Durham). For example, if I'm riding my bike north on Shepherd and would like to turn in to the Heights Beer Garden which is between 14th and 15th streets, how would be able to safely navigate from the east side of Shepherd where the bike lane would be located, to the west side of the street where the business is located?</p>	<p>At certain locations, east-west bicycle crossing lanes would be installed. At other locations, cyclists would need to walk their bicycle across the crosswalk to the opposite sidewalk or utilize a vehicle lane in an appropriate manner.</p>
				<p><i>Stakeholder Input</i></p> <p>As I say, I have looked at the schematics online and can't determine how those sorts of things would be handled, but I recommend that the designers and planners seek input from Bike Houston and other city leaders in the biking community to ensure that those sorts of intersections are properly designed from a cyclist's perspective.</p>	<p>Coordination with Bike Houston took place in the project's planning phase and would continue through the design process.</p> <p>Individual invitations were also extended to stakeholder representatives and groups for the public meeting in 2018 and this virtual public hearing. A full list of both can be found in the Documentation of Public Meeting and Documentation of Public Hearing reports on the project web page.</p>
55	Thomas Penshorn	1/22/21	Via website	<p><i>Project Support</i></p> <p>This is awesome and sorely needed!</p>	<p>Thank you for your comment.</p>
56	Robert Webb	1/22/21	E-mail	<p><i>Project Design</i></p>	<p>Thank you for your comment. The Memorial Heights Redevelopment Authority does not have the regulatory authority to control development standards.</p>

				<p>I am against the project unless there are restrictions on occupancy per square foot of land. You are going to decrease lanes from 4 to 3 for both Shepherd and Durham, and the improved roadways would attract more development of living and shopping. Without restrictions on development, the area would be flooded with traffic...</p>	<p>Two independent traffic analyses concluded that the project would decrease travel time delay when compared to a scenario where the project was not constructed. The traffic analysis identified that the majority of congestion occurs at the intersections of 11th and 20th. This project includes the addition of dedicated left turn lanes at these locations. This improvement would reduce delay, even with the reduction in the reduction of overall travel lanes.</p>
57	Brian Barr	1/22/21	Via website	<p><i>Project Design</i></p> <p>The City of Houston is planning a major reconstruction of 11th street as a part of the implementation of the Houston Bike Plan. Bicycle traffic along the 11th street corridor would greatly increase as a result, and I would like to request close design coordination at the interface of the projects so as to insure a safe, comfortable connection from the 11th street bike lanes to and from the lanes on Shepherd. As it stands, I don't see anything in the schematics accounting for a connection. 11th also has the potential to serve as an important connection to the White Oak Bayou Greenway, so safe passage across Shepherd and Durham is also an important consideration.</p>	<p>The Memorial Heights Redevelopment Authority is coordinating with TxDOT, METRO, and the City of Houston on adjacent and connecting projects. This includes the City's proposed project on 11th Street. Connectivity improvements, to the extent needed and possible within the geographic extent of this project's scope, would be addressed during the 90% design phase of the project.</p>
				<p><i>Safety</i></p> <p>I would really like to see attention paid to segregation of modes, with a physically protected bike lane separate from the car lanes, but also separate from the pedestrian paths. Entrance and exits to shopping centers along the project should also be carefully considered as this has the potential to be really dangerous if cars whip in and out across the bike and pedestrian facilities as they do now. Vehicle speeds along the corridor should also be brought down dramatically as the likelihood of pedestrian fatality is extremely high in the event of a collision at the current design</p>	<p>One of the goals of the project is to improve safety, for pedestrians, cyclists, and vehicles. The typical section allows for six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham, three 10- to 11-foot-wide travel lanes, and a six-foot-wide one-way bike lane on the east side of each roadway behind the curb, i.e. separated from the roadway by a buffer or median (please see the proposed typical section in Slide 18 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/).</p>

				speeds. This is far and away the element of this road as it stands currently that acts as such a barrier to east/west travel across the streets.	Access management improvements would be addressed on a property-by-property basis to improve safety for all users. The speed limit along Shepherd and Durham is currently set at 35 mph. The Memorial Heights Redevelopment Authority does not have the regulatory ability to directly modify the speed limit.
58	Briony Gannon	1/22/21	Via website	<i>Pedestrian and Bicycle Facilities</i> Houston needs more bike lanes so that we can commute to work, grocery store, dine etc. Shepherd and Durham are streets that connect these activities. Please include bike lanes on Shepherd and Durham.	Thank you for your comment. The project's typical section includes six-foot-wide one-way bike lanes on the east sides of Shepherd and Durham behind the curb, i.e., separated from the roadway by a buffer or median (please see the proposed typical section in Slide 18 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/).
59	Mike Yates	1/22/21	Via website	<i>Project Support</i> Great plan - make it happen!	Thank you for your comment.
60	Ruth Henshall	1/22/21	Via website	<i>Project Support</i> My business is just west of the project area on I-610 and I frequently use both roadways but NEVER cross either road without the protection of a light. This project would greatly improve area safety and aesthetics. Thanks for your efforts to get it built.	Thank you for your comment.
61	Wouldiam Spear	1/22/21	Via website	<i>Project Support</i> This project is wonderful. This is the kind of forward thinking our city needs to compete and continue to grow. Thank you so much for all you're doing.	Thank you for your comment.
62	Jeremy Stone	1/22/21	Via website	<i>Project Support</i>	Thank you for your comment.

				I support this project. Making these roads more accessible and safer for cyclists and pedestrians is key for traffic management, safety, and community building.	
63	Brad Snead	1/22/21	Via website	<p><i>Project Support</i></p> <p>I'm writing in SUPPORT of this project. I am a resident of the Woodland Heights, on the board of directors for our neighborhood, and our delegate to the greater heights super neighborhood council. Our neighborhood strongly supports this project. That part of the heights is virtually unreachable outside of a car. This project, in conjunction with the 11th Street project and the bikeways, would provide much safer access for pedestrians and cyclists.</p>	Thank you for your comment.
64	Liz Lary	1/22/21	E-mail	<p><i>Project Opposition</i></p> <p>I am strongly opposed to spending \$115 MM on 2.4 miles to take lanes for cars out and replacing with bike lanes. The project is extremely expensive and would be used by very few Houstonians... The number of people actually commuting by bike is tiny relative to the population of Houston. Additionally, given our climate-heat, rain, hurricane etc, it's ridiculous to assume any cars or buses would be taken off the road.</p>	Thank you for your comment. The project would address a multitude of needs to include safety, the roadway surface, multimodal access, flooding, and mobility concerns along Shepherd and Durham Drives between I-610 and I-10. Currently, the corridor has a high crash rate; the roadway is in serious disrepair and has had no significant roadway improvements since the 1950s; there is a lack of multi-modal and regional access; the roadway experiences ponding during rain events; and the area experiences congestion. For more details, please refer to Slide 13 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/).
				<p><i>Safety</i></p> <p>Any plan that puts a person on a bike in even closer proximity to cars going 35-40 miles per hour is completely unsafe.</p>	One of the goals of the project is to improve safety, for pedestrians, cyclists, and vehicles. The typical section allows for six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham, three 10- to 11-foot-wide travel lanes, and a six-foot-wide one-way bike lane on the east side of each roadway behind the curb, i.e. separated from

					the roadway by a buffer or median (please see the proposed typical section in Slide 18 in the virtual public hearing presentation available on the project website.
				<i>Funding</i> This money would be much better spent in other services to assist the people of Houston.	The project is being funded through a combination of federal transportation funds, H-GAC transportation funds, and MHRA funds. This funding cannot be reallocated to different services (police, fire, flood control, etc.)
65	Patrick Bolgren	1/22/21	Via website	<i>Project Support</i> The plans look great. This would be a big improvement in creating a walkable Houston.	Thank you for your comment.
				<i>Landscaping</i> I do hope that native plants are used in any landscaping that is included in this so that we can help support local flora and fauna as well as helping to mitigate flooding.	Landscape planting options would be selected based on their ability to be long-lasting and to minimize maintenance. Native plants would be considered through the landscape design process.
66	Neal Ehardt	1/23/21	E-mail	<i>Project Support</i> Thank you, this project looks amazing! Right now I can only drive to most places on Shepherd and Durham. I'm excited to bike to all the great shops and restaurants.	Thank you for your comment.
				<i>Project Design</i> The intersection of 11th St & Shepherd Dr should be narrowed, with fewer lanes for cars. Specifically, the eastbound approach along 11th St should be narrowed from 3 to 2 lanes; and the approach along Shepherd Dr should be narrowed from 4 to 3 lanes. This would improve safety for pedestrians and cyclists crossing the street. This intersection is already part of Houston's	The project design was selected to carefully balance traffic congestion, access, and safety for all users. The selected design would not include narrowing 11 th , 19 th , or 20 th , but does include narrowing Shepherd and Durham Drives. Corner radii would be evaluated throughout the entirety of the project limits and adjusted as necessary to maximize sight distance and safety for all users.

			<p>Vision Zero High-Injury Network. We should expect the new bicycle and pedestrian facilities to bring increased bicycle and pedestrian traffic, which would lead to more collisions if the crossings are not shortened.</p> <p>The intersection of 11th St & Durham Dr should be narrowed, with fewer lanes for cars. Specifically, both approaches along 11th St should be narrowed from 3 to 2 lanes; and the approach along Durham Dr should be narrowed from 4 to 3 lanes. This would improve safety for pedestrians and cyclists crossing the street. With the new bicycle and pedestrian facilities, we should expect bicycle and pedestrian traffic to increase, which would lead to more collisions if the crossings are not shortened.</p> <p>Durham Dr approaching 19th St should be narrowed from 4 to 3 lanes. This would improve safety for pedestrians and cyclists crossing the street. This intersection is already part of Houston's Vision Zero High-Injury Network. We should expect the new bicycle and pedestrian facilities to bring increased bicycle and pedestrian traffic, which would lead to more collisions if the crossings are not shortened.</p> <p>Shepherd Dr approaching 20th St should be narrowed from 4 to 3 lanes. This would improve safety for pedestrians and cyclists crossing the street. This intersection is already part of Houston's Vision Zero High-Injury Network. We should expect the new bicycle and pedestrian facilities to bring increased bicycle and pedestrian traffic, which would lead to more collisions if the crossings are not shortened.</p> <p>At the northeast corner of 28th St & Durham Dr, the corner radius should be decreased, or the corner should be otherwise hardened. Pedestrians and cyclists traveling along Durham have a very long crossing at 28th; they would conflict with cars traveling south on</p>	
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				Durham turning left onto 28th. As designed, this corner allows fast movement in the left-turn lane, which presents a safety hazard.	
				<p><i>Speed Limit</i></p> <p>The posted speed should be lowered to 25 mph. The Houston Vision Zero Action Plan calls for a 25 mph speed limit on city residential streets. The project area has 415 single-family homes and 3 multi-family structures. At peak hours, I expect reducing the speed limit would improve system performance because travel speeds would more closely match the posted speed.</p>	The speed limit along Shepherd and Durham is currently set at 35 mph. The Memorial Heights Redevelopment Authority does not have the regulatory ability to directly modify the speed limit.
				<p><i>Safety</i></p> <p>The design speed should be lowered to equal to the posted speed. High design speeds are linked to decreased safety.</p>	The design speed (different than the posted speed) of 45 mph is set based on the functional classification of the facility and FHWA requirements. These standards must be adhered to because of project grant requirements.
67	Ruth Black	1/23/21	Via website	<p><i>Project Support</i></p> <p>I am in support of the addition of dedicated bikeways along Shepherd and Durham drives, to improve connectivity of existing multi-use pathways in Houston and to provide exclusive right-of-way points for our most vulnerable users of the road. Thank you!</p>	Thank you for your comment.

68	Jackie Staple	1/24/21	Via website	<p><i>Safety</i></p> <p>Traffic is already horrific on these roads, especially at peak times. More needs to be done to address the high incident areas on the heat maps.</p> <p>For example, anyone who travels these roads knows: (1) the heat around West 26-28 is due to people blasting at high speeds when the light changes and because of Durham's curve, which needs corrected to a straight sight line by a small taking of the flower shop property to straighten out the curve and removing fences and other obstructions, and traffic light needs added at West 26; (2) the heat at West 11 is due to the shopping centers and Popeye's, and entrances to all of them need to be reduced to one ingress/egress for each; and (3) the heat at I-10 and Shepherd is because of the way the bridge curves and lack of clear striping.</p> <p>The light timing on Durham and Shepherd also needs addressed - too many cars blast through lights because the timing is often off and you get stopped at nearly every light. Especially with three lanes instead of four, traffic would need to flow with minimal stopping.</p> <p>This is likely not possible, but I wish heavy trucks could be prohibited from using these roads - because I-610 West has been a disaster for so long, and maybe because it is perceived to be a fast shortcut, trucks that clearly are not local are using Durham/Shepherd as a cut-through from I-10 to I-610 North and beyond.</p> <p>I have many concerns with bike lanes. I do not think these are or would be safe roads for bikers. That said, I see a concern with</p>	<p>Thank you for your comment. One of the goals of the project is to improve safety, for pedestrians, cyclists, and vehicles. The typical section allows for six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham, three 10- to 11-foot-wide travel lanes, and a six-foot-wide one-way bike lane on the east side of each roadway behind the curb, i.e. separated from the roadway by a buffer or median (please see the proposed typical section in Slide 18 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/).</p> <p>Corner radii would be evaluated throughout the entirety of the project limits and adjusted as necessary to maximize sight distance and safety for all users.</p> <p>A taking of property is a "last resort" option that is very time and cost intensive. The project is designed to avoid the taking of property to the greatest extent possible.</p> <p>Traffic signal timings would be optimized to minimize traffic delay and maximize safe travel for all users.</p> <p>The Memorial Heights Redevelopment Authority does not have the regulatory ability to restrict truck traffic along the corridor.</p>
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			<p>cars from the East-West streets being able to make turns with bikes flying by. At many East-West streets, visibility is not good, and it is hard enough to sometimes make the turn into the curb lane now. Adding bicycles to the equation is going to cause accidents, especially at peak times. Also, with the current design, it seems cars would need to pull forward into the bike lanes from the East-West streets to be able to see to make the turn out onto Durham and Shepherd - the street light zone should be wide enough so a car can pause, look for bikes, then sit waiting to make a turn in the width of the light zone.</p>	
			<p><i>Traffic</i></p> <p>It is not uncommon for cars and trucks to travel at what I estimate to be 50-55 mph on Durham and Shepherd. I have driven all over the country, and these roads are some of the scariest I have driven. As a Heights resident, I am tired of drivers treating my neighborhood like an extension of the highway and disregarding speed limits, safety, and pedestrians. I did not see enough information provided on plans for traffic calming devices, like speed bumps and lane shifts and contrasting pedestrian crosswalks. I would also suggest a fairly high concrete median between the sidewalks and the roads to protect pedestrians in the event a car veers off or goes airborne.</p> <p>It would also be beneficial to have better signage incorporated into Durham and Shepherd to show they are one way. This is poorly marked at the East-West streets. Something more than the typical, tiny black and white signs need to be incorporated into the design of this project.</p>	<p>Bike lanes would be behind the curb, i.e., separated from the roadway by a buffer or median. The pedestrian realm would also be separated by a curb and a planting strip where possible. It is anticipated that the removal of a travel lane would serve to calm traffic to the posted speed limit of 35 mph. Please see the proposed typical section in Slide 18 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/</p> <p>The incorporation of one-way signage and other regulatory signage would be incorporated in the final project design to best direct traffic.</p>

				<p><i>Project Design</i></p> <p>This project is an opportunity for placemaking and art. The presentation failed to address public art and showed a lackluster streetscape with lackluster lighting. Houston is an international city with a vibrant art scene. The Durham and Shepherd corridors of The Heights are becoming more vibrant, developed, and upscale. The arts community needs to be included in the planning and public art on this project, and it needs to reflect the neighborhood in which it sits.</p> <p>Imagine the lighting as (instead of boring, grey poles) a series of light-up spire sculptures akin to the Frank Lloyd Wright spire in Scottsdale, Arizona. Imagine incorporating sculptures of metal, stone, and other weather-resistant materials akin to Sioux Falls' Sculpturewalk and making the Durham/Shepherd corridor a destination where bikers and pedestrians can stop and appreciate art. There is no reason inspired art and lighting cannot be incorporated into the tree and lighting zones. Organizations like Fresh Arts Houston or True North should be involved now before things are built, not brought in after the fact.</p>	<p>The Memorial Heights Redevelopment Authority is restricted from maintaining improvements above City of Houston standard elements. This largely prohibits us from incorporating public art and placemaking improvements. Areas in Houston that feature improvements like this generally have a Municipal Management District (MMD) in place to operate and maintain these types of betterments.</p>
69	Brett Milke	1/25/21	Via website	<p><i>Project Design</i></p> <p>We have reviewed your schematic plans and have a question. Our company owns the shopping center at the corner of 11th and Shepherd/Durham. It's not clear in reviewing the schematic plans if access to/from our property would be impacted. Are there any further details that may shed light on this? Thank you.</p>	<p>Thank you for your comment. The Memorial Heights Redevelopment Authority will contact you directly as it relates to your individual property and related access.</p> <p>Generally, the intent of the project design is to maximize safety for all users by consolidating driveways where practical and in a manner that still enables access to all adjacent properties.</p>
70	Rebecca Edwards	1/25/21	Via website	<p><i>Project Opposition</i></p> <p>Ridiculous to reduce already busy lanes for auto traffic when there are literally HUNDREDS (more accurately THOUSANDS considering</p>	<p>Thank you for your comment. Two independent traffic analyses (which take into consideration area density increases) concluded that the project would decrease travel time delay when compared to a scenario where the project is not constructed. The traffic analysis</p>

				<p>multi-resident structures nearing completion in the area... traffic is going to double triple or more and you're reducing lanes on main roads ... Put bike lanes a block or two over, on parallel streets... safer for cars AND cyclists... Plus, I don't know that many cyclists who routinely travel at posted speed limit ...</p>	<p>identified that the majority of congestion occurs at the intersections of 11th and 20th. This project includes the addition of dedicated left turn lanes at these locations. This improvement would reduce delay, even with the reduction in the reduction of overall travel lanes.</p> <p>Please see the discussion of level of service on Slides 14 and 15 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/.</p> <p>One of the goals of the project is to improve safety for pedestrians, cyclists, and vehicles. The typical section allows for six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham, three 10- to 11-foot-wide travel lanes, and a six-foot-wide one-way bike lane on the east side of each roadway behind the curb, i.e. separated from the roadway by a buffer or median (please see the proposed typical section in Slide 18 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/). This separation decreases conflict between vehicles, pedestrians, and bikes.</p>
71	Cort Maddux	1/25/21	Via website	<p><i>Project Support</i></p> <p>Thank you for this well thought out and necessary project. As a resident of Timbergrove I fully support this project and the benefits it would bring to our community.</p>	<p>Thank you for your comment.</p>
72	Judith Britt	1/25/21	Via website	<p><i>Project Opposition</i></p> <p>I am not in favor of them adding a bike lane on Shepherd. It is already too congested especially with new 10 story apartment buildings going in that would create more traffic. More pressing, we need a crossing light on 11th Street at Herkimer.</p>	<p>Thank you for your comment. Two independent traffic analyses (which take into consideration area density increases) concluded that the project would decrease travel time delay when compared to a scenario where the project is not constructed. The traffic analysis identified that the majority of congestion occurs at the intersections of 11th and 20th. This project includes the addition of dedicated left</p>

					<p>turn lanes at these locations. This improvement would reduce delay, even with the reduction in the reduction of overall travel lanes.</p> <p>The intersection of 11th and Herkimer is outside of the scope of this project.</p> <p>Please see the discussion of level of service on Slides 14 and 15 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/.</p>
73	Robin Holzer	1/25/21	Via website	<p><i>Project Support</i></p> <p>I strongly support this project (CSJ: 0912-72-607) to reconstruct Shepherd and Durham, to radically improve safety for all street users, and provide convenient access for people who walk, bike, and ride transit.</p>	Thank you for your comment.
				<p><i>Safety</i></p> <p>To ensure the new intersections work for all users, I respectfully urge you to include modern high-visibility crosswalk and crosspath markings. I also urge you to ensure new traffic signal systems include transit signal priority (TSP), leading pedestrian intervals (LPI), and dedicated bikeway signals also with leading intervals to prioritize safe crossings for non-drivers.</p>	The project is scoped to include high-visibility crosswalk/bicycle lane markings and would also include dedicated bikeway signals. The Memorial Heights Redevelopment Authority is coordinating this project closely with METRO and the potential for transit signal priority improvements will be considered. The ability to enable leading pedestrian intervals are incorporated in the project design. The signal timings are an operational aspect of the project and a City of Houston Public Works Department decision.
74	Kevin Quist	1/25/21	Via website	<p><i>Project Support</i></p> <p>I'm a Houston native and am currently living in midtown. I am extremely supportive of any project in Houston that has high quality, grade protected bikeways. If this project is done please make sure that you'd feel comfortable letting your child ride in the</p>	Thank you for your comment. One of the goals of the project is to improve safety for pedestrians, cyclists, and vehicles. The typical section allows for six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham, three 10- to 11-foot-wide travel lanes, and a six-foot-wide one-way bike lane on the east side of each roadway behind the curb, i.e. separated from the roadway by a buffer or

				bikeway, if not don't build it until the bikeways are safe enough for children! If it is suitable for your child to bike on, full steam ahead!	median (please see the proposed typical section in Slide 18 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/). This separation decreases conflict between vehicles, pedestrians, and bikes.
75	Dan Phelps	1/25/21	Via website	<p><i>Project Support</i></p> <p>I do not have a specific comment, but I want to express my emphatic support for this project. As a daily bike commuter and avid utility cyclist, these types of connections and safety infrastructures are sorely lacking in Houston. While this is a small piece of the larger puzzle it nevertheless needs to happen to begin bringing Houston together with more than just cars.</p>	Thank you for your comment.
76	Nicholas Lockhart	1/25/21	Via website	<p><i>Project Support</i></p> <p>I am in support of the proposed improvements primarily because I support safe pedestrian and bicycle infrastructure. I do not live in the immediate area, but connectivity through infrastructure which allows forms of travel other than automobile promote health, community, and quality of life across the city. We need far more of the bike and pedestrian infrastructure in all parts of the city to bring the city together and elevate the quality of life in Houston.</p>	Thank you for your comment.
77	Zack Kagels	1/25/21	Via website	<p><i>Project Design</i></p> <p>I live at the corner of W20th and Durham Street. Currently I have a gravel driveway between 20th street and the public sidewalk in front of my home. With the improvements planned for 20th street, would my driveway be removed and replaced with concrete? Or would it be removed and not be replaced all together?</p>	<p>Thank you for your comment. The Memorial Heights Redevelopment Authority will contact you directly as it relates to your individual property and related access.</p> <p>Driveway and other access management improvements would be incorporated through the design process to retain property access while improving safety for vehicular, pedestrian, and bicycle users. Driveways would be designed to current City of Houston code</p>

					requirements (concrete) and any encroachments in the public right-of-way would be addressed.
				<p><i>Drainage</i></p> <p>Can you confirm if the current drainage plan is to have concrete ditches, or simply improve the current earth berm style ditch?</p>	<p>The scope of work along Shepherd and Durham Drives includes a closed drainage system with inlets.</p> <p>Connecting cross-streets that are within this project scope (24th, 20th, 19th, 18th, 16th, 15th, 14th, 12th, and 11th) would be improved to a closed drainage system with inlets.</p>
78	Inaki Sagarzazu	1/26/21	Via website	<p><i>Project Support</i></p> <p>This is a great project it would change the area significantly. Hopefully businesses would not put parking next to the sidewalk but would instead put them in the back.</p>	Thank you for your comment. MHRA cannot determine where businesses locate parking. On-street parking is not a component of the project design.
79	Henning Stensrud	1/26/21	Via website	<p><i>Project Support</i></p> <p>Great project. I hope this gets all the appropriate approvals as soon as possible.</p>	Thank you for your comment.
				<p><i>Safety</i></p> <p>What is the reason for running the bike lane on the east side of Durham? I wonder if this is a less safety focused solution than running the bike lane on the west side:</p> <ul style="list-style-type: none"> -Drivers taking left hand turns on Durham to go towards Shepherd are generally much less likely to expect a bicycle on their left than on their right, which would be the situation if the bike lane is built on the west side of Durham. This is likely to increase dangerous bike-car situations. - The number of cars coming from outside the general corridor area that want to take a left on Durham to go to the restaurants, 	A public meeting was held in 2018 where three design alternatives were presented. Alternative 1 was a cycle track on Shepherd Drive. Alternative 2 was bicycle lanes on the outside of Shepherd and Durham Drives. Alternative 3 was bike lanes on the inside of Shepherd and Durham Drives. Based on public comments from that meeting and additional design refinement, Alternative 4 with bike lanes on the east side of Shepherd and Durham was additionally evaluated. Analysis determined that Alternative 4 is the preferred alternative as it would minimize conflicts with public transportation stops along Durham while maximizing safety for all users and minimizing right-of-way acquisition.

				shops and other businesses along Shepherd is likely to far outweigh the number of cars on Durham that would take right hand turns into the mostly residential areas on that side of the street. This is another reason the number of potential bike-car dangerous situations and possible accidents is likely to be higher with a bike lane on the east side of Durham than on the west side.	<p>Please see Slide 21 in the virtual public hearing presentation on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/.</p> <p>A report documenting the 2018 public hearing is also available on the project website.</p>
80	Sara Mathias	1/26/21	E-mail	<p><i>Traffic/Safety</i></p> <p>Shepherd and Durham have MULTIPLE large apartments being built that would further congest the streets. People that are biking and walking would probably still choose to use Nicholson and Heights since they are safer (car speed, designated paths) and then travel west when they want to reach the establishment on Durham. Maybe improve the Durham/Shepherd sidewalks, but there is a lot better use of \$115 million... What about using the money to repair sidewalks on the east/west streets and put a pedestrian light/crossing on 11th, 18th, 19th, and 20th Nicholson intersections?</p>	<p>Thank you for your comment. Two independent traffic analyses (which take into consideration area density increases) concluded that the project would decrease travel time delay when compared to a scenario where the project is not constructed. The traffic analysis identified that the majority of congestion occurs at the intersections of 11th and 20th. This project includes the addition of a dedicated left-turn lane at these locations. This improvement would reduce delay, even with the reduction in the reduction of overall travel lanes.</p> <p>Please see the discussion of level of service on Slides 14 and 15 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/.</p> <p>The project is being funded through a combination of federal transportation funds, H-GAC transportation funds, and MHRA funds. The alternative improvements referenced in the comment are outside of the scope and limits of this project.</p>
81	Tom Carver	1/26/21	E-mail	<p><i>Utilities</i></p> <p>No mention was made of overhead utilities such as power lines and phone lines. Hopefully the scope of work includes, or can be modified to include, placing these overhead utilities underground.</p>	<p>Thank you for your comment. Above ground utilities would be adjusted to accommodate the project improvements. Burial of utilities is not a component of the project scope or budget at this time.</p>
82	Alex McKay	1/26/21	E-mail	<p><i>Project Support</i></p>	<p>Thank you for your comment.</p>

				<p>I am in favor of the development of Durham and Shepherd.</p> <p><i>Safety</i></p> <p>I propose that there are additional crosswalks or stop signs on both streets...there needs to be easier walkability...I would love to see pedestrian activated lights to allow for safe crossing (which is great for people on their bikes as well and not just on foot).</p>	<p>Thank you for your comment. At this time, no new pedestrian activated lighting improvements are considered in the project scope.</p>
83	Todd Beeby	1/26/21	Via website	<p><i>Project Support</i></p> <p>This project is very much needed. the roads are very dangerous and the lack of bike/ped options really restricts this area from becoming more integrated with the other areas of the heights. I look forward to the opportunities to visit the shops and restaurants along here without feeling like I am going to get hit by another car every time.</p>	<p>Thank you for your comment.</p>
84	Luis Guajardo	1/27/21	Via website	<p><i>Project Support</i></p> <p>Its past time we upgraded our signature streets so that people of all ages and abilities can safely walk, bike, or drive. Projects like this would attract more businesses and walkable development the entire corridor and serve to connect communities north and south of White Oak Bayou.</p> <p>Huge win for the neighborhood and for Houston!</p>	<p>Thank you for your comment.</p>

85	Heidi Arouty	1/27/21	E-mail	<p><i>Traffic</i></p> <p>As a concerned citizen who drives this stretch of road to and from work every day (for the last 13 years), I implore you to reconsider taking Shepherd from four lanes to three. I have seen many, many things happen and change along this strip of roadway throughout the years and while it thrills me that the area is getting a much-needed revitalization, the traffic has increased significantly and gets more congested every year. We now have multiple midrise apartment complexes and an ungodly number of townhomes popping up in the area, increasing the population and consequentially the traffic...Reduced lanes- when you have bumper to bumper traffic in all four lanes at rush hour, how in the world can taking that to three lanes help?</p>	<p>Thank you for your comment. Two independent traffic analyses (which take into consideration area density increases) concluded that the project would decrease travel time delay when compared to a scenario where the project is not constructed. The traffic analysis identified that the majority of congestion occurs at the intersections of 11th and 20th. This project includes the addition of a dedicated left-turn lane at these locations. This improvement would reduce delay, even with the reduction in the reduction of overall travel lanes.</p> <p>Please see the discussion of level of service on Slides 14 and 15 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/.</p>
				<p><i>Pedestrian and Bicycle Facilities</i></p> <p>Bicycle lane- while I like the idea, a busy street with a significant number of accidents taking place (including pedestrian deaths) is NOT the best place to put bikers at risk.</p>	<p>One of the goals of the project is to improve safety for pedestrians, cyclists, and vehicles. The typical section allows for six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham, three 10- to 11-foot-wide travel lanes, and a six-foot-wide one-way bike lane on the east side of each roadway behind the curb, i.e. separated from the roadway by a buffer or median (please see the proposed typical section in Slide 18 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/). This separation decreases conflict between vehicles, pedestrians, and bikes.</p>
				<p><i>Safety</i></p> <p>One way street- I ABSOLUTELY CANNOT count the number of accidents I have seen or come upon (one this morning in fact) where people are crossing from the center lanes to immediately turn with no warning or signal at all. Just on my home commute alone, I can count on at least three to four of these instances</p>	<p>A public meeting was held in 2018 where three design alternatives were presented. Alternative 1 was a cycle track on Shepherd Drive. Alternative 2 was bicycle lanes on the outside of Shepherd and Durham Drives. Alternative 3 was bike lanes on the inside of Shepherd and Durham Drives. Based on public comments from that meeting and additional design refinement, Alternative 4 with bike lanes on the east side of Shepherd and Durham was additionally</p>

				<p>taking place. I don't drive in the far right and left lanes because of this. This happens on both Shepherd and Durham on a constant basis, and you want to put a bike lane where all of this happens? I can guarantee you that there would be multiple accidents and deaths.</p>	<p>evaluated. Analysis determined that Alternative 4 is the preferred alternative as it would minimize conflicts with public transportation stops along Durham while maximizing safety for all users and minimizing right-of-way acquisition.</p> <p>Please see Slide 21 in the virtual public hearing presentation on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/.</p> <p>A report documenting the 2018 public hearing is also available on the project website.</p>
				<p><i>Funding</i></p> <p>The dreaded shepherd train- This train is the nemesis of the Shepherd commute. When trains come through this stretch they are often slowing down or in many instances, stopping altogether. I have seen traffic backed up from Washington all the way to 11th (four full lanes of traffic) because of a stopped train. Perhaps money would be better spent creating an under or over pass to keep the flow of traffic open.</p>	<p>The project is being funded through a combination of federal transportation funds, H-GAC transportation funds, and MHRA funds, specific to the project corridor. Shepherd south of Washington is outside of the scope and limits of this project.</p>
86	J. Bailey	1/27/21	E-mail	<p><i>Traffic</i></p> <p>My house backs up to N. Durham and I have lived here over 30 years. It is nice you want to beautify the street, but please don't eliminate one lane. Already the traffic can be terrible in the mornings.</p> <p>Since N. Shepherd and N. Durham are some of only main thoroughfares for the Northside/Heights area, they need to remain wide. When I-45 is blocked, Durham and Shepherd carry</p>	<p>Thank you for your comment. Two independent traffic analyses (which take into consideration area density increases) concluded that the project would decrease travel time delay when compared to a scenario where the project is not constructed. The traffic analysis identified that the majority of congestion occurs at the intersections of 11th and 20th. This project includes the addition of a dedicated left-turn lane at these locations. This improvement would reduce delay, even with the reduction in the reduction of overall travel lanes.</p> <p>Please see the discussion of level of service on Slides 14 and 15 in the virtual public hearing presentation available on the project website at</p>

				<p>huge loads of traffic.</p> <p><i>Funding</i></p> <p>If you want to improve the area put in overpasses at the railroad tracks near Washington Ave.</p>	<p>https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/.</p> <p>The project is being funded through a combination of federal transportation funds, H-GAC transportation funds, and MHRA funds, specific to the project corridor. Shepherd south of Washington is outside of the scope and limits of this project.</p>
87	Jordan Jurgensmier	1/27/21	E-mail	<p><i>Project Support</i></p> <p>I fully support this project and believe it is a substantial step forward in reducing vehicle related accidents in an area with increasing pedestrian traffic. I'm also encouraged by the city's commitment to promoting green space and cost-effective modes of transportation.</p>	Thank you for your comment.
88	Jonathan A.	1/27/21	Via website	<p><i>Project Support</i></p> <p>I support this project! More bikes + safer routes = a winning equation for Houstonians!</p>	Thank you for your comment.
89	Fabio Ranieri	1/27/21	E-mail	<p><i>Project Design</i></p> <p>I would like to understand why the segment between Memorial Drive and I-10 was not considered?</p>	Thank you for your comment. The segment between Memorial Drive and I-10 is outside of the current boundaries of the Memorial Heights Redevelopment Authority and is a potential future phase of work for the City of Houston.
				<p><i>Pedestrian and Bicycle Facilities</i></p> <p>How bike lanes would connect? How pedestrians would move between the Bayou and this new dev?</p>	For details on the bike lane design, please see the schematics available on the project website. Specific discussion of the connection to White Oak Bayou can be found in the 4(f) Exception Letter on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/ .

90	Karen McAllister	1/27/21	Voicemail	<p><i>Project Support</i></p> <p>I am calling to approve this this project.</p>	Thank you for your comment.
91	Robert F. Guratzsch	1/28/21	E-mail	<p><i>Project Support</i></p> <p>I much look forward to the redevelopment of Shepherd & Durham corridor.</p>	Thank you for your comment.
				<p><i>Project Design</i></p> <p>I hope that there would be a 3rd phase to the project that would extend the same improvements to the stretch of Shepherd & Durham corridor south of I-10 through Rice Military neighborhood and across the Buffalo Bayou.</p>	The segment between Memorial Drive and I-10 is outside of the current boundaries of the Memorial Heights Redevelopment Authority and is a potential future phase of work for the City of Houston.
92	Tim King	1/28/21	Via website	<p><i>Safety</i></p> <p>Please add dedicated bike lanes protected by barriers to this project. This would open up so many safe opportunities to those that commute by bike, thanks!</p>	Thank you for your comment. One of the goals of the project is to improve safety for pedestrians, cyclists, and vehicles. The typical section allows for six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham, three 10- to 11-foot-wide travel lanes, and a six-foot-wide one-way bike lane on the east side of each roadway behind the curb, i.e. separated from the roadway by a buffer or median (please see the proposed typical section in Slide 18 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/). This separation decreases conflict between vehicles, pedestrians, and bikes.
93	Frank Blake	1/28/21	Via website	<p><i>Project Support</i></p> <p>I strongly support the addition of the dedicated bikeways along Shepherd and Durham Drives. Dedicated bikeways and improved sidewalks would greatly improve the safety and attractiveness of this corridor for pedestrians and bike riders. Also street trees are</p>	Thank you for your comment.

				very important to provide comfortable spaces for pedestrians and bicyclists; and street trees help to mitigate air pollution for adjacent sidewalks and bikeways.	
94	Clint McManus	1/28/21	Via website	<p><i>Project Support</i></p> <p>As a resident who uses Shepherd/Durham and crosses it on bike frequently, I am fully supportive of the sidewalk and bikeway elements of this plan!</p>	Thank you for your comment.
95	Scott Pope	1/28/21	Via website	<p><i>Project Support</i></p> <p>I believe this project would vastly improve the quality of life and non-automobile mobility in this area. There are no downsides to this project.</p>	Thank you for your comment.
96	Ege Inanc	1/28/21	Via website	<p><i>Project Support</i></p> <p>As someone who lives close to Shepherd and Durham I support the efforts to not only rebuild, but to also do it in a way that makes it safer for pedestrians and includes bike lanes. I sincerely hope that the proposed changes happen.</p>	Thank you for your comment.
97	Sheila Blake	1/28/21	E-mail	<p><i>Project Support</i></p> <p>I'm writing on support of providing safe bike lanes in the project. This is necessary and critical for Houston.</p>	Thank you for your comment.
98	No Name Given	1/28/21	Voicemail	<p><i>Project Design</i></p> <p>I have a concern about the bike path being on the east side of the Durham street instead of the West side. I think having bike riding on that inside Lane is going to make it much more unsafe than if</p>	Thank you for your comment. A public meeting was held in 2018 where three design alternatives were presented. Alternative 1 was a cycle track on Shepherd Drive. Alternative 2 was bicycle lanes on the outside of Shepherd and Durham Drives. Alternative 3 was bike lanes on the inside of Shepherd and Durham Drives. Based on public comments from that meeting and additional design refinement,

				<p>the bike Lanes on the west side of the Durham. That's what I noticed about the project.</p>	<p>Alternative 4 with bike lanes on the east side of Shepherd and Durham was additionally evaluated. Analysis determined that Alternative 4 is the preferred alternative as it would minimize conflicts with public transportation stops along Durham while maximizing safety for all users and minimizing right-of-way acquisition.</p> <p>Please see Slide 21 in the virtual public hearing presentation on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/.</p> <p>A report documenting the 2018 public hearing is also available on the project website.</p>
99	Richard Walker	1/29/21	Via website	<p><i>Project Support</i></p> <p>I fully support safe bikeways as part of the redevelopment of the Shepherd/Durham corridor between 610 and I-10.</p>	Thank you for your comment.
100	Michelle Downey	1/29/21	E-mail	<p><i>Project Support</i></p> <p>I enthusiastically support efforts to create safe spaces for pedestrians and cyclists.</p>	Thank you for your comment.
101	Kristina Ronneberg	1/29/21	Via website	<p><i>Project Support</i></p> <p>Thank you for the thorough and comprehensive work redesigning Shepherd and Durham to improve safety, accessibility, flood mitigation, and multimodal options for Houston. I applaud your work and believe that projects such as the Shepherd and Durham project would help create a more equitable, healthier, and more economically competitive city.</p>	Thank you for your comment.

102	Travis Fischer	1/29/21	Via website	<p><i>Project Support</i></p> <p>I highly support this initiative to make Shepherd and Durham more pedestrian and bicycle friendly. This would be great for businesses and safer for walkers, bikers, and drivers.</p>	Thank you for your comment.
103	Wilson Calvert	1/29/21	Via website	<p><i>Project Support</i></p> <p>I have friends that I visit that live at 15th and Lawrence, and we are always so scared to cross Shepherd or Durham to get to local restaurants that many times they insist on driving.</p> <p>This project would transform the corridor to be safer for ALL road users, including pedestrians and cyclists.</p> <p>I am 110% behind this project as designed and I hope it moves forward ASAP.</p>	Thank you for your comment.
104	Agustin Orozco	1/29/21	Via website	<p><i>Project Support</i></p> <p>I am very happy that this project is moving forward. As a resident of the area, it is clear that people want to have alternative forms of transportation, not just cars.</p>	Thank you for your comment.
				<p><i>Project Design</i></p> <p>Also, hopefully the new bike lane on Durham has a direct connection to the Heights Mkt Trail!!!</p>	<p>The project would provide a connection to the Heights MKT Trail. Please see discussion on Slide 13 in the virtual public hearing presentation on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/.</p> <p>Also see the project schematics available on the project website.</p>

105	Adam Matter	1/29/21	Via website	<p><i>Project Support</i></p> <p>I live on Durham and 12th St and I find this to be a major improvement. I ride my bicycle everywhere and this project would help people bike through the area as well as slow down traffic.</p>	Thank you for your comment.
				<p><i>Project Design</i></p> <p>There is another project regarding 11th St that ends at Shepherd. It seems to me that there should be some coordination to have the bike lanes on 11th St continue to Durham instead of stopping at Shepherd.</p>	The Memorial Heights Redevelopment Authority is coordinating with the City of Houston on adjacent and connecting projects. This includes the City's proposed project on 11 th Street. Connectivity improvements, to the extent needed and possible within the geographic extent of this project's scope, would be addressed during the 90% design phase of the project.
106	Joy Roth	1/29/21	Via website	<p><i>Project Support</i></p> <p>I am excited to see the proposed infrastructure update plans coming to my section of Houston. I commend that the design includes multi-modal transportation, making additional ways of getting around more viable and safer.</p>	Thank you for your comment.
107	Kevin Strickland	1/29/21	E-mail	<p><i>Project Support</i></p> <p>I support this project.</p>	Thank you for your comment.
				<p><i>Project Design</i></p> <p>Extend the sidewalks and drainage from 15th to Prince one more block to Dian. A 4 story 108-unit apartment building is going in at 15th and Dian and if the missing block of sidewalks and drainage is connected to this project, the entire area benefits.</p>	The project limits are established via the funding agreements between the Memorial Heights Redevelopment Authority, the Federal Highway Administration, and the Houston-Galveston Area Council. The MHRA would evaluate the potential of additional connections/segments in the future.

				<p><i>Safety</i></p> <p>Where the Shepherd/Durham bike lanes connect to the MKT bike path, please add a stop sign (for cars!) at 7th at the Shepherd feeder as well as Waverly and the bike path. The MKT retail center, the warehouses, and the 2 (huge) apartment buildings only have 2 exits for cars and BOTH those exits cross this bike path.</p>	<p>Crossing improvements at 7th and the MKT trail would be considered during the 90% design process. The intersection at Waverly and the MKT Trail is outside of this project's scope of work but is being addressed via another project by the MHRA.</p>
				<p><i>Miscellaneous</i></p> <p>Please ask City Council District C to extend the Livable Places and Walkable Places ordinances to the entire Shepherd/Durham corridor from 610 to I-10.</p>	<p>MHRA does not have control over this ordinance. For specific requests, please contact Councilmember Kamin's office directly.</p>
108	Delia Cole	1/30/21	Via website	<p><i>Safety</i></p> <p>As your presentation noted, the intersection of W. 27th and Durham is a "hot spot" with a crash rate of 4 times the average rate of other intersections. I have lived here since 2005 and have seen numerous crashes at the intersection with some happening multiple times a day. Most of the crashes occurring at this intersection stem from drivers attempting to cross (east to west or west to east) Durham while on W. 27th Street. I would like to propose to make the 800 block of W. 27th Street a dead-end street (W. 27th between Brinkman and Durham). Making this a dead-end street would reduce the number of car crashes. Part of your presentation focuses on safety, which is a huge factor in making the pedestrian/bike lanes safe to use.</p>	<p>Thank you for your comment. The permanent closure of 27th as described is not currently under consideration as a component of the project scope.</p> <p>Corner radii would be evaluated throughout the entirety of the project limits (inclusive of this location) and adjusted as necessary to maximize sight distance and safety for all users.</p>
109	Jonathan Brooks, LINK Houston	2/1/20	E-mail	<p><i>Project Support</i></p> <p>LINK Houston advocates for a robust and equitable transportation network so that all people can reach opportunity. The project justification and design are sound and equitable. The roadway</p>	<p>Thank you for your comment.</p>

				<p>would become a street with much improved functionality for all - people walking/rolling, biking, riding transit, and driving/riding in vehicles. We strongly support the project. The protected bikeways and pedestrian zones are a significant, much warranted improvement over the existing conditions...</p>	
				<p><i>Multi-Modal Connections</i></p> <p>We also support this project with the expectation that connections to/from the future Inner Katy Busway are coordinated.</p>	<p>The Memorial Heights Redevelopment Authority is coordinating with TxDOT, METRO, and the City of Houston on adjacent and connecting projects. This includes coordination specific to the Inner Katy BRT project.</p>
110	Brian Walker		Via website	<p><i>Project Support</i></p> <p>As a long-time resident of this area, I think this project is integral to the continued growth and beautification of the surrounding neighborhoods. Please make this project a reality.</p>	<p>Thank you for your comment.</p>
111	Alex Ramos		Via website	<p><i>Safety</i></p> <p>In the public hearing, it is mentioned there are several points along the corridor that have been identified as areas with high density of car crashes. Of particular relevance to me is the intersection of Durham and 27th St. As Durham bends, there is limited visibility from 27th St. and that has caused many accidents at the intersection. The proposed schematics don't seem to address the problem (no traffic light) so I'm wondering if the team has taken into consideration the limited visibility from that intersection and how it plans to reduce car accidents in the future.</p>	<p>Thank you for your comment. Corner radii would be evaluated throughout the entirety of the project limits (inclusive of this location) and adjusted as necessary to maximize sight distance and safety for all users.</p>
112	Michael Bloom		Via website	<p><i>Project Support</i></p> <p>As a Houston biker I appreciate the dedicated bike lane that is physically separated from the road. Shepard/Durham would be a key way to travel in the heights region and it has been frustrating</p>	<p>Thank you for your comment.</p>

				to be scared to get on the road with cars. Excited to see that attention is being given to biking and walking in the proposed design.	
113	Bob Stokes		Via website	<p><i>Project Support</i></p> <p>I support the addition of dedicated bikeways along Shepherd and Durham drives. It's imperative that we give cyclists a safe transportation option on this corridor. Thank you!</p>	Thank you for your comment.
114	Jason Buhlman		Via website	<p><i>Project Support</i></p> <p>This is great. I am in support of all improvements to biking safety and infrastructure. More bikes in use equals less cars in use. Which is good for everyone!</p>	Thank you for your comment.
115	John Heckel		Via website	<p><i>Project Support</i></p> <p>I have just been alerted by Bike Houston about the plans for new bike lanes on Shepard and Durham. I am beyond ecstatic for this proposal! I live in Museum District, but frequently cycle in the area and cannot wait to have a safer route! Along with all the new restaurants and shops in that section of Shepard & Durham, new protected bike lanes would greatly improve quality of life for those living and visiting the area.</p>	Thank you for your comment.
116	Tom Shaffer		Via website	<p><i>Project Support</i></p> <p>Please proceed with the project, as it enables a relative safer environment for bicyclists. As one who has been hit by a car twice in my lifetime while cycling, projects such as this are a small but helpful part of the effort to change driving and driver behaviors.</p>	Thank you for your comment.
117	Juan Elizando		Via website	<p><i>Project Support</i></p>	Thank you for your comment.

				This is wonderful.	
118	Wouldiam Forbes		Via website	<p><i>Project Support</i></p> <p>I have ridden my bicycle in this area and in its current condition it feels unsafe and dangerous to ride there, and I am a very experienced cyclist. I fully support new bike lanes separated from cars...</p>	Thank you for your comment.
				<p><i>Drainage</i></p> <p>[I support] any pocket constructed wetlands to help filter runoff before it reaches nearby waterways. Such wetlands, along with landscaping with native plants, can help enhance the natural features in a highly paved over, commercial setting. These features make neighborhoods more livable and can help businesses attract customers at the same time.</p>	The project scope includes upgrades to stormwater management capacity through enlarging the drainage system within the project limits. The construction of wetlands is not a component of this project's scope of work.
119	Ronald Kerr		Via website	<p><i>Project Support</i></p> <p>Please build bike lanes!! I support bike lanes, bike trails and other means for people on bicycles to move around.</p>	Thank you for your comment. The project's typical section allows for a six-foot-wide one-way bike lane on the east side of both Shepherd and Durham behind the curb, i.e., separated from the roadway by a buffer or median (please see the proposed typical section in Slide 18 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/).
120	Lynn McGraw		Via website	<p><i>Project Support</i></p> <p>Please approve and fund this project. Any and all bikeways are seriously needed in Houston to improve our city.</p>	Thank you for your comment. The project has already received funding.
121	Stanley Almoney		Via website	<p><i>Project Support</i></p> <p>Please include designated bicycle lanes on Shepherd and Durham.</p>	Thank you for your comment. The project's typical section allows for a six-foot-wide one-way bike lane on the east side of both Shepherd and Durham behind the curb, i.e. separated from the roadway by a

					buffer or median (please see the proposed typical section in Slide 18 in the virtual public hearing presentation available on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/).
122	Julie Wilson		Via website	<p><i>Project Support</i></p> <p>How wonderful Houston is joining the ranks of bike and pedestrian friendly cities! I love the plan and eagerly await its completion.</p>	Thank you for your comment.
123	Michael Rucker		Via website	<p><i>Project Support</i></p> <p>Please continue with the new shepherd Durham bike plan. More bike paths for Houston is very important.</p>	Thank you for your comment.
124	Alicia Church		Via website	<p><i>Project Support</i></p> <p>I am very much in favor of the Shepherd and Durham Major Investment Project. I live in this area and use these streets almost every day. I'm also an avid bicycle rider and would appreciate the safety and ease of getting to the trails.</p>	Thank you for your comment.
				<p><i>Project Design</i></p> <p>Please consider the size of the lanes when downsizing. Some parts of Shepherd have very narrow lanes, and this can be a driving hazard. These roads are heavily traveled by large trucks and autos.</p>	
125	Maggie Strobel		Via website	<p><i>Project Support</i></p> <p>I am very much in support of a protected bike path for this project!</p>	Thank you for your comment. The project's typical section allows for a six-foot-wide one-way bike lane on the east side of both Shepherd and Durham behind the curb, i.e., separated from the roadway by a buffer or median (please see the proposed typical section in Slide 18 in the virtual public hearing presentation available on the project

					website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/).
126	Rick Desmaris		Via website	<p><i>Project Design</i></p> <p>It's great, and very much needed, to have these improvements from 610N to I-10 along Shepherd and Durham.</p> <p>However, given that a large consideration for this project are the cycling infrastructure improvements; also much needed given the MASSIVE grown in cycling and cyclists in the Houston metro area.</p> <p>Yet we spend taxpayer money on bicycle improvements (also meaning for pedestrians) along the Buffalo Bayou and Memorial Park areas yet there is no way to connect from these areas to Shepard and Durham to then connect to the cycling and pedestrian paths recently built in the Heights or along White Oak Bayou without risking one's life.</p> <p>So here comes another expensive project that misses the mark again, doesn't go the extra 1/4 to 1/2 mile and connect to Buffalo Bayou/Memorial Park.</p> <p>And how about fixing the pathway along the southern side of Memorial Drive between Durham and roughly the Starbucks (on Memorial Drive) which is about 1/3 of a mile away. The path is narrow, old, overgrown with brush that almost never gets trimmed. There's a ton of foot and cycling traffic now and you have vehicles heading east on Memorial Drive towards downtown going 60-80 mph at times. It's only a matter of time until you have a serious issue on your hands.</p>	<p>Thank you for your comment. The segment between Memorial Drive and I-10 is outside of the current boundaries of the Memorial Heights Redevelopment Authority and is considered to be a future phase of work for the City of Houston.</p> <p>The area along the southern side of Memorial between Durham and Starbucks is outside of the boundaries of the Memorial Heights Redevelopment Authority and is not within this project's scope of work.</p>

127	Christopher Holland		Via website	<p><i>Project Support</i></p> <p>I support this plan. We do not have any safe North/south bicycle lanes in this part of town. It would have minimal impact on the flow of vehicular traffic.</p>	Thank you for your comment.
128	Kevin McCarthy		Via website	<p><i>Project Support</i></p> <p>I like and support the plan. Anything that speeds up the delivery of viable, protected cycling lanes is essential in Houston.</p>	Thank you for your comment.
				<p><i>Project Design</i></p> <p>Please do not use the same curbing system that was used on Elysian/Hardy and Cavalcade, where there are curbs that jut into the cycling lane, these are extremely dangerous.</p>	The proposed design calls for a continuous curb rather than the parking blocks used on the referenced corridors.
				<p><i>Maintenance</i></p> <p>Additionally, and more generally directed to all lanes; the installation of cycling lanes is great but, they must be maintained. Merely having protected cycling lanes is only part of a larger plan, unmaintained lanes render them useless and dangerous. Currently, lanes are installed, debris settles into the cycling lanes and presents almost a greater danger to the use of the lane versus taking your chances and riding with the cars and buses.</p>	Comment noted.
129	Leticia Cruz		Via website	<p><i>Project Design</i></p> <p>Shepard @ 28th St and 27th St. are used by Commercial vehicles. With the reduction in size of the lanes. How would the construction and new roadways accommodate commercial drivers to reduce crashes?</p>	Thank you for your comment. Shepherd and Durham both currently have 11-foot-wide travel lanes. The proposed cross section would include 11-foot-wide outside lanes and a 10-foot-wide inside lane. For reference, the City of Houston standard is to have 10-foot travel lanes. This project is providing an additional one foot on each of the outside lanes to accommodate METRO buses and other wide vehicles.

				<p><i>Safety</i></p> <p>Would there be a consideration for a signal light for both Durham and Shepherd @27th St. as most drivers use 27th street to get to and from retailers like Home Depot and Pep Boys? We are constantly blocked by right of way drivers and sometimes have to dart across on coming heavy traffic to cross the road.</p>	<p>Signalization at this intersection is not a component of the current scope of work.</p> <p>Corner radii would be evaluated throughout the entirety of the project limits (inclusive of this location) and adjusted as necessary to maximize sight distance and safety for all users.</p>
130	Coby Steele		Via website	<p><i>Project Support</i></p> <p>This comment is in support of the project. The plan presents a needed upgrade to city roads and infrastructure while providing for ease of access to commuters and community residents alike.</p>	Thank you for your comment.
131	Brenda Guerrero		Via website	<p><i>Project Support</i></p> <p>I would like to provide my support to this project. As a Houstonian biker, I am always looking around to explore and contribute to new restaurants in the neighborhood. I would love to be able to bike comfortably and not have to worry about getting in the way of incoming traffic or pedestrians. Looking forward to this change!!!</p>	Thank you for your comment.
132	Matthew Castaneda		Via website	<p><i>Project Support</i></p> <p>I'm excited.</p>	Thank you for your comment.
133	Dana Hale		Via website	<p><i>Project Support</i></p> <p>I support this and more bike friendly lanes EVERYWHERE in Houston.</p>	Thank you for your comment.

134	Ronald Miller		Via website	<p><i>Project Support</i></p> <p>I am a resident of Houston Heights and I live very near the proposed Shepherd/Durham project area. I drive, cycle and walk in the area frequently and in the past I have noted that all forms of transportation are hampered by the current road configuration and condition. I have looked at the project materials and I feel that the proposed design is very well considered and would improve safety and comfort for all modes of transport. I hope that the project can go ahead.</p>	Thank you for your comment.
				<p><i>Safety</i></p> <p>My one hope is that the pedestrian signal light at Shepherd and 10th street would be changed from the current "triangle" pattern that signals only when the cross button is pushed to a more conventional "three light" signal that shows green unless the button is pressed. Having crossed at that crosswalk, my impression is that drivers may not notice the sudden activation of the current light configuration and are generally confused as to what it means. Furthermore, the light seems to remain in "stop" mode a long time, which encourages unsafe driver behavior. A more conventional light is used on a similarly busy road (Yale and MKT trail) that is uniformly respected by drivers because it is both familiar and transforms rapidly between red and green. Thank you.</p>	This comment will be considered in the design and configuration of this particular signal.
135	Chris Turner		Via website	<p><i>Project Support</i></p> <p>Addition of bike and multi-use lanes is an excellent idea. Encouraging other forms of transport in built up areas is key to reduce motor transport.</p>	Thank you for your comment.
136	Minh P.		Via website	<p><i>Project Support</i></p>	Thank you for your comment.

				Looking forward to safer biking!	
137	Jon Bush		Via website	<p><i>Project Support</i></p> <p>I am commenting to voice my support for the proposed dedicated bike lanes along Shepherd and Durham and improved pedestrian right of way.</p>	Thank you for your comment.
				<p><i>Project Design</i></p> <p>Please consider that by the time of construction of this project there would be bike lanes along 11th St. The scope of that project ends at Shepherd. In order to avoid a mobility gap where 11th St bicycle traffic cannot safely connect to Durham and vice versa, the bike lanes need to be extended along 11th St to Durham (project schematic sheet 23 of 33).</p>	The Memorial Heights Redevelopment Authority is coordinating with the City of Houston on adjacent and connecting projects. This includes the City's proposed project on 11 th Street. Connectivity improvements, to the extent needed and possible within the geographic extent of this project's scope, would be addressed during the 90% design phase of the project.
				<p><i>Safety</i></p> <p>23rd St is currently a shared on-street bikeway across Shepherd/Durham. There is heavy traffic at Shepherd and 23rd St due to the new HEB grocery store, which has a parking garage entrance on 23rd St. Please consider a signal at this intersection for motorist and cyclist safety (schematic 18).</p> <p>Westbound pedestrians and cars crossing Durham from 27th St or 28th St have limited visibility up Durham because of the curvature of the street. This would seem to be a contributor to the high incidence of crashes at these intersections shown on presentation slide 16. Please consider signals at these intersections (schematic 21).</p>	<p>New traffic signals at these locations are not under consideration as a component of the project scope.</p> <p>Corner radii would be evaluated throughout the entirety of the project limits (inclusive of this location) and adjusted as necessary to maximize sight distance and safety for all users.</p>
138	Nick Killian		Via website	<i>Project Support</i>	Thank you for your comment.

				<p>I love the protected bike lanes. I think they're a necessary addition and would help increase bicyclist access to White Oak Bayou and Downtown.</p>	
				<p><i>Project Design</i></p> <p>I think that the existing "goat trail" on the south side of the Shepherd bridge should be made into a formal access point for the White Oak Bayou Trail.</p>	<p>This connection is included a component of this project. The discussion of the connection to White Oak Bayou can be found in the 4(f) Exception Letter on the project website at https://memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project/.</p>
139	Daisy D.		Via website	<p><i>Project Support</i></p> <p>Great improvement, love it.</p>	<p>Thank you for your comment.</p>
140	Rosita Rosales		Via website	<p><i>Project Support</i></p> <p>This project should ensure safe bike lanes are incorporated on the design of it. This major thoroughfare needs to ensure people commuting on bikes as well as leisure bike riders have a safe path.</p>	<p>Thank you for your comment.</p>
141	David Slack		Via website	<p><i>Project Support</i></p> <p>I'm very supportive of the additional consideration this development is making for cyclists. At the moment there is no safe north south bikeways that allows easy traversal across i10 to 610. As a regular cyclist this would support a safer pathway across the heights for me which I would use 3-5 times a week.</p>	<p>Thank you for your comment.</p>
142	Daniel Chow		Via website	<p><i>Project Support</i></p> <p>Thank you for the opportunity to comment on the Shepherd and Durham Project. I am excited to see projects like this one that prioritize walkability, connectivity, and overall safety. Thank you</p>	<p>Thank you for your comment.</p>

				for your hard work pushing this project forward and I cannot wait until I can safely experience Houston by bike, foot, bus, and rail instead of by car.	
143	Robert Gates		Via website	<i>Project Support</i> I support this project!	Thank you for your comment.
144	Allie Eggert		Via website	<i>Project Support</i> I support the #SaferStreets rebuild of Shepherd and Durham, especially the addition of bicycle lanes and flood mitigation efforts. Please proceed with this plan to make our streets safer for cyclists and pedestrians.	Thank you for your comment.

B. Public hearing officer certification



Public Hearing Certification

Project Name: Shepherd and Durham Major Investment Project

County Name: Harris

Control Section Job Numbers (CSJ): 0912-72-607

Project Limits From: I-610

Project Limits To: I-10

I certify that the following statements are true and apply to the project identified above.

- A. A public hearing was held on January 14, 2021 at virtual/on-line in Houston, Texas.
 - B. The economic and social effects of the project location and design and its impacts on the environment have been considered.
 - C. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.
 - D. The project consistency with the goals and objectives of urban planning, as dictated by the community has been considered.
 - E. Requirements of Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107 have been met.
- Select if assigned under NEPA Assignment MOU.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Meliza C. Paul
TxDOT Representative Name

3/11/2021
Date

C. Notices provided (including tear sheets, website screen captures, distribution lists with copy of notice sent, etc.)

Published Notices

The Houston Chronicle on December 30, 2020

La Voz on December 27, 2020

The Leader on December 26, 2020

Community Impact on January 8, 2021

Mailed Notices

Adjacent property owners on December 21, 2020

E-mailed Notices

Elected officials on December 17, 2020

On-Line Notices

MHRA website on December 19, 2020

TxDOT website on December 23, 2020

- 1. Notice (English)**
- 2. Notice (Spanish)**
- 3. Elected Officials Distribution List and Letter**
- 4. Adjacent Property Owners Distribution List and Letter**
- 5. Houston Chronicle Tear Sheet**
- 6. La Voz Tear Sheet**
- 7. The Leader Tear Sheet**
- 8. Community Impact Tear Sheet**
- 9. MHRA Webpage**
- 10. TxDOT Webpage**

1. Notice (English)



**Notice
Virtual Public Hearing**

Shepherd and Durham Drives

From I-610 to I-10

CSJ: 0912-72-607

HARRIS County, Texas

The Memorial Heights Redevelopment Authority (MHRA) in partnership with the Texas Department of Transportation (TxDOT) propose to reconstruct Shepherd and Durham Drives from I-610 to I-10 in Harris County, Texas. This notice advises the public that MHRA and TxDOT will be conducting an on-line virtual public hearing on the proposed project to conform to Public Transportation Hearing Texas Administrative Code 43 TAC 2.107. The virtual public hearing will be held on Thursday, January 14, 2021, at 5:30 P.M. To log onto the virtual public hearing, go to the following web address at the date and time indicated above: www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project. Project staff will give a presentation which will be a pre-recorded video that will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. Following the virtual public hearing, the presentation will remain available for viewing at the web address indicated above. Comments must be submitted by Friday, January 29, 2021, at 11:59 P.M. to be included in the Public Hearing Summary Report. If you do not have internet access, you may contact Sherry Weesner, MHRA President, at 832-429-6237 between the hours of 9 A.M. and 4 P.M., Monday through Friday, to ask questions and access project materials during the project development process.

Members of the public may call 832-429-6237 to provide verbal testimony immediately following the conclusion of the virtual public hearing presentation at 5:30 P.M. on Thursday, January 14, 2021, through 11:59 P.M. on Friday, January 29, 2021. Formal written comments may also be provided by mail or email as explained below. All verbally provided testimony and timely written comments will be considered by MHRA and TxDOT and included as part of the official record. Responses to verbally provided testimony and comments will be prepared by MHRA and TxDOT, included as part of the hearing and project record, and made available online at www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project approximately three months after close of the comment period.

The proposed project would reduce the number of through lanes from four to three and construct pedestrian and bicycle facilities in the form of six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham Drives and bike lanes (six-foot-wide behind the curb) on the east sides of both Shepherd and Durham Drives. The project also proposes to replace and upgrade sanitary and water lines as well as make improvements to traffic signals, landscaping, crosswalk striping and stormwater utilities. The project may require minor right-of-way acquisition at West 20th, West 19th, and West 11th to accommodate turning movements and sight-line improvements. This project would provide new connections to the White Oak Bayou Greenway Trail and Missouri-Kansas-Texas (MKT) Trail. The approximate length of the project is 2.4 miles.

Although additional right-of-way would be required, no residential or non-residential structures are anticipated to be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from MHRA by calling 832-429-6237.

Any environmental documentation or studies, maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are available online at www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

The virtual public hearing will be conducted in English and Spanish. If you need an interpreter or document translator because English or Spanish is not your primary language or you have difficulty communicating effectively in English or Spanish, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing, please contact MHRA at 832-429-6237 no later than 4 P.M. CT, Monday, January 11, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Memorial Heights Redevelopment Authority to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to MHRA, 1980 Post Oak Blvd., Suite 1380, Houston, TX 77056. Written comments may also be submitted by email to comments@memorialheightstirz5.com. All comments must be received on or before Friday, January 29, 2021. Additionally, as stated above, members of the public may call 832-429-6237 and verbally provide testimony from 5:30 P.M. on Thursday, January 14, 2021, until 11:59 P.M. on Friday, January 29, 2021.

If you have any general questions or concerns regarding the proposed project or the virtual hearing, please contact Sherry Weesner, MHRA President, 832-429-6237, comments@memorialheightstirz5.com.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

2. Notice (Spanish)



**Aviso
Reunión Pública Virtual**

Shepherd y la Durham Drives desde la I-610 hasta la I-10

CSJ 0912-72-607

Condados de Harris, Texas

La Autoridad de Reurbanización de Memorial Heights (MHRA) en asociación con el Departamento de Transporte de Texas (TxDOT) proponen reconstruir Shepherd y Durham Drives desde la I-610 a la I-10 en el condado de Harris, Texas. Este aviso informa al público que el MHRA y el TxDOT llevarán a cabo una audiencia pública virtual en línea sobre el proyecto propuesto para cumplir con el 43 TAC 2.107. La reunión pública virtual se llevará a cabo el jueves 14 de enero de 2021 a las 5:30 p.m. Para acceder a la reunión pública virtual, vaya a: www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project. El equipo del proyecto dará una presentación que será un video pregrabado que incluirá componentes de audio y visuales. Tenga en cuenta que la presentación no estará disponible en el sitio web hasta la fecha y hora indicadas anteriormente. Después de la audiencia pública virtual, la presentación permanecerá disponible para su visualización en la dirección web indicada anteriormente. Los comentarios deben enviarse antes del viernes 29 de enero de 2021 a las 11:59 p.m. para ser incluido en el informe resumido de la audiencia pública. Si no tiene acceso a Internet, puede comunicarse con Sherry Weesner, presidenta de la MHRA, al 832-429-6237 entre las 9 a.m. y 4 p.m., de lunes a viernes, para hacer preguntas y acceder a los materiales del proyecto durante el proceso de desarrollo del proyecto.

Los miembros del público pueden llamar al 832-429-6237 para proporcionar un testimonio verbal inmediatamente después de la conclusión de la presentación de la audiencia pública virtual a las 5:30 p.m. el jueves 14 de enero de 2021 hasta las 11:59 p.m. el viernes 29 de enero de 2021. Los comentarios formales por escrito también se pueden enviar por correo o correo electrónico como se explica a continuación. Todos los testimonios proporcionados verbalmente y los comentarios escritos oportunos serán considerados por el MHRA y el TxDOT y se incluirán como parte del registro oficial. MHRA y el TxDOT prepararán las respuestas a los testimonios y comentarios proporcionados verbalmente, que se incluirán como parte del registro de la audiencia y del proyecto, y estarán disponibles en línea en memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

El proyecto propuesto reduciría el número de carriles de cuatro a tres. La longitud aproximada del proyecto sería de 2.4 millas. También incluiría instalaciones para peatones y bicicletas en forma de aceras de seis a diez pies de ancho a ambos lados de la Shepherd y la Durham Drives y carriles para bicicletas (seis pies de ancho detrás de la acera) en los lados este de Shepherd y Durham Drives. El trabajo en las calles conectadas también incluiría aceras. Las líneas sanitarias y de agua serían reemplazadas y mejoradas. Las mejoras a las señales de tráfico, el paisajismo, las líneas de los cruces peatonales y los servicios públicos de aguas pluviales también serían parte del proyecto. El proyecto puede requerir adquisiciones menores de algunas esquinas en la West 20th, la West 19th y la West 11th para acomodar movimientos de virajes y mejoras en la línea de visión. Este proyecto proporcionaría nuevas conexiones a la White Oak Bayou Greenway Trail y la Missouri-Kansas-Texas (MKT) Trail.

Aunque se requeriría un derecho de vía adicional, no se prevé el desplazamiento de estructuras residenciales o no residenciales en este momento. Se puede obtener información sobre los servicios y beneficios disponibles para los propietarios afectados e información sobre el itinerario tentativo para la adquisición y construcción del derecho de vía llamando al 832-429-6237.

Cualquier documentación o estudio ambiental, mapas y dibujos que muestren la ubicación y el diseño del proyecto, los itinerarios de construcción tentativos y otra información relacionada con el proyecto propuesto están disponibles en línea en memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

La reunión pública virtual se llevará a cabo en inglés y español. Si necesita un intérprete o traductor de documentos porque el inglés o el español no es su idioma principal o si tiene dificultades para comunicarse eficazmente en inglés o español, se le proporcionará uno. Si tiene una discapacidad y necesita ayuda, se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Si necesita servicios de interpretación o traducción o si es una persona con una discapacidad que requiere una adaptación para asistir y participar en la reunión pública virtual, comuníquese con el MHRA al 832-429-6237 a más tardar a las 4 p.m. CT, lunes 11 de enero de 2021. Tenga en cuenta que se requiere un aviso previo ya que algunos servicios y acomodos razonables pueden requerir tiempo para que el MHRA los arregle.

Se solicitan comentarios por escrito del público sobre el proyecto propuesto y se pueden enviar por correo a el MHRA, 1980 Post Oak Blvd., Suite 1380, Houston, TX 77056. Los comentarios por escrito también se pueden enviar por correo electrónico a comments@memorialheightstirz5.com. Todos los comentarios deben recibirse el viernes 29 de enero de 2021 o antes. Además, como se indicó anteriormente, los miembros del público pueden llamar al 832-429-6237 y dar testimonio verbalmente a partir de las 5:30 p.m. el jueves 14 de enero del 2021 hasta las 11:59 p.m. el viernes 29 de enero del 2021. Las respuestas a los comentarios recibidos y el testimonio público proporcionado estarán disponibles en línea en www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project una vez que se hayan preparado.

Si tiene alguna pregunta o inquietud general sobre el proyecto propuesto o la audiencia virtual, comuníquese con Sherry Weesner, presidenta del MHRA, 832-429-6237, y comments@memorialheightstirz5.com.

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo realizadas o han sido realizadas por TxDOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento de fecha 9 de diciembre de 2019 y ejecutado por FHWA y TxDOT.

3. Elected Officials Distribution List and Letter

Title	FirstName	LastName	Salutation	Position	Organization	Addr1	City	ST	Zip	Email Address	Certified
	Jerry	Haddican	Director	Director, Government Affairs		125 East 11th Street	Austin	Texas	78701	jerry.haddican@txdot.gov	
	Trent	Thomas	Director	Director, State Legislative Affairs		125 East 11th Street	Austin	Texas	78701	trent.thomas@txdot.gov	
The Honorable	Sylvester	Turner	Mayor	Mayor	City of Houston	P.O. Box 1562	Houston	Texas	77251	mayor@houstontx.gov	
The Honorable	Lina	Hidalgo	Judge	County Judge	Harris County	1001 Preston Street, Suite 911	Houston	Texas	77002	judge.hidalgo@cjo.hctx.net	
The Honorable	Abbie	Kamin	Council Member	Council Member, District C	City of Houston	900 Bagby Street, First Floor	Houston	Texas	77002	districtc@houstontx.gov	
The Honorable	Mike	Knox	Council Member	Council Member, At Large Position 1	City of Houston	900 Bagby Street, First Floor	Houston	Texas	77002	atlarge1@houstontx.gov	
The Honorable	David	Robinson	Council Member	Council Member, At Large Position 2	City of Houston	900 Bagby Street, First Floor	Houston	Texas	77002	atlarge2@houstontx.gov	
The Honorable	Michael	Kubosh	Council Member	Council Member, At Large Position 3	City of Houston	900 Bagby Street, First Floor	Houston	Texas	77002	atlarge3@houstontx.gov	
The Honorable	Letitia	Plummer	Council Member	Council Member, At Large Position 4	City of Houston	900 Bagby Street, First Floor	Houston	Texas	77002	atlarge4@houstontx.gov	
The Honorable	Sallie	Alcorn	Council Member	Council Member, At Large Position 5	City of Houston	900 Bagby Street, First Floor	Houston	Texas	77002	atlarge5@houstontx.gov	
The Honorable	R. Jack	Cagle	Commissioner	Commissioner, Precinct 4	Harris County	1001 Preston Street, Suite 950	Houston	Texas	77002	cadir@hcp4.net	
The Honorable	John	Whitmire	Senator	Senator, District 15		803 Yale Street	Houston	Texas	77007	john.whitmire@senate.texas.gov	

December 17, 2020

VIA EMAIL

NAME
ATTN: COMMUNITY INVOLVEMENT DIRECTOR
TITLE
ADDRESS

Re: Notice of Virtual Public Hearing
Harris County
Shepherd and Durham Drives Major Investment Project
CSJ 0912-72-607

Dear NAME:

Attached is a notice for an upcoming virtual public hearing for a proposed project that would reconstruct Shepherd Drive and Durham Drive from I-610 to I-10 in Harris County, Texas. This virtual hearing is being held to present the proposed project and to seek comments from elected officials and the public. You, or your representative, are cordially invited to attend.

Thursday January 14, 2021 at 5:30 P.M.
www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project

We are available to meet with you via telephone before the virtual public hearing to discuss the proposed project and answer any questions that you may have. If you would like to talk with a project representative, please contact Sherry Weesner, MHRA President, 713-850-9000 or Sherry@memorialheightstirz5.com.

Sincerely,



Sherry Weesner
President
Memorial Heights Redevelopment Authority

Attachment
cc: Sue Theiss

Bcc: Trent Thomas, Director, State Legislative Affairs, 125 E. 11th Street, Austin, Tx 78701
Jerry Haddican, Director, Federal Legislative Affairs, 125 E. 11th Street, Austin, Tx 78701

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

4. Adjacent Property Owners Distribution List and Letter

MAILTO	MAIL_CITY	MAIL_STA	MAIL_ZIP	Map ID	Returned?
CARRASCO ANDRES	HOUSTON	TX	77008-1716	1	
N SHEPHERD REALTY LTD	HOUSTON	TX	77004-2808	2	
N SHEPHERD REALTY LTD	HOUSTON	TX	77004-2808	3	
DOROTHY REALTY LTD	HOUSTON	TX	77004-2808	4	
NORTH SHEPHERD	HOUSTON	TX	77024-4472	5	
NORTH SHEPHERD PARTNERS	HOUSTON	TX	77024-4472	6	
DURHAM LLC	HOUSTON	TX	77019-3507	7	
DURHAM LLC	HOUSTON	TX	77019-3507	8	
DURHAM LLC	HOUSTON	TX	77019-3507	9	
NORTH SHEPHERD LLC	HOUSTON	TX	77002-8655	10	
NORTH SHEPHERD LLC	HOUSTON	TX	77002-8655	11	
NORTH SHEPHERD LLC	HOUSTON	TX	77002-8655	12	
NORTH SHEPHERD LLC	HOUSTON	TX	77002-8655	13	
N SHEPHERD PROPERTY LLC	HOUSTON	TX	77008-3753	14	
N SHEPHERD PROPERTY LLC	HOUSTON	TX	77008-3753	15	
N SHEPHERD PROPERTY LLC	HOUSTON	TX	77008-3753	16	
N SHEPHERD PROPERTY LLC	HOUSTON	TX	77008-3753	17	
N SHEPHERD PROPERTY LLC	HOUSTON	TX	77008-3753	18	
N SHEPHERD PROPERTY LLC	HOUSTON	TX	77008-3753	19	
N SHEPHERD PROPERTY LLC	HOUSTON	TX	77008-3753	20	
W 12TH STREET LLC	HOUSTON	TX	77018-1045	21	
1603 DT LP	HOUSTON	TX	77270-7600	22	
1603 DT LP	HOUSTON	TX	-77009	23	X
W 15TH ST LLC	HOUSTON	TX	77270-0166	24	
SHEPHERD LP	HOUSTON	TX	77270-7600	25	
SHEPHERD LP	HOUSTON	TX	77270-7600	26	
19TH DURHAM LLC	HOUSTON	TX	77003-3521	27	
PROPERTY INC	FRIENDSWOOD	TX	77546-4706	28	
SHEPHERD LLC	AUSTIN	TX	78731-3618	29	
N SHEPHERD REALTY LTD	HOUSTON	TX	77004-2808	30	
24TH STREET MARKET LLC	HOUSTON	TX	77006-5556	31	
2ML REAL ESTATE INTERESTS INC	HOUSTON	TX	77024-2780	32	
2ML REAL ESTATE INTERESTS INC	HOUSTON	TX	77024-2780	33	
2ML REAL ESTATE INTERESTS INC	HOUSTON	TX	77024-2780	34	
19TH ST LP	HOUSTON	TX	77270-7600	35	
WEST 20TH STREET TRUST A 1	HOUSTON	TX	77008-1448	36	
MONUMENT ENTERPRISES INC AA	SPRING	TX	77383-0488	37	
& SA ENTERPRISES	UNKNOWN			38	X
AA & SA ENTERPRISES INC	HOUSTON	TX	77093-3659	39	

ABEL JOSEPH A	HOUSTON	TX	77007-1749	40	
AGUILERA HUMBERTO JR	HOUSTON	TX	77093-5321	41	
AIRES LUCIANO	HOUSTON	TX	77080-2203	42	X
AL COPELAND ENTERPRISES % PROPERTY TAX I 5555 GLENRIDGE CONNECTOR	ATLANTA	GA	30342-4759	43	X
ALAMO CHRISTOPHER C	HOUSTON	TX	77008-3742	44	
ALFEREZ KENNETH	HOUSTON	TX	77007-1748	45	
ALFORD ANGIE D	HOUSTON	TX	77008-3713	46	
ALKAS PERI H	HOUSTON	TX	77008-3609	47	
ALLEGIANCE BANK	HOUSTON	TX	77040-5167	48	
ALLEN JERROD C	HOUSTON	TX	77008-3765	49	X
ALLIS DIEM N	HOUSTON	TX	77008-3508	50	
AMRO MOATH	HOUSTON	TX	77008-1736	51	
ANDOLINI INVESTMENTS LLC	HOUSTON	TX	77008-3914	52	
ANTONY KYLE MICHAEL & JENNY HUDSON	HOUSTON	TX	77008-6421	53	
AP HOUSTON HEIGHTS II LP	CHARLOTTE	NC	28203-4925	54	
ARANGO GABRIEL	HOUSTON	TX	77008-3752	55	
ARCADE TWO LLC	HOUSTON	TX	77024-4116	56	
ARCADE TWO LLC	HOUSTON	TX	77024-4116	57	
ARCADE TWO LLC	HOUSTON	TX	77024-4116	58	
ARCADE TWO LLC	HOUSTON	TX	77024-4116	59	
ARGIOPE LLC	HOUSTON	TX	77008-1736	60	
ARRIAZOLA YSIDRO ET UX	HOUSTON	TX	77008-3512	61	
ARRIGO GARRETT & ELIZABETH M	HOUSTON	TX	77008-1730	62	
ARTHUS JEAN-MICHEL & PRISCILLA	HOUSTON	TX	77008-3710	63	
ATKINSON CAROLYN	HOUSTON	TX	77008-6833	64	
AXO HOLDINGS INC	HOUSTON	TX	77007-5167	65	
AXTON VIRGINIA E	HOUSTON	TX	77008-3633	66	
BABCOCK KENNETH B IV	HOUSTON	TX	77266-6681	67	
BACON TONY	HOUSTON	TX	77008-6455	68	
BAKER JERRY M	HOUSTON	TX	77008-4422	69	
BAKER KIRBY R	HOUSTON	TX	77008-3827	70	
BALL WESTON C	HOUSTON	TX	77008-3512	71	
BARANZYK JEFF & KYM	HOUSTON	TX	77008	72	
BARBATO MARK	HOUSTON	TX	77007-1742	73	
BARLEY JOSEPH & ROSALIND	HOUSTON	TX	77008-6645	74	
BARNES CARI	HOUSTON	TX	77008-3519	75	
BARNES CARL	HOUSTON	TX	77008-1728	76	
BARNES CARL	HOUSTON	TX	77008-1728	77	
BARNES CARL	HOUSTON	TX	77008-1728	78	
BARRY ELIZABETH PAIGE	HOUSTON	TX	77008-3713	79	

BASTIAN MICHAEL J & JILL L	HOUSTON	TX	77008-2545	80	
BATES RYAN & FELICIA	TOMBALL	TX	77377-8256	81	
BAUMGARTNER STEPHEN	HOUSTON	TX	77005-1023	82	
BB RESIDENTIAL GROUP INC	HOUSTON	TX	77024-1511	83	X
BB RESIDENTIAL GROUP INC	HOUSTON	TX	77024-1511	84	X
BB RESIDENTIAL GROUP INC	HOUSTON	TX	77024-1511	85	
BBCV 725 LLC	HOUSTON	TX	77008-4547	86	
BBCV 725 LLC	HOUSTON	TX	77008-4547	87	
BEAL KRISTINA	HOUSTON	TX	77008-6425	88	
BEAULIEU GREGORY R	HOUSTON	TX	77008-3773	89	
BECKER RANDOLPH S	HOUSTON	TX	77008-3739	90	
BEDARD ROBIN E & CHARLES	HOUSTON	TX	77007-1749	91	
BEDI SUPINDER & ZOI PLATSAS R	HOUSTON	TX	77008-3743	92	
BELCHER NICHOLAS & ANAIS	HOUSTON	TX	77008-3750	93	
BELMAR SAMUEL K & MY	HOUSTON	TX	77008-3507	94	
BENAVIDES JUAN D & ELVA	HOUSTON	TX	77008-3740	95	
BERNARDI GIOVANNI	HOUSTON	TX	77008-3310	96	
BERTON FRANCES BERTON JOSE T JR ESTATE O 2534 ROY CIR	HOUSTON	TX	77007-1311	97	
BESSENT ROBERT	HOUSTON	TX	77008-3826	98	
BESSETTE MATTHEW	ROCK HILL	SC	29730-9508	99	
BETTS MARK D	HOUSTON	TX	77008-3729	100	
BHUTTA CHIRAYU	HOUSTON	TX	77008-1729	101	
BIENHOFF LAURA B	HOUSTON	TX	77008-3708	102	
BIGGS DAVID & PAMELA P	HOUSTON	TX	77008-3510	103	
BK CH INC % BURGER KING #214	MIAMI	FL	33102-0783	104	
BK-CH INC % BURGER KING #214	MIAMI	FL	33102-0783	105	
BLAKELY THURSTON III	HOUSTON	TX	77008-6421	106	
BLANKENSHIP STEVEN L	HOUSTON	TX	77008-3750	107	
BOJORQUEZ J CESAR	HOUSTON	TX	77008-3741	108	
BONDE ANDREW J	HOUSTON	TX	77007-1748	109	
BONNER STEPHANIE	HOUSTON	TX	77008-3750	110	
BOOKER MARTHA R ESTATE OF % ROBERT C W 820 W 20TH ST	HOUSTON	TX	77008-3510	111	
BOYLE NEIL	HOUSTON	TX	77008-3512	112	
BRACCOLINO KATHRYN A	HOUSTON	TX	77008-3381	113	
BRANDES DARRELL JR	HOUSTON	TX	77008-3704	114	
BRANDON D LAVIAGE IRREVOCABLE TRUST	HOUSTON	TX	77008-3507	115	
BRAY CHANCE G	HOUSTON	TX	77008-3509	116	
BRESHEL LTD	HOUSTON	TX	77008-3049	117	
BRESHEL LTD	HOUSTON	TX	77008-3753	118	
BRIXMOR HOLDINGS 12 SPE LLC % BRIXMOR PR	CONSHOHOCKEN	PA	19428-2081	119	

BROBISKY MAROL L	HOUSTON	TX	77008-6423	120
BROUSSARD HEATHER B & PETE	HOUSTON	TX	77008-2769	121
BROWN CAROLYN	HOUSTON	TX	77008-1916	122
BROWN EDDIE	HOUSTON	TX	77008-3510	123
BROWNE CHRISTOPHER D	HOUSTON	TX	77007-1748	124
BUFFORD KARA LYNN	HOUSTON	TX	77007-1742	125
BUFORD CLAYTON & HOLLY	HOUSTON	TX	77079-6505	126
BURGER KING CORP % BURGER KING #214	MIAMI	FL	33102-0783	127
BURGER KING CORP % BURGER KING #214	MIAMI	FL	33102-0783	128
BURGER KING CORP % BURGER KING #214	MIAMI	FL	33102-0783	129
BURGR JESSE L	HOUSTON	TX	77008-6453	130
BURNSIDE BURNIS & DOREEN	HOUSTON	TX	77270-0257	131
BURTON ALFONSO	HOUSTON	TX	77008-3501	132
BURTON ALFONZO	HOUSTON	TX	77008-3501	133
BUSSMANN TIMOTHY E	HOUSTON	TX	77008-3514	134
BUTLER GARY T & TRUSTETAL	HOUSTON	TX	77008-3901	135
BYRD THOMAS E JR & CELINA M	HOUSTON	TX	77008-3502	136
C & D SMR REAL ESTATE INC % C & D SCRAP M	HOUSTON	TX	77092-1102	137
C & D SMR REAL ESTATE INC % C & D SCRAP M	HOUSTON	TX	77092-1102	138
CAMARENA SILVIA	HOUSTON	TX	77024-5811	139
CAMPBELL DIANA C	HOUSTON	TX	77008-3301	140
CAMPBELL JOHN DOUGLAS	HOUSTON	TX	77008-6641	141
CARL BARNES FUNERAL HOME	HOUSTON	TX	77008-1728	142
CARL BARNES FURNEL HOME INC C/O PROPERTY	HOUSTON	TX	77219-0548	143
CARPENTIER RONNIE	HOUSTON	TX	77008-1911	144
CARPENTIER RONNIE R	HOUSTON	TX	77008-1911	145
CARPENTIER RONNIE RAY % BETTER AUTOS	HOUSTON	TX	77008-1911	146
CARPENTIER RONNIE RAY % BETTER AUTOS	HOUSTON	TX	77008-1911	147
CARRENO-TORRES MARY LOU	HOUSTON	TX	77008-1938	148
CARROLL CHUCK P	HOUSTON	TX	77008-3610	149
CARROLL VENTURES LLC	HOUSTON	TX	77248-7489	150
CARTER DAVID F	HOUSTON	TX	77008-3735	151
CARTWRIGHT CATHERINE	HOUSTON	TX	77008-6424	152
CARY LELAND P III & CHELE L	HOUSTON	TX	77007-1748	153
CASILLAS EMILIA	HOUSTON	TX	77064-5279	154
CASTRO DENNIS A	HOUSTON	TX	77008-6643	155
CASTRO MARGARET G	HOUSTON	TX	77008-6643	156
CASTROW DARLENE J	HOUSTON	TX	77008-6331	157
CATE AVERU	HOUSTON	TX	77008-3827	158
CEDILLO AURELIA	HOUSTON	TX	77008-3716	159

X

CENTRO NP HOLDINGS 12 SPE LLC	CONSHOHOCKEN	PA	19428-2081	160	
CHAIBAN ROY A	HOUSTON	TX	77008-6453	161	
CHAIT DERRICK	HOUSTON	TX	77008-3746	162	
CHAPELL BRENT D	HOUSTON	TX	77008-6453	163	
CHAPPLE ELLA	HOUSTON	TX	77022-2818	164	
CHARLES B TUBBS MARITAL DEDUCTION TRUST	HOUSTON	TX	77005-3750	165	
CHARLES B TUBBS MARITAL DEDUCTION TRUST	HOUSTON	TX	77005-3750	166	
CHARLES B TUBBS MARITAL DEDUCTION TRUST	HOUSTON	TX	77005-3750	167	
CHARLES B TUBBS MARITAL DEDUCTION TRUST	HOUSTON	TX	77005-3750	168	
CHARTIER MCKINSEY LYNNE	HOUSTON	TX	77007-1749	169	
CHIU CORA H	HOUSTON	TX	77008-3748	170	
CHOI KAITLIN & EDISON	HOUSTON	TX	77008-3750	171	
CHURCH GREATER PLEASANT HILL	HOUSTON	TX	77008	172	X
CHURCH WAYMAN CHAPEL AME	HOUSTON	TX	77008-3510	173	
CISNEROS MARIO	HOUSTON	TX	77008-6531	174	
CISNEROS MARIO R	HOUSTON	TX	77008-6531	175	
CITY OF HOUSTON	HOUSTON	TX	77251-1562	176	
CITY OF HOUSTON	HOUSTON	TX	77251-1562	177	
CITY OF HOUSTON	HOUSTON	TX	77251-1562	178	
CITY OF HOUSTON	HOUSTON	TX	77251-1562	179	
CITY OF HOUSTON	HOUSTON	TX	77251-1562	180	
CITY OF HOUSTON	HOUSTON	TX	77251-1562	181	
CITYWIDE CONSTRUCTION INC	HOUSTON	TX	77042-4950	182	
CITYWIDE CONSTRUCTION INC	HOUSTON	TX	77042-4950	183	
CITYWIDE CONSTRUCTION INC	HOUSTON	TX	77042-4950	184	
CLARK RUBY G ESTATE OF	HOUSTON	TX	77008-1013	185	
CLEANCAR PARTNERSHIP LTD	HOUSTON	TX	77008-3613	186	
CLEANCAR PARTNESHIP LTD	HOUSTON	TX	77008-3613	187	
CLEMENTS BLAKE A	HOUSTON	TX	77008-3747	188	
CLINE MEGAN E	HOUSTON	TX	77007-1748	189	
COCHRAN JIM H JR	HOUSTON	TX	77008-3508	190	
COCHRAN JIM H JR	HOUSTON	TX	77008-3508	191	
COCHRAN STEVEN & MARY	HOUSTON	TX	77008-6423	192	
COCKERELL JASON B	HOUSTON	TX	77008-3512	193	
COHEN MATTHEW J	HOUSTON	TX	77008-3731	194	
COLBY MICHAEL	HOUSTON	TX	77007-1749	195	
COLEMAN MARK & MADDIE	HOUSTON	TX	77007-1748	196	
COLONIAL APTS LTD PTNRSH	HOUSTON	TX	77063-1621	197	
CONE MICHAEL P	HOUSTON	TX	77019-1702	198	X
CONTI MICHAEL R & ELIZABETH C	HOUSTON	TX	77008-3585	199	

CONTRACTOR FIROZ M	HOUSTON	TX	77008-3765	200	
COOKING ON 19TH LLC	HOUSTON	TX	77008-5130	201	
COOLEY MATTHEW D	HOUSTON	TX	77008-3743	202	
COOPER DEREK L & LAUREN LYNN	HOUSTON	TX	77007-1742	203	
COOPERRIDER KURT F & BRITTANY C	HOUSTON	TX	77008-3508	204	
CORDELL CHRISTINE	HOUSTON	TX	77008-6453	205	
CORNELIUS MARIAN M & AUSTIN L	KEMAH	TX	77565-2568	206	
CORONA ISRAEL I	HOUSTON	TX	77008-6453	207	
CORTEZ ADRIAN M & SANDRA H	HOUSTON	TX	77008-3731	208	
COTHRAN YOLANDA C	HOUSTON	TX	77008-3740	209	
COUNTY OF HARRIS	HOUSTON	TX	77251-1525	210	
COUNTY OF HARRIS	HOUSTON	TX	77251-1525	211	
COUNTY OF HARRIS	HOUSTON	TX	77251-1525	212	
COWLES HELEN CLANCY	HOUSTON	TX	77008-1974	213	
CRESCENT CORP	ROUND ROCK	TX	78665-5654	214	X
CRESCENT CORP	ROUND ROCK	TX	78665-5654	215	X
CROSBY LARRY W	HOUSTON	TX	77008-3825	216	
CROSBY LUPE LP	HOUSTON	TX	77025-1154	217	
CROSS TOWN BUILDERS LLC	AUSTIN	TX	78746-5575	218	
CROSS TOWN BUILDERS LLC	AUSTIN	TX	78746-5575	219	
CROSS TOWN BUILDERS LLC	AUSTIN	TX	78746-5575	220	
CROSS TOWN BUILDERS LLC	AUSTIN	TX	78746-5575	221	
CROUSE MARCUS N	HOUSTON	TX	77008-3672	222	
CROWLEY JOHN & FELICIA	HOUSTON	TX	77008-3751	223	
CROWLEY JOHN D & FELICIA	HOUSTON	TX	77030-2018	224	
CROWLEY JOHN D & FELICIA D	HOUSTON	TX	77030-2018	225	
CROWLEY JOHN D & FELICIA D	HOUSTON	TX	77030-2018	226	
CROWLEY JOHN D & FELICIA D	HOUSTON	TX	77030-2018	227	
CROWLEY MARY T & JOHN D	HOUSTON	TX	77008-3714	228	
CRP AR 15TH STREET FLATS OWNER LP	PHOENIX	AZ	85016-4227	229	
CRV ENTERPRISES LLC	HOUSTON	TX	77094-3325	230	
CURIEL BAILY L	HOUSTON	TX	77008-3735	231	X
CURRENT OWNER	HOUSTON	TX	77008-3505	232	
CURRENT OWNER	SUGAR LAND	TX	77498-5601	233	
CURRENT OWNER	HOUSTON	TX	77008-3523	234	
CURRENT OWNER	HOUSTON	TX	77225-0675	235	X
CURRENT OWNER	HOUSTON	TX	77007-1742	236	
CURRENT OWNER	HOUSTON	TX	77008-6754	237	
CURRENT OWNER	HOUSTON	TX	77008-6648	238	
CURRENT OWNER	SUGAR LAND	TX	77498-5601	239	

CURRENT OWNER	HOUSTON	TX	77270-0500	240
CURRENT OWNER	HOUSTON	TX	77008-1931	241
CURRENT OWNER	HOUSTON	TX	77270-0500	242
CURRENT OWNER	HOUSTON	TX	77008-2545	243
CURRENT OWNER	HOUSTON	TX	77008-2545	244
CURRENT OWNER	HOUSTON	TX	77018-5226	245
CURRENT OWNER	DALLAS	TX	75238-1039	246
CURRENT OWNER	HOUSTON	TX	77008-3587	247
CURRENT OWNER	HOUSTON	TX	77008-3587	248
CURRENT OWNER	HOUSTON	TX	77008-3750	249
CURRENT OWNER	HOUSTON	TX	77008-3755	250
CURRENT OWNER	HOUSTON	TX	77008-3744	251
CURRENT OWNER	HOUSTON	TX	77008-3755	252
CURRENT OWNER	CYPRESS	TX	77429-7198	253
CURRENT OWNER	HOUSTON	TX	77008-3755	254
CURRENT OWNER	HOUSTON	TX	77008-3729	255
CURRENT OWNER	HOUSTON	TX	77008-3755	256
CURRENT OWNER				257
CURRENT OWNER	HOUSTON	TX	77008-3729	258
CURRENT OWNER	HOUSTON	TX	77008-3755	259
CURRENT OWNER	HOUSTON	TX	77008-3755	260
CURRENT OWNER	HOUSTON	TX	77018-1516	261
CURRENT OWNER	HOUSTON	TX	77008-3755	262
CURRENT OWNER	HOUSTON	TX	77008-3755	263
CURRENT OWNER	HOUSTON	TX	77008-3755	264
CURRENT OWNER	HOUSTON	TX	77008-3755	265
CURRENT OWNER	HOUSTON	TX	77008-3755	266
CURRENT OWNER	HOUSTON	TX	77008-3755	267
CURRENT OWNER	HOUSTON	TX	77008-3748	268
CURRENT OWNER	HOUSTON	TX	77008-3717	269
CURRENT OWNER	HOUSTON	TX	77008-3746	270
CURRENT OWNER	HOUSTON	TX	77008-3739	271
CURRENT OWNER	HOUSTON	TX	77008-3746	272
CURRENT OWNER	HOUSTON	TX	77008-3823	273
CURRENT OWNER	HOUSTON	TX	77008	274
CURRENT OWNER	HOUSTON	TX	77008-3814	275
CURRENT OWNER	BELLAIRE	TX	77401-4018	276
CURRENT OWNER	HOUSTON	TX	77008-6423	277
CURRENT OWNER % BOURGEOIS P A & M	HOUSTON	TX	77055-1683	278
DAIGLE LYNDEL FAYE	HOUSTON	TX	77008-1915	279

D'AUNOY CHRISTOPHER	HOUSTON	TX	77007	280	
DAVALOS SERVANDO	HOUSTON	TX	77057-4711	281	
DAVIS VIVON ESTATE OF	HOUSTON	TX	77008-1703	282	
DAWSON DOUGLAS S & ELIZABETH A	HOUSTON	TX	77005-4029	283	
DE LAZO MILAGRO	SPRING	TX	77373-3259	284	
DEILI LLC SERIES W 21	HOUSTON	TX	77008-1815	285	
DEMARIO WILLIAM	HOUSTON	TX	77008-3827	286	
DEMGEN JEFFERSON MATT	HOUSTON	TX	77008-3743	287	
DENKLER MATTHEW L &	HOUSTON	TX	77008-3750	288	
DERKOWSKI BILLY	HOUSTON	TX	77007-1311	289	
DEWEES RODERICK A	HOUSTON	TX	77008-6423	290	
DIBBERN JUSTIN BRIAN	HOUSTON	TX	77008-3510	291	
DIBRELL ROBERT W JR	HOUSTON	TX	77035-2502	292	
DIMAS OCTAVIANO & FEBE	HOUSTON	TX	77008-3748	293	
DINKINS BERTHA	HOUSTON	TX	77008-1730	294	
DINKINS BERTHA	HOUSTON	TX	77008-1730	295	
DINKINS BERTHA	HOUSTON	TX	77008-1730	296	
DNJM PA	HOUSTON	TX	77008-3737	297	
DO LONG V & KIEUOANH N	SUGAR LAND	TX	77479-6807	298	
DO LONG V & KIEUOANH N	SUGAR LAND	TX	77479-6807	299	
DO LONG V & KIEUOANH N	SUGAR LAND	TX	77479-6807	300	
DOONER JEANNINE	HOUSTON	TX	77008-3714	301	
DORMAN JEANETTE	HOUSTON	TX	77008-3731	302	
DORSETT CLAYTON P & KATIE R	HOUSTON	TX	77008-3823	303	
DOSSETT JUSTIN B & JORDAN N	HOUSTON	TX	77008-3750	304	
DRAPELA ENTERPRISES INC	HOUSTON	TX	77008-3647	305	
DRAPELA ENTERPRISES INC	HOUSTON	TX	77008-3647	306	
DRAPELA ENTERPRISES INC	HOUSTON	TX	77008-3647	307	
DRAPELA ENTERPRISES INC	HOUSTON	TX	77008-3647	308	
DRAPELA ENTERPRISES INC	HOUSTON	TX	77008-3647	309	
DRAPELA ENTERPRISES INC	HOUSTON	TX	77008-3647	310	
DRAPELA ENTERPRISES INC	HOUSTON	TX	77008-3647	311	
DRAPELA HENRY J	HOUSTON	TX	77008-3647	312	
DRAPELA HENRY J III	HOUSTON	TX	77008-3647	313	
DRAUGHON HAROLD E	HOUSTON	TX	77008-3751	314	
DRAUGHON HAROLD E	HOUSTON	TX	77008-3740	315	X
DRAUGHON HAROLD E	HOUSTON	TX	77008-3751	316	
DRAUGHON HAROLD E	HOUSTON	TX	77008-3751	317	
DRAUGHON HAROLD E	HOUSTON	TX	77008-3751	318	
DUFFY DAVID WAYNE & SARAH E	HOUSTON	TX	77008-3828	319	

DUGAN JESSICA CRAGG & KYLE BRANDLE	HOUSTON	TX	77006-4745	320	X
DUPLECHIN BARON J JR	HOUSTON	TX	77008-1974	321	
DURAN RAUL J & IRMA	HOUSTON	TX	77064-8007	322	
DURHAM JOSHUA	HOUSTON	TX	77008-3823	323	
DURHAM VENTURES INC	SUGAR LAND	TX	77479-5636	324	
DUTCHER BERNARD A & RONDA	HOUSTON	TX	77008-3743	325	
DVAC PROPERTIES LLC	HOUSTON	TX	-77035	326	
DVAC PROPERTIES LLC	HOUSTON	TX	-77035	327	
DVORETSKY RACHEL & NAOMI	HOUSTON	TX	77008-3739	328	
EDRY B & K 1 GP	HOUSTON	TX	77024-4711	329	
EDRY B & K 10 GP	HOUSTON	TX	77008-3629	330	X
EDRY B & K 10 GP	HOUSTON	TX	77008-3629	331	X
EGDPB KID ONE LLC	HOUSTON	TX	77055-6829	332	X
EHLI ISAAC & LAUREN M	HOUSTON	TX	77008-3716	333	X
ELDER JOHN R	HOUSTON	TX	77008-3741	334	
ELSAADI MOHAMMAD	HOUSTON	TX	77008-3731	335	
ELSAIFI INTEREST LP	HOUSTON	TX	77242-2224	336	
ELSAIFI INTERESTS LP	HOUSTON	TX	77242-2224	337	
ELSAIFI INTERESTS LP	HOUSTON	TX	77242-2224	338	
ELSAIFI INTERESTS LP	HOUSTON	TX	77242-2224	339	
ELSAIFI INTERESTS LP	HOUSTON	TX	77242-2224	340	
ELSAIFI INTERESTS LP	HOUSTON	TX	77242-2224	341	
ENVILA VERONICA B	HOUSTON	TX	77008-3826	342	
EPPS SCOTT C	HOUSTON	TX	77008-6425	343	
ERTUNCA EDDA	HOUSTON	TX	77008-6424	344	
ESTRADA JUAN JOSE	HOUSTON	TX	77008-6643	345	
ESTRADA PABLO R &	HOUSTON	TX	77007-1302	346	
EURO MOTOR SALE INC	HOUSTON	TX	-77018	347	X
EURO MOTOR SALE INC	HOUSTON	TX	-77018	348	X
EURO REAL ESTATE LLC	BELLAIRE	TX	77401-5028	349	
EURO REAL ESTATE LLC	BELLAIRE	TX	77401-5028	350	
EURO REAL ESTATE LLC	BELLAIRE	TX	77401-5028	351	
FABREGAS THOMAS J	HOUSTON	TX	77008-3734	352	
FABREGAS THOMAS J	HOUSTON	TX	77008-3734	353	
FABREGAS THOMAS J	HOUSTON	TX	77008-3734	354	
FABREGAS THOMAS J	HOUSTON	TX	77008-3734	355	
FAIRBANKS BONNIE	HOUSTON	TX	77008-6641	356	
FANG JASON	SUGAR LAND	TX	77479-3121	357	
FANG SHIHLIH STEVE	SUGAR LAND	TX	77479-3121	358	
FANTUZZO JEFFREY P & MELISSA K	HOUSTON	TX	77008-3847	359	

FARRIS NATHAN R	HOUSTON	TX	77008-6421	360	
FELDER BRIAN	HOUSTON	TX	77008-3510	361	
FENN JOSEPH & MENDY	HOUSTON	TX	77008-6531	362	
FIELDS ROSA SANCHEZ LIFE EST	HOUSTON	TX	77008-3743	363	
FISHKIND DANIEL I	HOUSTON	TX	77008-3508	364	
FLIP DOCUMENT SERVICES LLC	HOUSTON	TX	77007-7618	365	
FLIP DOCUMENT SERVICES LLC	HOUSTON	TX	77007-7618	366	
FLORES CARLOS G JR ET UX	HOUSTON	TX	77008-3728	367	
FLORES GIBERTO	HOUSTON	TX	77008-1736	368	
FORMOSA MANAGEMENT LLC	HOUSTON	TX	77024-1924	369	
FOSTER PERCY LEE	HOUSTON	TX	77008-1734	370	
FRIDIE DANIEL E & JANIS C	HOUSTON	TX	77008-3603	371	
FROST RANCH LTD	HOUSTON	TX	77098-5607	372	
FULLARTON NEIL J	HOUSTON	TX	77008-3827	373	
FUNG JOANNA	HOUSTON	TX	77008-6425	374	
GALLEVO DOREEN D & MICHAEL R	HOUSTON	TX	77008-3735	375	
GALT BUSINESS SOLUTIONS LLC	SHAVANO PARK	TX	78230-5618	376	
GALVEZ MARIO A & MARIA Q	HOUSTON	TX	77008-1907	377	
GARAY SYLVIA L	HOUSTON	TX	77008-1736	378	
GARCIA FRANCISCO XAVIER	HOUSTON	TX	77007-1742	379	X
GARCIA JOSE	HOUSTON	TX	77008-3741	380	
GARCIA JOSE JR & LUCILLE	HOUSTON	TX	77008-6440	381	
GARCIA JOSE JR & LUCILLE	HOUSTON	TX	77008-6440	382	
GARCIA JOSE L JR	HOUSTON	TX	77007-1748	383	
GARCIA JOSEPH A & TERESA A	HOUSTON	TX	77008-6523	384	
GARCIA JOSEPH A & THERESA A	HOUSTON	TX	77008-6523	385	
GARCIA REBECCA	HOUSTON	TX	77008-3742	386	
GARZA JAMIE V & BLANCA G	SPRING	TX	77379-5014	387	
GAWICK SARA	HOUSTON	TX	77008	388	
GERDES RACHELLE S	HOUSTON	TX	77008-3744	389	
GERIMAR PROPERTIES LLC	HOUSTON	TX	77008-6531	390	
GERIMAR PROPERTIES LLC	HOUSTON	TX	77008-6531	391	
GILINO TIMOTHY M	HOUSTON	TX	77008-3773	392	
GILMORE MEL R & RUSSELL	HOUSTON	TX	77008-1713	393	
GILMORE MELVIN	HOUSTON	TX	77008-1713	394	
GILMORE MELVIN	HOUSTON	TX	77008-1713	395	
GL INMAN PROPERTIES LP	HOUSTON	TX	77008-6522	396	
GLISAN MORGAN	HOUSTON	TX	77008-3813	397	
GOEN RICHARD L	HOUSTON	TX	77008-6425	398	
GOMEZ MARIA I	HOUSTON	TX	77008-3771	399	

GONSOULIN WAYNE J JR & LEAH	HOUSTON	TX	77008-6421	400	
GONZALES JOSE G	HOUSTON	TX	77008-1730	401	
GOVEA JONATHAN	HOUSTON	TX	77008-3746	402	
GRAY VIRGINIA K	HOUSTON	TX	77008-3823	403	
GREATER PLEASANT HILL MISSIONARY BAPTIST	HOUSTON	TX	77008-3510	404	
GREENWOOD PRATHER PROPERTIES LLC	HOUSTON	TX	77008-6337	405	
GREFF JOHN	HOUSTON	TX	77008-1736	406	
GRIF LLC	CYPRESS	TX	77433-6996	407	
GRIMALDO ALEJANDRO D	HOUSTON	TX	77008-3502	408	
GRIMALDO DANIEL & NORMA	HOUSTON	TX	77008-3309	409	
GRIMMETT STEVEN M	DALLAS	TX	75205-3039	410	
GUERIN MARIE	HOUSTON	TX	77008-3748	411	
GUEVARA JUAN P &	HOUSTON	TX	77008-3507	412	
GUILLEN MARY A	HOUSTON	TX	77008-3734	413	
GUILLEN MARY ANN	HOUSTON	TX	77292-5602	414	
GUO JIPU	HOUSTON	TX	77008-3825	415	
GUTIERREZ HENRY & YANETH M	HOUSTON	TX	77008-6645	416	
GUTIERREZ MARYANN	HOUSTON	TX	77041-5743	417	
GUTIERREZ MARYANN	HOUSTON	TX	77041-5743	418	
GUTIERREZ MARYANN	HOUSTON	TX	77041-5743	419	
GUTIERREZ MARYANN	HOUSTON	TX	77041-5743	420	
GUTIERREZ MARYANN & PEDRO	HOUSTON	TX	77041-5743	421	
GUTTING THOMAS M & ANDREA N	HOUSTON	TX	77008-3507	422	
GUZMAN RICHARD	HOUSTON	TX	77008-6645	423	X
HAFEEZ MOHAMMED & JANET	HOUSTON	TX	77008-3512	424	X
HALDANE FIONA	HOUSTON	TX	77008-3750	425	
HALL EVAN	HOUSTON	TX	77008-3731	426	
HALL LEWIS JR	ROUND ROCK	TX	78665-5654	427	X
HALL LEWIS T	ROUND ROCK	TX	78665-5654	428	X
HALL LEWIS T JR	ROUND ROCK	TX	78665-5654	429	X
HAMILTON JAMES S & AIMEE T	HOUSTON	TX	77008-3514	430	
HANSEN LOUISE	HOUSTON	TX	77008	431	
HAPONIK JOHN F & JESSICA B	HOUSTON	TX	77008-3704	432	
HARDGROVE ELSIE K ESTATE OF	CYPRESS	TX	77429-2214	433	
HARLAN HOLT P & CYNTHIA L	HOUSTON	TX	77008-6423	434	
HARRIS COUNTY FLOOD CONTROL DISTRICT	HOUSTON	TX	77092-8601	435	
HARRIS COUNTY FLOOD CONTROL DISTRICT	HOUSTON	TX	77092-8601	436	
HARRIS COUNTY FLOOD CONTROL DISTRICT	HOUSTON	TX	77092-8601	437	
HARRIS COUNTY FLOOD CONTROL DISTRICT	HOUSTON	TX	77092-8601	438	
HARRIS COUNTY FLOOD CONTROL DISTRICT	HOUSTON	TX	77092-8601	439	

HARRIS COUNTY FLOOD CONTROL DISTRICT	HOUSTON	TX	77092-8601	440	
HARRIS COUNTY FLOOD CONTROL DISTRICT	HOUSTON	TX	77092-8601	441	
HARRIS COUNTY FLOOD CONTROL DISTRICT	HOUSTON	TX	77092-8601	442	
HARRIS COUNTY FLOOD CONTROL DISTRICT	HOUSTON	TX	77092-8601	443	
HARRIS COUNTY FLOOD CONTROL DISTRICT	HOUSTON	TX	77092-8601	444	
HART THELMA ESTATE OF	HOUSTON	TX	77008-3513	445	
HATFIELD DUSTIN	HOUSTON	TX	77008-1733	446	
HAZA REALTY LP	SUGAR LAND	TX	77478-4476	447	
HBC VENTURES LLC	HOUSTON	TX	77008-3049	448	
HBC VENTURES LLC	HOUSTON	TX	77008-3049	449	
HEIDER MIKE	HOUSTON	TX	77008-3514	450	
HEIGHTS CLOCK TOWER LLC	HOUSTON	TX	77098-0815	451	
HEIGHTS CLOCK TOWER LLC	HOUSTON	TX	77005-1535	452	
HEIGHTS CLOCK TOWER LLC	HOUSTON	TX	77004-5025	453	
HEIGHTS DEVELOPEMENT GROUP LLC	HOUSTON	TX	77270-0184	454	
HEIGHTS SPINE WELLNESS LLC % SANDEEP K PA	MISSOURI CITY	TX	77459-1655	455	
HEIGHTS WEST 16TH LLC	HOUSTON	TX	77057-1758	456	
HEIGHTS WEST 16TH LLC	HOUSTON	TX	77057-1758	457	
HEIGHTS WEST 26TH STREET LLC	LEAGUE CITY	TX	77573-7373	458	
HEIGHTS WEST 26TH STREET LLC	LEAGUE CITY	TX	77573-7373	459	
HEIGHTS WEST 26TH STREET LLC	LEAGUE CITY	TX	77573-7373	460	
HEIGHTS WEST 26TH STREET LLC	LEAGUE CITY	TX	77573-7373	461	
HEIGHTS WEST 26TH STREET LLC	LEAGUE CITY	TX	77573-7373	462	
HEIGHTS WEST 26TH STREET LLC	LEAGUE CITY	TX	77573-7373	463	
HEINE JOEL A	HOUSTON	TX	77008-1736	464	
HELEMS JOHN T	HOUSTON	TX	77008-3847	465	
HENANDEZ ERASMO JR & STACY ANN	HOUSTON	TX	77008	466	X
HENDERSON DANIELLE & MATTHEW	HOUSTON	TX	77008-3731	467	
HENDRICKS WILLIE E	HOUSTON	TX	77008	468	
HENNING TONI M	HOUSTON	TX	77008-6645	469	
HENRY JOHN	HOUSTON	TX	77008-3739	470	
HENRY NIKOLAS S & SARAH L	HOUSTON	TX	77008-1734	471	
HER DELVELOPEMENT LLC	HOUSTON	TX	77056-7402	472	
HER DEVELOPEMENT LLC	HOUSTON	TX	77056-7402	473	
HER DEVELOPMENT LLC	HOUSTON	TX	77056-7402	474	
HER DEVELOPMENT LLC	HOUSTON	TX	77056-7402	475	
HER DEVELOPMENT LLC	HOUSTON	TX	77056-7402	476	
HER DEVELOPMENT LLC	HOUSTON	TX	77056-7402	477	
HER DEVELOPMENT LLC	HOUSTON	TX	77056-7402	478	
HER DEVELOPMENT LLC	HOUSTON	TX	77056-7402	479	

HERNANDEZ DARRIN SCOTT	HOUSTON	TX	77008-3510	480	
HERNANDEZ SYLVIA	HOUSTON	TX	77008-3748	481	
HERRERA MATEO	HOUSTON	TX	77008-3514	482	X
HESS HOMES LLC	HOUSTON	TX	77018-4440	483	
HEUGATTER FRANK DONALD	MONTGOMERY	TX	77316-4858	484	
HEUGATTER FRANK DONALD	MONTGOMERY	TX	77316-4858	485	
HIBBETTS MATTHEW & BETHANY	HOUSTON	TX	77008-3502	486	
HICKEY AMY L	HOUSTON	TX	77007-1748	487	
HIDALGO JAIRO	HOUSTON	TX	77079-3229	488	
HILLMAN SHELBY J	HOUSTON	TX	77008-1736	489	
HINES JACOB D & KARSON L	HOUSTON	TX	77008-3823	490	
HJNAS LLC	AUSTIN	TX	78759-5833	491	
HOANG NAM	HOUSTON	TX	77008-3628	492	
HOFF STEVEN W	HOUSTON	TX	77007-1748	493	
HOFFMAN DAVID	HOUSTON	TX	77008-3508	494	
HOHMAN ERIN M	HOUSTON	TX	77008-3310	495	
HOLLAND KIRK	HOUSTON	TX	77008-3739	496	
HONEYWELL DOUGLAS L	HOUSTON	TX	77008-3508	497	
HONG THEAV & MUY S	SPRING	TX	77379-1929	498	
HOOTEN JOSHUA B & KATHRYN GRACE	HOUSTON	TX	77008-3825	499	
HOOVER ANDREW	HOUSTON	TX	77008-1730	500	
HORN D A	HOUSTON	TX	77008-6419	501	
HOUSECRAFT DEVELOPMENT LLC	SPRING	TX	77382-1048	502	
HOUSINGER AIMEE M	HOUSTON	TX	77007-1749	503	
HOUSTON HEIGHTS BAPTIST CHURCH	HOUSTON	TX	77008-3505	504	
HOUSTON ISD	HOUSTON	TX	77092-8501	505	
HSC 1919 N SHEPHERD LLC	HOUSTON	TX	77027-9405	506	
HUDLER SHIRLEY A	HOUSTON	TX	77007-1748	507	
HUEY ANDREW T	HOUSTON	TX	77008-3813	508	X
HUGHES CORINNE	HOUSTON	TX	77008-3715	509	
HURDLE JOHN W III	HOUSTON	TX	77008-3502	510	
HUT ENTERPRISES LLC	HOUSTON	TX	77036	511	
HUTSON TOMMY	HOUSTON	TX	77008-3639	512	
HUTSON TOMMY	HOUSTON	TX	77008-3639	513	
HUTSON TOMMY J	HOUSTON	TX	77008-3639	514	
I LOVE CONSTRUCTION LLC	SUGAR LAND	TX	77479-4880	515	
IBARRA TOMAS & SYLVIA	HOUSTON	TX	77008-3720	516	
IMAI KURT	HOUSTON	TX	77008-3540	517	
INGEN ENTERPRISES LLC	HUMBLE	TX	77346-1494	518	
INVESTEX CREDIT UNION	HOUSTON	TX	77032-2801	519	

INVESTEX CREDIT UNION	HOUSTON	TX	77032-2801	520	
ISGITT ALTON	HOUSTON	TX	77008-1974	521	
ISLAM SAJEED	HOUSTON	TX	77008-3731	522	
J & K CAPITAL HOLDINGS LLC	HOUSTON	TX	77036-3325	523	
J & K CAPITAL HOLDINGS LLC	HOUSTON	TX	77036-3325	524	
J & K CAPITAL HOLDINGS LLC	HOUSTON	TX	77036-3325	525	
JANKE JAMES J	HOUSTON	TX	77056-1235	526	
JAYASINGHE NIEL & CHANDRA	HOUSTON	TX	77024-5218	527	
JAYASINGHE NIEL & CHANDRA	HOUSTON	TX	77024-5218	528	
JEANSONNE SUZANNE	HOUSTON	TX	77008-3771	529	
JEEATW CORP	MISSOURI CITY	TX	77459-2569	530	
JEFFCOAT SARAH	HOUSTON	TX	77008-6645	531	
JERRY MATA CONSTRUCTION LLC	HOUSTON	TX	77037-2016	532	
JERRY MATA CONSTRUCTION LLC	HOUSTON	TX	77037-2016	533	
JERRY MATA CONSTRUCTION LLC	HOUSTON	TX	77037-2016	534	
JESSE HERBERT & PATRICIA ERLINE OUTLAW	PEARLAND	TX	77581-2435	535	
JIANG KEVIN XINFEI	HOUSTON	TX	77008-3731	536	X
JOCO LAND COMPANY INC	HOUSTON	TX	77007-1315	537	
JOCO LAND COMPANY INC	HOUSTON	TX	77007-1315	538	
JOCO LAND COMPANY INC	HOUSTON	TX	77007-1315	539	
JOHANSEN HOPE & JARED	HOUSTON	TX	77008-3715	540	
JOHNSON NICHOLAS R	HOUSTON	TX	77007-1748	541	
JOHNSTON PAMELA	HOUSTON	TX	77008-6641	542	
JOLAND GROUP LLC	HOUSTON	TX	77008-2476	543	
JONASSEN IVAN	HOUSTON	TX	77008-3813	544	
JONES CHRIS	HOUSTON	TX	77008-3847	545	
JONES RYAN G	HOUSTON	TX	77008-3514	546	
JORDAN ELIZABETH G	HOUSTON	TX	77008-3739	547	
JOSE CHERRIE L	LUBBOCK	TX	79424-1189	548	X
JS LEWIS LLC	DAYTON	TX	77535-0056	549	
JUPITER ASSETS LLC	MONTGOMERY	TX	77356-8418	550	
JURGENSMIER JORDAN E	HOUSTON	TX	77008-3310	551	
KAGELS EMILY & ZACHRY	HOUSTON	TX	77008-3509	552	
KALISZEWSKI RODNEY	MOUNT CALM	TX	76673-3504	553	
KAPOOR PUSHPAK & POONAM	SUGAR LAND	TX	77479-4035	554	
KAPOOR VIRINDER & PUSHPAK	SUGAR LAND	TX	77479-4035	555	
KEITH AMY FOX & BRADEN MICHAEL	HOUSTON	TX	77008	556	
KEL REALTY LLC	KINGWOOD	TX	77339-3517	557	
KENDLER LAURA E	HOUSTON	TX	77007-1748	558	
KENT JULIA	HOUSTON	TX	77008-6421	559	

KILBRIDE MATTHEW	HOUSTON	TX	77008-3823	560	
KING BRIAN & JENNIFER R	HOUSTON	TX	77008-3507	561	
KING EVELYN	HOUSTON	TX	77008-3514	562	
KING KRISTINA L	HOUSTON	TX	77008-3585	563	
KJELLANDER HENRY III	HOUSTON	TX	77008-3704	564	
KNETTEL PAUL MICHAEL	HOUSTON	TX	77008-3750	565	
KOEHN JOSHUA R & ANNIE H	HOUSTON	TX	77008-3743	566	
KOKEMOOR LARRY	HOUSTON	TX	77009-6025	567	
KOPY ANDREW J	HOUSTON	TX	77008-6421	568	
KORNEGAY MATTHEW & KATLYN	HOUSTON	TX	77008	569	
KOSMALA FLORENCE	HOUSTON	TX	77008-3746	570	
KOSS BILLIE S	HOUSTON	TX	77043-2606	571	
KRENZ ROBERT D & SAMANTHA	HOUSTON	TX	77008-1729	572	
KRUGER ZACHARY R	HOUSTON	TX	77008-3671	573	
L & G HOLDINGS LLC	HOUSTON	TX	77270-0679	574	
LAACO LTD	LOS ANGELES	CA	90014-1601	575	
LAHA RONALD W & JOYCE F	JERSEY VILLAGE	TX	77040-1268	576	
LAHA RONALD W & JOYCE F	JERSEY VILLAGE	TX	77040-1268	577	
LAKHANI W 21ST STREET LLC	HOUSTON	TX	-77056	578	X
LAKHANI W 21ST STREET LLC	HOUSTON	TX	77056-5784	579	X
LAKHANI W 21ST STREET LLC	HOUSTON	TX	-77056	580	X
LAKHANI W 21ST STREET LLC	HOUSTON	TX	-77056	581	X
LAKHANI W 21ST STREET LLC	HOUSTON	TX	-77056	582	X
LAM HAI VIET	HOUSTON	TX	77008-3716	583	
LANDIS CHRISTOPHER R	HOUSTON	TX	77008-3586	584	
LANNI CHARLES T	HOUSTON	TX	77008-6419	585	
LARA ANA MARIA	HOUSTON	TX	77008-6522	586	
LARA ANA MARIA	HOUSTON	TX	77008-6522	587	
LARA ANA MARIA	HOUSTON	TX	77008-6522	588	
LARKIN MATTHEW	TUCSON	AZ	85704-6960	589	
LAROCCO JANNA	HOUSTON	TX	77008-1974	590	
LAUBENSTEIN JASON J	HOUSTON	TX	77008	591	
LAWRENCE MARY D	HOUSTON	TX	77008-6425	592	
LDL FAMILY LTD	HOUSTON	TX	77025-4112	593	
LEWIS RONALD E JR & LORANNETTE M	HOUSTON	TX	77007-1749	594	
LEXINGTON 26 LP	HOUSTON	TX	77008-3781	595	
LIBERMAN LEE	HOUSTON	TX	77007-1936	596	
LIM FRANCIS L	HOUSTON	TX	77007-1748	597	
LINDSAY ROBERT	HOUSTON	TX	77079-5816	598	
LINDWALL DAVID J	HOUSTON	TX	77008-3586	599	

LINSAN INC	SOLON	OH	44139-1009	600	
LINTINAS NICHOLAS	HOUSTON	TX	-77004	601	X
LITINAS NICHOLAS	HOUSTON	TX	-77004	602	X
LITINAS NICHOLAS	HOUSTON	TX	-77004	603	X
LITINAS NICHOLAS	HOUSTON	TX	-77004	604	X
LITTLETON JAMES & MERRI	HOUSTON	TX	77008-3526	605	
LIVARCHIK JEFFREY M & CASEY M	HOUSTON	TX	77008-3814	606	
LK HOLDINGS LLC	HOUSTON	TX	77024-6135	607	
LOHMAN POLLY A	HOUSTON	TX	77008-1974	608	
LOIRE LP	HOUSTON	TX	77257-1077	609	
LONGORIA JESSE	HOUSTON	TX	77008-1736	610	
LONGORIA RITA C	HOUSTON	TX	77023-4829	611	
LOPEZ HECTOR G & DORA C	HOUSTON	TX	77008-3741	612	
LOPEZ JUAN JUAN LOPEZ FAMILY TRUST	HOUSTON	TX	77076-4404	613	
LOPEZ MARCOS C	HOUSTON	TX	77008-3740	614	
LOPEZ MARIO ANDREW	HOUSTON	TX	77008-3736	615	
LOPEZ VIRGILIO A & SILVIA	HOUSTON	TX	77008-1014	616	
LOPEZ VIRGILIO A & SILVIA B	HOUSTON	TX	77008-1014	617	
LOPEZ VIRGILIO A & SILVIA B	HOUSTON	TX	77008-1014	618	
LORENSEN JEFFREY K	HOUSTON	TX	77008-6455	619	
LOSOHA SIMEON E	HOUSTON	TX	77008-3502	620	
LOTERO CARLOS E	HOUSTON	TX	77008-3381	621	
LOTHMANN KARL T	HOUSTON	TX	77008-3310	622	
LOTUS TRUST	WASHINGTON	DC	20006-3604	623	
LOTUS TRUST C/O NEWMARK KNIGHT FRANK	WASHINGTON	DC	20006-3604	624	
LOTUS TRUST C/O NEWMARK KNIGHT FRANK	WASHINGTON	DC	20006-3604	625	
LOUSTEAU JEFFREY M	HOUSTON	TX	77008-3762	626	
LOVE ELEMENTRY SCHOOL	HOUSTON	TX	77008-6627	627	
LOZANO BRENDA & JOSE	HOUSTON	TX	77079-6502	628	
LOZANO JOSE ANTONIO	HOUSTON	TX	77079-6502	629	
LTH BUILDERS FUND II LLC	HOUSTON	TX	77046-0830	630	
LTH BUILDERS FUND II LLC	HOUSTON	TX	77046-0830	631	
LTH BUILDERS FUND II LLC	HOUSTON	TX	77046-0830	632	
LTH BUILDERS FUND II LLC	HOUSTON	TX	77046-0830	633	
LTH BUILDERS FUND II LLC	HOUSTON	TX	77046-0830	634	
LUPE FIVE LLC	HOUSTON	TX	77025-1154	635	
LUPE FIVE LLC	HOUSTON	TX	77025-1154	636	
LUSK JESSICA	HOUSTON	TX	77008-1738	637	
LYNCH MICHAEL	HOUSTON	TX	77008-1736	638	
MAHABIR AMY C	HOUSTON	TX	77008-3771	639	

MAILLARD MONA D	HOUSTON	TX	77008-3710	640	
MALDONADO RAFAEL	HOUSTON	TX	77041-7868	641	
MALKOWSKI SHARON	HOUSTON	TX	77008-6425	642	
MAN CHI YAN	HOUSTON	TX	77008-3814	643	
MANCILLA MARCOS	HOUSTON	TX	77093-2505	644	
MANCO ASSOCIATES LC	HOUSTON	TX	77206-0370	645	
MANCO ASSOCIATES LC	HOUSTON	TX	77206-0370	646	
MANCO ASSOCIATES LC	HOUSTON	TX	77206-0370	647	
MANCO ASSOCIATES LC	HOUSTON	TX	77206-0370	648	
MANCO ASSOCIATES LC	HOUSTON	TX	77206-0370	649	
MARBO PROPERTIES LLC	HOUSTON	TX	77006-3709	650	
MARKS JOSHUA L	HOUSTON	TX	77008-1738	651	
MARSHALL R CHRIS	HOUSTON	TX	77008-3747	652	
MARTINEZ ALEC J	HOUSTON	TX	77008-3831	653	
MARTINEZ CARMEN	HOUSTON	TX	77008-1829	654	
MARTINEZ CARMEN	HOUSTON	TX	77008-1829	655	
MARTINEZ CARMEN	HOUSTON	TX	77008-1829	656	
MARTINEZ CESAR & GLORIA M	HOUSTON	TX	77008-3849	657	
MARTINEZ RUBEN JR & MICHELLE	HOUSTON	TX	77008-3608	658	
MARTY COLLEEN A	HOUSTON	TX	77008-6423	659	
MARY MATHA DEVELOPMENT	HOUSTON	TX	77056-8355	660	
MARY MATHA DEVELOPMENT COMPANY LLC	HOUSTON	TX	77056-8355	661	
MASON NICOLAS & CARA	HOUSTON	TX	77008-3823	662	
MASON RACHEL F & JUSTIN	HOUSTON	TX	77008-1704	663	
MASTER AN ENTERPRISE LLC	ALIEF	TX	77411-2159	664	X
MASTER AN ENTERPRISE LLC	ALIEF	TX	77411-2159	665	X
MASTER AN ENTERPRISE LLC	ALIEF	TX	77411-2159	666	X
MASTER AN ENTERPRISE LLC	ALIEF	TX	77411-2159	667	X
MASTER AN ENTERPRISE LLC	ALIEF	TX	77411-2159	668	X
MASTER AN ENTERPRISE LLC	ALIEF	TX	77411-2159	669	X
MASTER AN ENTERPRISE LLC	ALIEF	TX	77411-2159	670	X
MASTER AN ENTERPRISE LLC	ALIEF	TX	77411-2159	671	X
MATOS MELISSA MARIE	HOUSTON	TX	77008-3716	672	
MATTA M THERESA	HOUSTON	TX	77008-2124	673	X
MATTHEWS SANDRA J &	FORT LAUDERDALE	FL	33332-9717	674	
MATTISON MICHAEL D	HOUSTON	TX	77008-3301	675	
MAURER RYAN	HOUSTON	TX	77008-6421	676	
MAXIM GRAY INTERESTS LLC	HOUSTON	TX	77005-1319	677	
MCALISTER PATRICK & NATALIE	HOUSTON	TX	77008-3827	678	
MCCALLISTER CAREN B	HOUSTON	TX	77008-3914	679	

MCLENDON PENNY	HOUSTON	TX	77008-3739	680	
MCLENNON MABLE WOOD	GALENA PARK	TX	77547-2619	681	
MCCLURE SEAN	HOUSTON	TX	77008-1974	682	
MCCOLLOCH JENNIFER L	HOUSTON	TX	77007-1748	683	
MCCRARY NATHANIEL P	HOUSTON	TX	77008	684	
MCDOWELL JALYNN M & CHRISTOPHER	HOUSTON	TX	77008-1974	685	
MCKEON COREY M & SARAH K	HOUSTON	TX	77024-4116	686	
MCKINNEY THOMAS M & DONNA M	FRIENDSWOOD	TX	77546-4179	687	
MCKINNEY THOMAS M & DONNA M	FRIENDSWOOD	TX	77546-4179	688	
MCLEAN ALLEN W	HOUSTON	TX	77008-3310	689	
MCNEESE OLGA N	HOUSTON	TX	77008-3710	690	
MEGAN KOUDELKA	HOUSTON	TX	77008-3823	691	
MEI SHU T	HOUSTON	TX	77079	692	X
MEJIA JESSICA VANESSA	HOUSTON	TX	77084-1187	693	
MENDEZ NICHOLAS A & EVA YI W	HOUSTON	TX	77008-3509	694	
MENDEZ NICHOLAS ANDRE	HOUSTON	TX	77008-3509	695	
MENDOZA VICTOR	HOUSTON	TX	77008-3509	696	
MENTZER NATHAN A & AMANDA M	HOUSTON	TX	77008-1730	697	
METZENTHIN JASON	HOUSTON	TX	77008-3750	698	
MEYER JACK L & DARLENE S	ANDERSON	IN	-46012	699	
MEYER MARK ALAN	HOUSTON	TX	77008-3747	700	
MILTON JERRY M JR	HOUSTON	TX	77008-3514	701	
MINER AP TRUST	HIGHLANDS	TX	77562-5412	702	
MINER AP TRUST	HIGHLANDS	TX	77562-5412	703	
MLF INTERESTS LLC	HOUSTON	TX	77008-3529	704	
MOELLER BRIAN	HOUSTON	TX	77008	705	
MOEN RICHARD JAMES	HOUSTON	TX	77219-0380	706	
MOMIN ESTATES LLC	HOUSTON	TX	77036-1725	707	
MOMIN ESTATES LLC	HOUSTON	TX	77036-1725	708	
MONTALVO MARYN B	HOUSTON	TX	77008-3827	709	
MONTE HOREB CHURCH	HOUSTON	TX	77007-1916	710	
MONTE HOREB CHURCH	HOUSTON	TX	77007-1916	711	
MONTEITH JOSHUA M	HOUSTON	TX	77008-3512	712	
MONTEMAYOR DANIELLA	HOUSTON	TX	77008-3501	713	
MOORE CHRISTIN A	HOUSTON	TX	77008-3828	714	
MORA PEDRO LOPEZ	HOUSTON	TX	77008-3529	715	
MORALES CARLOS & NANCY	HOUSTON	TX	77008-1736	716	
MORALES DAVID	HOUSTON	TX	77008	717	
MORALES ROBERTO	LIVERMORE	CA	94551-1772	718	
MORRISSETT JAMES D & KELLY T	HOUSTON	TX	77008-3708	719	

MOUSAVI NOSRAT B	SUGAR LAND	TX	77479-2927	720
MOYE DONALD L & SHARON F	HOUSTON	TX	77008-3737	721
MULLENS AUDIE ESTATE OF JESSE J MULLENS	HOUSTON	TX	77007-1311	722
MUNDIAL DEVELOPMENT LLC	HOUSTON	TX	77035-5545	723
MURPHY DAVID	HOUSTON	TX	77008-3748	724
MURPHY DAVID & CAROLINE	HOUSTON	TX	77008-3510	725
MUSTAFA ISRAEL	HOUSTON	TX	77008-1729	726
NAIDU KIRANMAI	HOUSTON	TX	77008-3814	727
NAJER ALON	HOUSTON	TX	77008-3740	728
NASH 2008 MANAGEMENT TRUST	HOUSTON	TX	77008-5134	729
NASON GEORGE	PALACIOS	TX	77465-0187	730
NAZARENKO PAVEL I & YULIA V	HOUSTON	TX	77008-2193	731
NELSON ROBERT I	HOUSTON	TX	77008-6453	732
NEW JOHN T	HOUSTON	TX	77008-1736	733
NEYLAND RYAN ALEXANDER	HOUSTON	TX	77008-3703	734
NGO THOMAS T	HOUSTON	TX	77219-1408	735
NGUYEN JASON	HOUSTON	TX	77007	736
NGUYEN MY TAM THI	HOUSTON	TX	77007-1311	737
NGUYEN SCOTT & LINDA	HOUSTON	TX	77255-5234	738
NGUYEN SCOTT SUONG & LINDA	HOUSTON	TX	77255-5234	739
NGUYEN SUONG QUY & HOANG	HOUSTON	TX	77255-5234	740
NGUYEN SUONG QUY & HOANG T	HOUSTON	TX	77255-5234	741
NGUYEN THERESA T	KATY	TX	77450-5729	742
NICCUM GRANT J	HOUSTON	TX	77008-6423	743
NIELSEN REGAN S	HOUSTON	TX	77008-6419	744
NIETFELD LAURA AMANDA & BRIAN P	HOUSTON	TX	77008-6421	745
NOLEN BRANDT	HOUSTON	TX	77008-3748	746
NORTH DURHAM INVESTMENT LLC	HOUSTON	TX	77055-1016	747
NUNDINI GIAMPAOLO	HOUSTON	TX	77007-1347	748
NUNEZ DIANE P	HOUSTON	TX	77008-6425	749
OBERLIN ERIK S	HOUSTON	TX	77008-3634	750
ODOM J B	HOUSTON	TX	77090-1311	751
ODOM J B	HOUSTON	TX	77090-1311	752
ODOM J B	HOUSTON	TX	77008-3637	753
ODOM J B	HOUSTON	TX	77090-1311	754
ODOM ROBERT J	HOUSTON	TX	77090-1311	755
OLLENDIKE PHILIP & GABRIELLE	HOUSTON	TX	77008-3750	756
OLSON MARSHALL	HOUSTON	TX	77008-3643	757
O'MICHAEL MICHELLE	HOUSTON	TX	77008-6641	758
OPREAU CONSTANTIN C & LAURA	HOUSTON	TX	77008-3379	759

ORTEGA RAFAEL	HOUSTON	TX	77055-3027	760
ORTIZ RAMON R	HOUSTON	TX	77008-3530	761
OU RIN & DANY	HOUSTON	TX	77008-6615	762
OURS KURT	HOUSTON	TX	77008-3813	763
OWENS FOREST REX	CYPRESS	TX	77429-1870	764
OWENS FOREST REX	CYPRESS	TX	77429-1870	765
PALMER NATHANIEL E	HOUSTON	TX	77008-3510	766
PALUSKA MATT & MELISSA	HOUSTON	TX	77008-3721	767
PANJWANI PROPERTIES LTD	HOUSTON	TX	77036-3360	768
PANJWANI PROPERTIES LTD	HOUSTON	TX	77036-3360	769
PAPAGEORGE JOHN M	HOUSTON	TX	77008-3507	770
PARIKH MRUGESH R & TRUSTEE	MISSOURI CITY	TX	77459-2361	771
PARKER JOHN	HOUSTON	TX	77008-1927	772
PARKER JOHN	HOUSTON	TX	77008-1927	773
PARKER JOHN	HOUSTON	TX	77008-1927	774
PARKER JOHN	HOUSTON	TX	77008-1927	775
PASCHEL DANIEL J	HOUSTON	TX	77008-3715	776
PATTON CHRISTOPHER	HOUSTON	TX	77008-3507	777
PAWN TX INC	FORT WORTH	TX	76102-2504	778
PECAN MILL REALTY	HOUSTON	TX	77265-5443	779
PEREIRA JANAINA	HOUSTON	TX	77007-1748	780
PEREZ SUSANNE KAY	HOUSTON	TX	77008-3735	781
PETERSON EVAN C	HOUSTON	TX	77008-6455	782
PETERSON REVOCABLE TRUST	HOUSTON	TX	77094-3005	783
PETRARCA DANIEL	HOUSTON	TX	77008-3508	784
PHILLIPS RYAN W	HOUSTON	TX	77008-3748	785
PHLEGM JULIA L	RICHMOND	TX	77469-9811	786
PHLEGM JULIA L	RICHMOND	TX	77469-9811	787
PKG PROPERTIES LLC	HOUSTON	TX	77248-7386	788
PKG PROPERTIES LLC	HOUSTON	TX	77248-7386	789
POLK JOHN C	MONTGOMERY	TX	77356-7334	790
POLK JOHN C	MONTGOMERY	TX	77356-7334	791
POLK JOHN C	MONTGOMERY	TX	77356-7334	792
POLK JOHN C ET AL	MONTGOMERY	TX	77356-7334	793
POLK JOHN C ET AL	MONTGOMERY	TX	77356-7334	794
POTTS LEZLIE	HOUSTON	TX	77008-3501	795
PRADIA TOOD J KIMBERLI SCOTT	HOUSTON	TX	77022-5130	796
PRATER CURTIS M	HOUSTON	TX	77008-3762	797
PRICE ALLEN	HOUSTON	TX	77056-4007	798
PYDEC ASSET MANAGEMENT LLC	HOUSTON	TX	77006-4229	799

QUINTANA JENNIFER A	HOUSTON	TX	77008-3634	800	
R AND M RETAIL LP	HOUSTON	TX	77055-6013	801	
RACHAL GRANT W	HOUSTON	TX	77008-3381	802	
RAHIMI MARIE M & JAMAL R	SPRING	TX	77386-1894	803	
RAMIREZ NOHEMI	HOUSTON	TX	77008-1945	804	
RAMIREZ OSCAR F & ERNEST E	HOUSTON	TX	77008-1930	805	
RAMIREZ OSCAR F & ERNEST E	HOUSTON	TX	77008-1930	806	
RASHDI DEE	HOUSTON	TX	77008-3849	807	
RASHID ZEINA	HOUSTON	TX	77008-3747	808	
RASMUS RUDOLPH & JUANITA	HOUSTON	TX	77018-4425	809	
RDZ HOLDINGS LLC	HOUSTON	TX	77038-1722	810	
RDZ HOLDINGS LLC	HOUSTON	TX	77038-1722	811	
REAL ESTATE BUSINESS CENTER INC	SPRING	TX	77379-4783	812	
REAL ESTATE BUSINESS CENTER INC	SPRING	TX	77379-4783	813	
REAL ESTATE BUSINESS CENTER INC	SPRING	TX	77379-4783	814	
RED FACTOR LIMITED	HOUSTON	TX	77270-0822	815	
REDA JESSICA A	HOUSTON	TX	77008-6643	816	
REEVES WENDY A & MICHAEL E	HOUSTON	TX	77007-5009	817	
REID JUSTIN A	HOUSTON	TX	77008-3747	818	
RENZ ADAM	HOUSTON	TX	77008-3823	819	
REVITALIZE SERIES	HOUSTON	TX	77098-0215	820	
REYNA DELIA	HOUSTON	TX	77008-1706	821	
RICE WILLIAM M	HOUSTON	TX	77008-3721	822	
RICHA CRAIG F & SANDRA K	HOUSTON	TX	77007-1748	823	
RICHARDSON CYNTHIA L	HOUSTON	TX	77008-6455	824	
RIVERA MIKE	HOUSTON	TX	77008-3511	825	X
ROACH HAL LORING JR & MARJANA	HOUSTON	TX	77008-6421	826	
ROADE PROPERTIES LTD	HOUSTON	TX	77055-3027	827	
ROBERT L & SHIRLEY R JONES % SHIRLEY R JON	CLEVELAND	TX	77327-0712	828	X
ROBERT L & SHIRLEY R JONES % SHIRLEY R JON	CLEVELAND	TX	77327-0712	829	X
ROBERTS KIRK E & AILEEN M	HOUSTON	TX	77008-3731	830	
ROBLEDO BUILDING LLC	HOUSTON	TX	77008-1708	831	
ROBLEDO LAND LLC	HOUSTON	TX	77008-1708	832	
RODRIGUEZ EDWARD	HOUSTON	TX	77007-1311	833	
RODRIGUEZ LUIS & BELEN	HOUSTON	TX	77008-3750	834	
RODRIGUEZ MARIA & ROBERT	HOUSTON	TX	77008-3510	835	
RODRIGUEZ MARIA A	HOUSTON	TX	77008-3748	836	
ROMAN ORISSA G	HOUSTON	TX	77008-3748	837	
ROMEO RICHARD R III & COREY E	HOUSTON	TX	77008-3301	838	
ROMERO CARLOS	HOUSTON	TX	77008-3826	839	

ROOHI MOHSEN	HOUSTON	TX	77068-2043	840	
ROONEY KATHERINE M	HOUSTON	TX	77008-6641	841	
ROSENBAUGH JEFFREY & HAYLEY	HOUSTON	TX	77008-3507	842	
ROSENFELD AARON J	HOUSTON	TX	77008-3671	843	
ROSENTHAL GAIL ANNE	HOUSTON	TX	77005-3933	844	
ROUSSE W JEFFREY & JANE M	HOUSTON	TX	77008-3514	845	
RUBALCAVA DANIEL M	HOUSTON	TX	77008-3826	846	
RUDAY JARED D & AMY A	HOUSTON	TX	77007-1748	847	
S D MERRILL PROPERTIES LTD	HOUSTON	TX	77056-1709	848	
SABBAGHI GHOLAMALI & ZULEMA	HOUSTON	TX	77057-4424	849	
SAFA ATOUSA	SUGAR LAND	TX	77479-4250	850	
SAIKIA PARASHAR	HOUSTON	TX	77008	851	
SALINAS AUSTIN L	HOUSTON	TX	77008-6421	852	
SALKELD JONATHAN	HOUSTON	TX	77007-1748	853	
SAM W MEINEKE INV CORP	DEER PARK	TX	77536-3242	854	
SAMSON WILLIAM E	HOUSTON	TX	77092-7536	855	
SANCHEZ JOSE & JANETT	HOUSTON	TX	77008-3643	856	
SANDCASTLE HOMES INC	HOUSTON	TX	77007-3462	857	
SANDMAN LANE LLC	HOUSTON	TX	77079-3602	858	
SANDOVAL RODOLFO	HOUSTON	TX	77008-3720	859	
SARABIA MARIO	TOMBALL	TX	77377-8746	860	
SATHIA ANAND & RUTU	HOUSTON	TX	77008-3672	861	
SATHYA ENTERPRISES LLC	HOUSTON	TX	77057-1587	862	
SAUNDERS BYRON T & ELLEN A	HOUSTON	TX	77008-3741	863	
SCHAUMBURGER JEFFREY B	HOUSTON	TX	77019-3313	864	
SCHELL ALEX G	HOUSTON	TX	77008-3644	865	
SCHMID ASHLEY C	HOUSTON	TX	77008-3827	866	
SCHMITT MICHAEL & SASHA P	HOUSTON	TX	77008-2769	867	
SD MERRILL PROPERTIES LTD	HOUSTON	TX	77056-1709	868	
SD MERRILL PROPERTIES LTD	HOUSTON	TX	77056-1709	869	
SEARLE JUSTINA M & RYAN	HOUSTON	TX	77008-3379	870	
SHAH ANUJ A	HOUSTON	TX	77008-2769	871	
SHAUGHNESSY JASON	HOUSTON	TX	77008-3703	872	
SHAW JIMMY C & IDA P	HOUSTON	TX	77008-6444	873	X
SHAW JIMMY C & IDA P	HOUSTON	TX	77008-6444	874	X
SHEPARD SUSAN LYNNE	HOUSTON	TX	77008-3502	875	
SHEPHERD 10 OWNER LLC	HOUSTON	TX	77042-5264	876	
SHEPHERD CENTRAL BUS PK % CONLEY H E	HOUSTON	TX	77270-7992	877	
SHEPHERD TURK INC	BELLAIRE	TX	77401-3000	878	
SHOBAS STICKS & STONES	HOUSTON	TX	77007-1933	879	

SHOBAS STICKS & STONES	HOUSTON	TX	77007-1933	880	
SHOULDERS ALMA FAYE ESTATE OF % SHOULD	HOUSTON	TX	77008-1704	881	
SIERRA DANIEL & KAREN	HOUSTON	TX	77018-5234	882	
SIERRA MIGUEL	SAN RAMON	CA	94583-0746	883	
SILVA CHRISTOPHER	HOUSTON	TX	77007-1936	884	
SIMON KELLY	HOUSTON	TX	77008-3525	885	
SKIPPER BEVERAGE COMPANY LLC	SAN ANTONIO	TX	78249-1616	886	
SL ASSET HOLDINGS LLC	HOUSTON	TX	77008-3301	887	
SL ASSET HOLDINGS LLC	HOUSTON	TX	77008-3301	888	
SL ASSET HOLDINGS LLC	HOUSTON	TX	77008-3301	889	
SLATE HEIGHTS LP	HOUSTON	TX	77024-1278	890	
SLATE HEIGHTS LP	HOUSTON	TX	77024	891	
SLATE HEIGHTS LP	HOUSTON	TX	77024	892	
SLATIER KEVIN	HOUSTON	TX	77008	893	
SLOAN NORMAN G & MICHELLE	HOUSTON	TX	77008-3634	894	
SMITH DANIEL MARTIN II	HOUSTON	TX	77008-3739	895	
SMITH EDNA LEE	PEARLAND	TX	77584-2339	896	
SMITH ELIZABETH A	HOUSTON	TX	77008-3739	897	
SMITH JUSTIN	HOUSTON	TX	77008-3508	898	
SMITH KERRI J	HOUSTON	TX	77008-3814	899	
SMTM HOLDINGS LLC	HOUSTON	TX	77008-3736	900	
SMTM HOLDINGS LLC	HOUSTON	TX	77008-3736	901	
SMTM HOLDINGS LLC	HOUSTON	TX	77008-3736	902	
SMTM HOLDINGS LLC	HOUSTON	TX	77008-3736	903	
SMTM HOLDINGS LLC	HOUSTON	TX	77008-3736	904	
SOCHA JOHN DAVID	HOUSTON	TX	77008-3773	905	X
SPANOS HOLDINGS LP	HOUSTON	TX	77008-3914	906	
SPANOS PROPERTIES LP	HOUSTON	TX	77008-3914	907	
SPANOS PROPERTIES LP	HOUSTON	TX	77008-3914	908	
SPANOS PROPERTIES LP	HOUSTON	TX	77008-3914	909	
SPINCTY LLC	HOUSTON	TX	77080-8014	910	
SPINCTY LLC	HOUSTON	TX	77080-8014	911	
STAFFORD SAMANTHA L	HOUSTON	TX	77008-3750	912	
STEAHLE SHARON R	HOUSTON	TX	77008-3825	913	
STEIN ROBERT A	HOUSTON	TX	77008-3823	914	
STEPHENS MATTHEW J	HOUSTON	TX	77008-1734	915	
SWEEK THERESA G	HOUSTON	TX	77007-1742	916	
SYKES AMANDA	HOUSTON	TX	-77018	917	X
SYNHORST JUSTIN & MICHELLE	HOUSTON	TX	77008-1733	918	
TADAKAMALLA RAJINI	HOUSTON	TX	77018-5007	919	

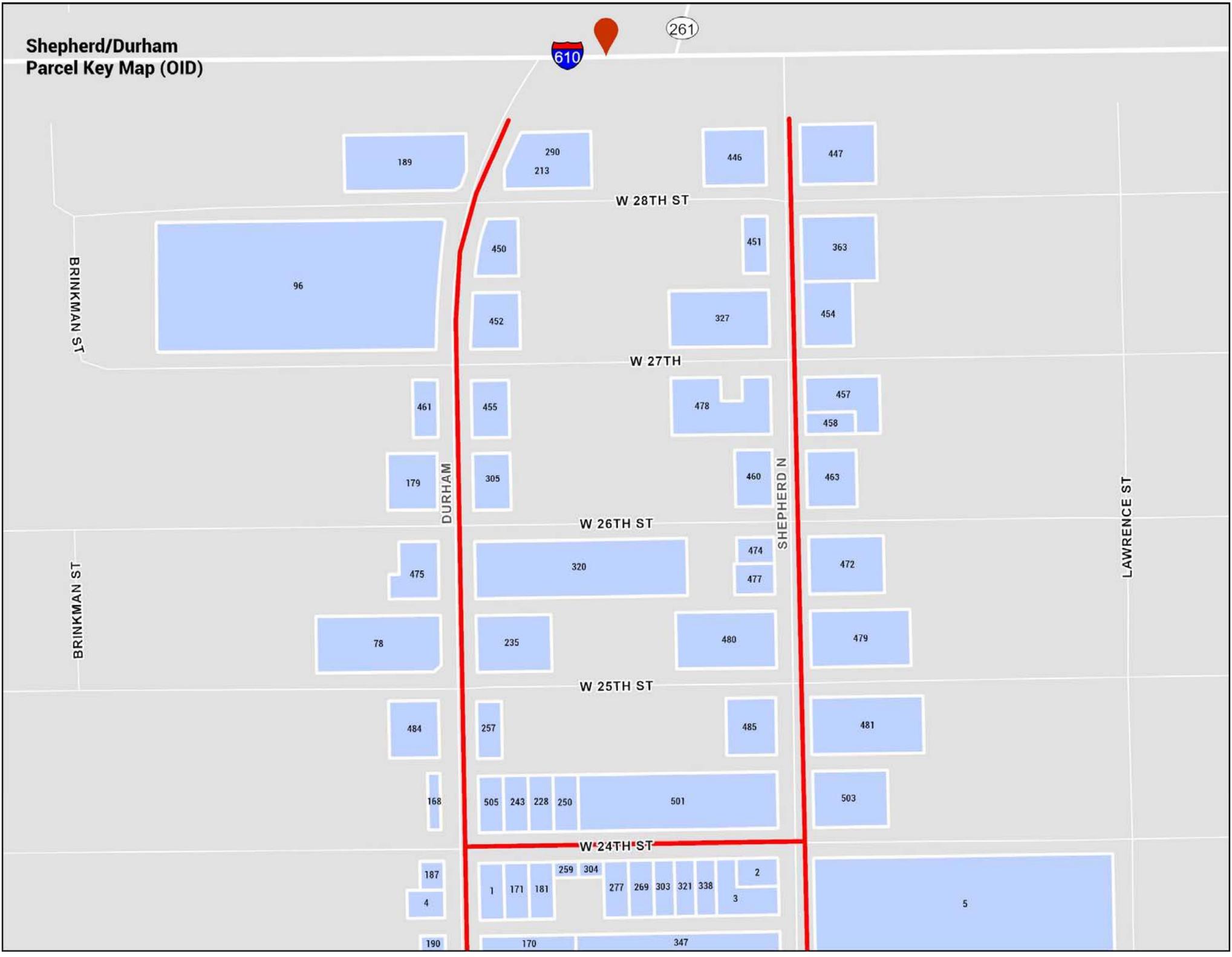
TALBERT TRACY K & COURTNEY	HOUSTON	TX	77008-6333	920	
TALLICHET HENRI L	HOUSTON	TX	77008-3617	921	X
TANDY DONALD A	MAGNOLIA	TX	77354-6389	922	
TARAZONA INDIRA V	HOUSTON	TX	77008-6219	923	
TAYLOR TRAC	HOUSTON	TX	77008-6425	924	
TEMPLE DANIEL H	HOUSTON	TX	77008-3747	925	
TEXAS RESOURCES LLC	HOUSTON	TX	77024-7410	926	
TEYUCA DOMINGO & MARIA	HOUSTON	TX	77008-3746	927	
TEYUCA EMILIANO	HOUSTON	TX	77008-3746	928	
THANNISCH CLARK T	HOUSTON	TX	77008-3580	929	
THIRD MONTH INC	HOUSTON	TX	77006-2451	930	
THIRD MONTH INC	HOUSTON	TX	77006-2451	931	
THIRD MONTH INC	HOUSTON	TX	77006-2451	932	
THIRD MONTH INC	HOUSTON	TX	77006-2451	933	
THIRD MONTH INC	HOUSTON	TX	77006-2451	934	
THIRD MONTH INC	HOUSTON	TX	77006-2451	935	
THOMAS RAMEY	MONTGOMERY	TX	77356-3297	936	
TIAN WEI	HOUSTON	TX	77008-3704	937	
TINSLEY STACY A	HOUSTON	TX	77008-3633	938	
TIPLEY DEBBIE & KYLE	HOUSTON	TX	77008-3310	939	
TIPPLE MATTHEW D & REBEKAH	HOUSTON	TX	77008-3713	940	
TIRSO JESUS R	HOUSTON	TX	77008-3823	941	
TISSUE CAMDEN MICHAEL & AMY MICHELLE	NEW YORK	NY	10065-7927	942	X
TITAN COMMERCIAL HOLDINGS LLC	HOUSTON	TX	77042-2328	943	
TITAN URBAN DEVELOPMENT LLC	HOUSTON	TX	77024-2139	944	
TODD KEVIN & TERRI A	HOUSTON	TX	77008-3450	945	
TOMMIE VAUGHN	HOUSTON	TX	77008-6532	946	
TOMMIE VAUGHN	HOUSTON	TX	77008-6532	947	
TRAMONTE CHRISTOPHER J	HOUSTON	TX	77008-3603	948	
TREJOS POLIDOROS L	HOUSTON	TX	77008-3748	949	
TRENDELL LINDA J	HOUSTON	TX	77008-3643	950	
TRIVEDI SHIPLA B C/O BALTRIVEDI	HOUSTON	TX	77088-5648	951	
TRUCKS USA INC	HOUSTON	TX	77008-3752	952	
TSAI JIM	HOUSTON	TX	77008-2769	953	
TUBBS CHARLES B	HOUSTON	TX	77005-3750	954	
TURNER KEITH A & SADIA C	HOUSTON	TX	77008-3710	955	
TUSA ASHLEY K	HOUSTON	TX	77008-3510	956	
UCHELEN ERIC VAN	HOUSTON	TX	77008-3857	957	
V & G REALTY COMPANY	HOUSTON	TX	77008-6532	958	
V & G REALTY INC	HOUSTON	TX	77008-6532	959	

VACCA JONATHAN J	HOUSTON	TX	77008-3672	960	
VALDEZ DANIEL & LAUREL	HOUSTON	TX	77008-3828	961	
VALDEZ ESTHER R	HOUSTON	TX	77008-6641	962	X
VAN ATTA PAUL D	HOUSTON	TX	77008-3762	963	
VANHOOK JAMES & KADY	HOUSTON	TX	77008-3750	964	
VARNON ROY	HOUSTON	TX	77008-3744	965	
VASQUEZ ANGELICA	HOUSTON	TX	77008-3507	966	
VASUDEV BALU	HOUSTON	TX	77008-6643	967	
VAZQUEZ BRUNO & GUADALUPE	HOUSTON	TX	77008-3733	968	
VAZQUEZ BRUNO & GUADALUPE	HOUSTON	TX	77008-3733	969	
VEGA LUIS M	HOUSTON	TX	77008-6645	970	
VELDEKENS INVESTMENTS 19TH LLC	HOUSTON	TX	77007-5120	971	
VICTORY LUPE LP	HOUSTON	TX	77025-1154	972	
VICTORY LUPE LP	HOUSTON	TX	77025-1154	973	
VICTORY LUPE LP	HOUSTON	TX	77025-1154	974	
VILA-WRIGHT SHARON &	HOUSTON	TX	77008-3507	975	
VILLAFUERTE PAIGE A	HOUSTON	TX	77008-3514	976	
VILLALOBOS RODRIGO & SYLVIA	HOUSTON	TX	77008-3764	977	
VILLARREAL ALBERT E	HOUSTON	TX	77008-3529	978	
VINING MICHAEL A	HOUSTON	TX	77008-6455	979	
VOGEL A F	HOUSTON	TX	77008-6421	980	
VOLK MELANIE F	HOUSTON	TX	77008-3379	981	
W 27TH LLC	CYPRESS	TX	77429-6096	982	
WAGNER GREG A	HOUSTON	TX	77008-3827	983	
WALKER AARON & KATIE	HOUSTON	TX	77008-6453	984	
WALKER NICHOLAS R & JACQUELINE N	HOUSTON	TX	77008-3514	985	
WALTER JEREMY & ELLEN	HOUSTON	TX	77008-3510	986	
WALTHER GAIL Y	CYPRESS	TX	77410	987	
WAREHOUSE ASSOCIATES CENTRE SHEPHERD	HOUSTON	TX	77007-1351	988	
WAREHOUSE ASSOCIATES CENTRE SHEPHERD L	HOUSTON	TX	77007-1351	989	
WAREHOUSE ASSOCIATES CENTRE SHEPHERD L	HOUSTON	TX	77007-1351	990	
WARFIELD MARCHE L	HOUSTON	TX	77008-6420	991	
WATERS MARCUS W	HOUSTON	TX	77008-3743	992	
WAYMAN CHAPEL A M E CHURCH	HOUSTON	TX	77008-3510	993	
WAYMAN CHAPEL AME CHURCH	HOUSTON	TX	77008-3510	994	
WAYMAN CHAPEL AME CHURCH	HOUSTON	TX	77008-3510	995	
WAYMAN CHAPEL AME CHURCH	HOUSTON	TX	77008-3510	996	
WEBB JEFF	MONTGOMERY	TX	77356-5498	997	
WEDDELL DAVID	HOUSTON	TX	77008-3714	998	
WEINSTEIN TAFF	HOUSTON	TX	77009-5402	999	

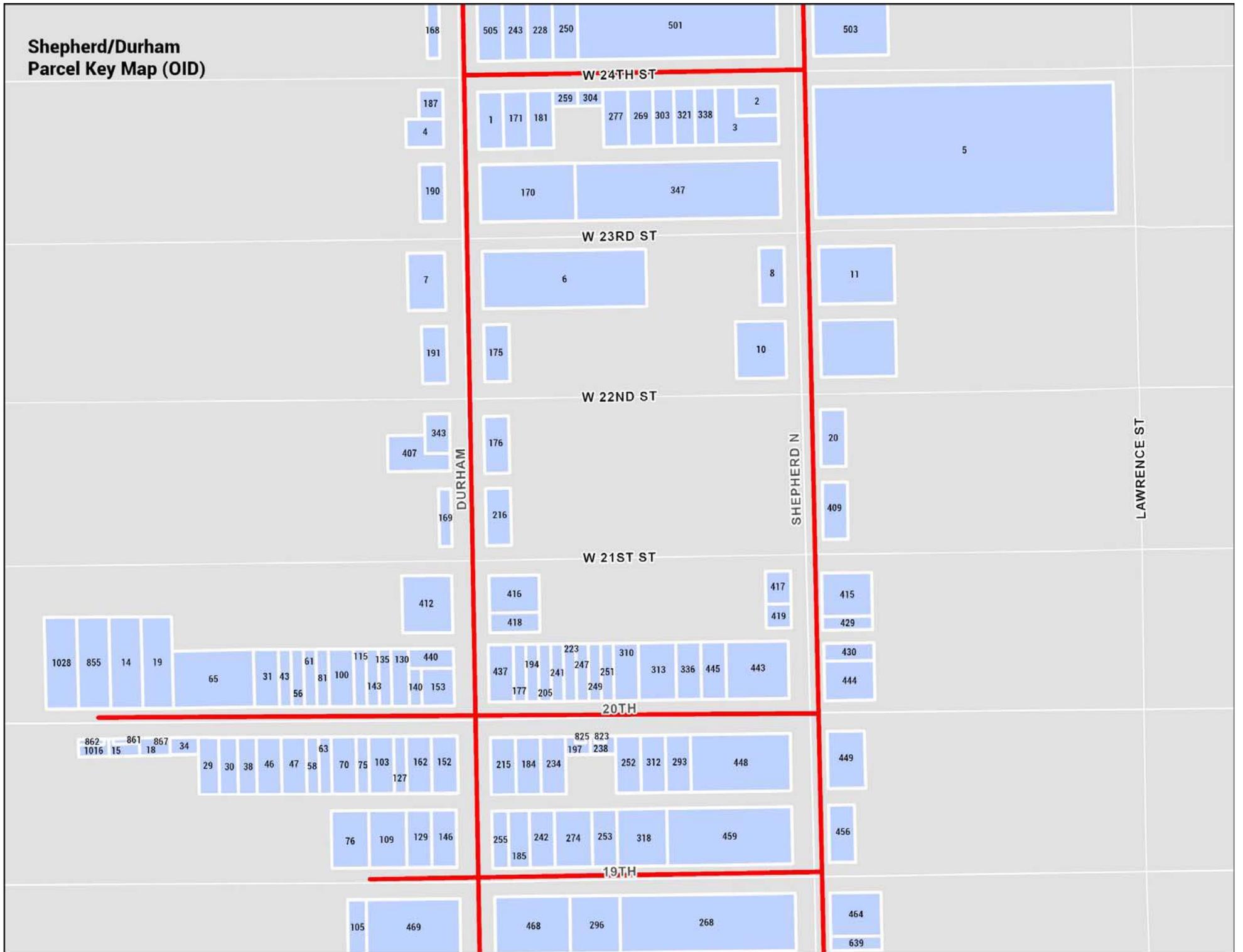
WESTBERRY CHRISTOFER	HIGHLANDS	TX	77562-3022	1000
WESTERVELT MATTHEW A & ASHLEY	HOUSTON	TX	77008-3748	1001
WESTPORT AUTOMOTIVE SALES GROUP	HOUSTON	TX	77008-3530	1002
WEXLER STEPHAN E	HOUSTON	TX	77008-1974	1003
WHITE CHRENE T	HOUSTON	TX	77008-1704	1004
WHITE TIMOTHY JR	HOUSTON	TX	77008	1005
WICHMANN ROBERT	HOUSTON	TX	77008-3747	1006
WIGHT TYLER J	HOUSTON	TX	77008	1007
WILL MICAH & AMANDA	HOUSTON	TX	77008-3739	1008
WILLARS HECTOR M	HOUSTON	TX	77008-3746	1009
WILLIAMS SANDRA L	HOUSTON	TX	77008-6425	1010
WILLIAMS SHERROD L JR	MISSOURI CITY	TX	77489-5408	1011
WILSON EVAN & HANNAH	HOUSTON	TX	77008-3510	1012
WKL INVESTMENTS LLC	HOUSTON	TX	77007-1302	1013
WKL INVESTMENTS LLC	HOUSTON	TX	77007-1302	1014
WOO JUNG C ET AL	HOUSTON	TX	77043-4561	1015
WOOD JENNIFER G	HOUSTON	TX	77008-6645	1016
WOODRUFF JUSTIN & KIM	HOUSTON	TX	77008-3813	1017
WSS 12 DURHAM 18 LLC	HOUSTON	TX	77057-1758	1018
WSS MARKET AT HOUSTON HEIGHTS LLC	HOUSTON	TX	77057-1758	1019
WYNNE BILLIE M	HOUSTON	TX	77008-3429	1020
YBARRA LOURDES C	HOUSTON	TX	77008-6453	1021
YOUNGKER JANET F	HOUSTON	TX	77008-3827	1022
YUPPIE DOG LLC	HOUSTON	TX	77007-1333	1023
YUPPIE DOG LLC	HOUSTON	TX	77007-1333	1024
ZAMORE BRETT	HOUSTON	TX	77008-4553	1025
ZAYDENS VIKTORIYA & ISAAC	HOUSTON	TX	77008-3823	1026
ZAYDULLINA DIANA	HOUSTON	TX	77008-3739	1027
ZELAYA JULIA	HOUSTON	TX	-77008	1028
ZUNIGA ELOY	HOUSTON	TX	77249-0509	1029
ZUNIGA ELOY	HOUSTON	TX	77008-1718	1030

X

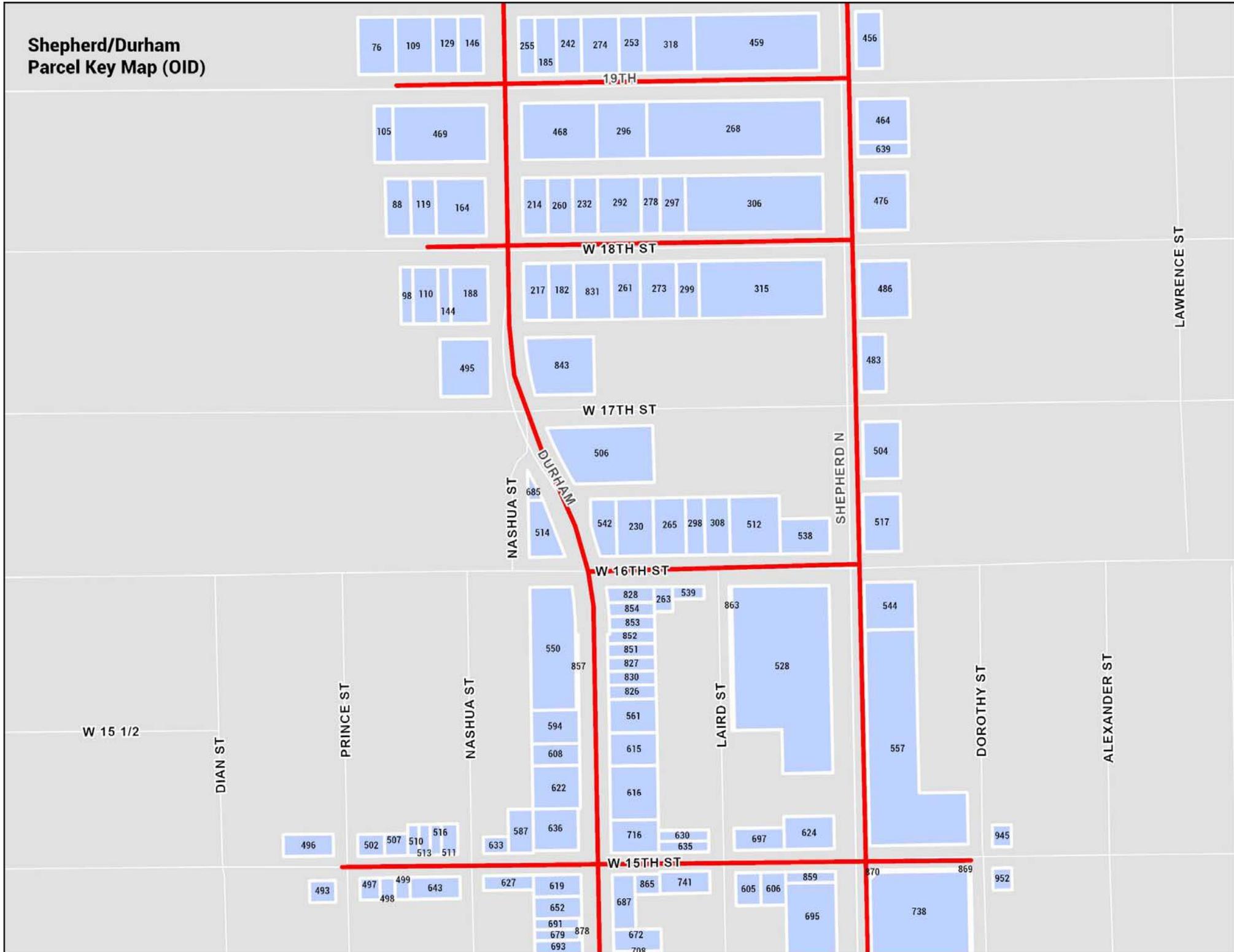
Shepherd/Durham Parcel Key Map (OID)



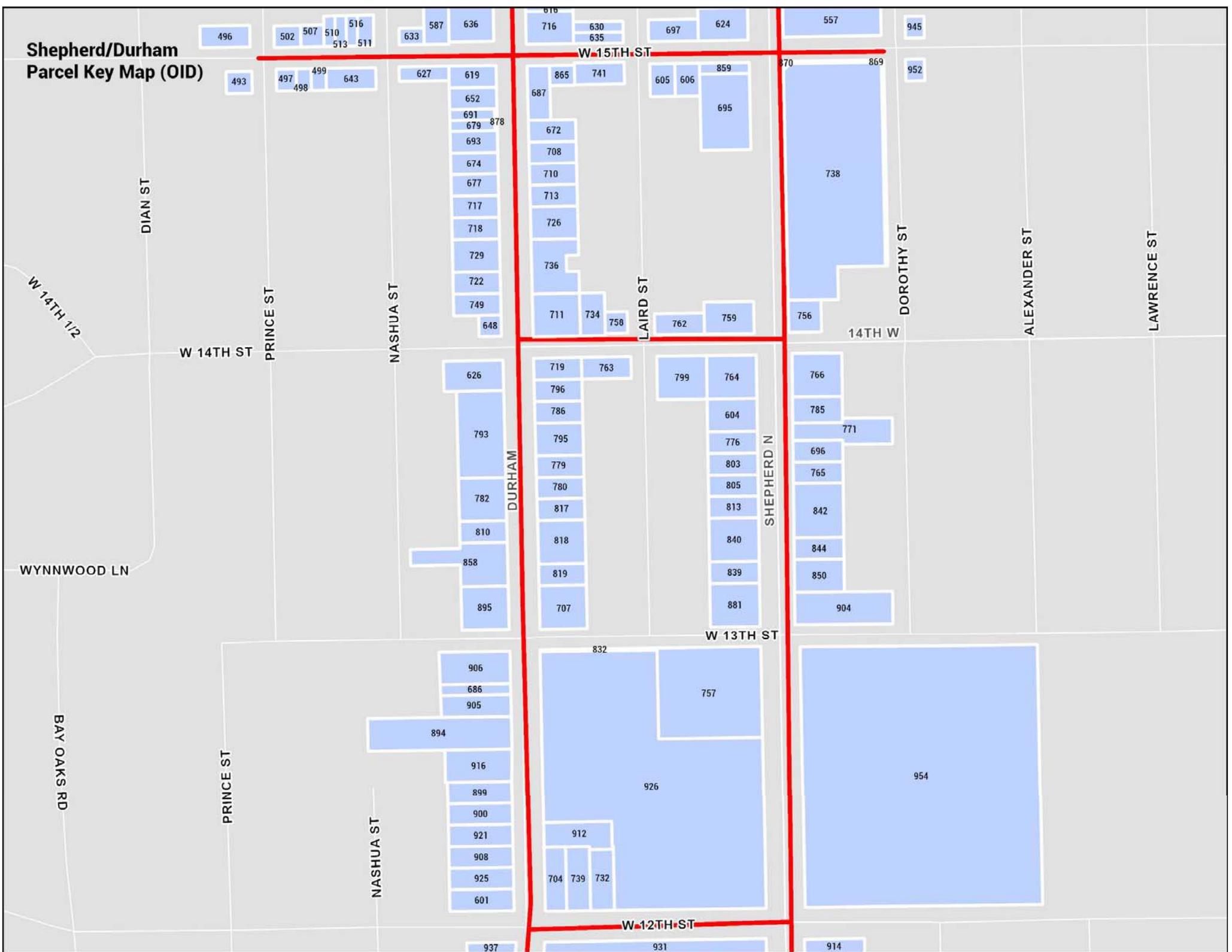
Shepherd/Durham
Parcel Key Map (OID)



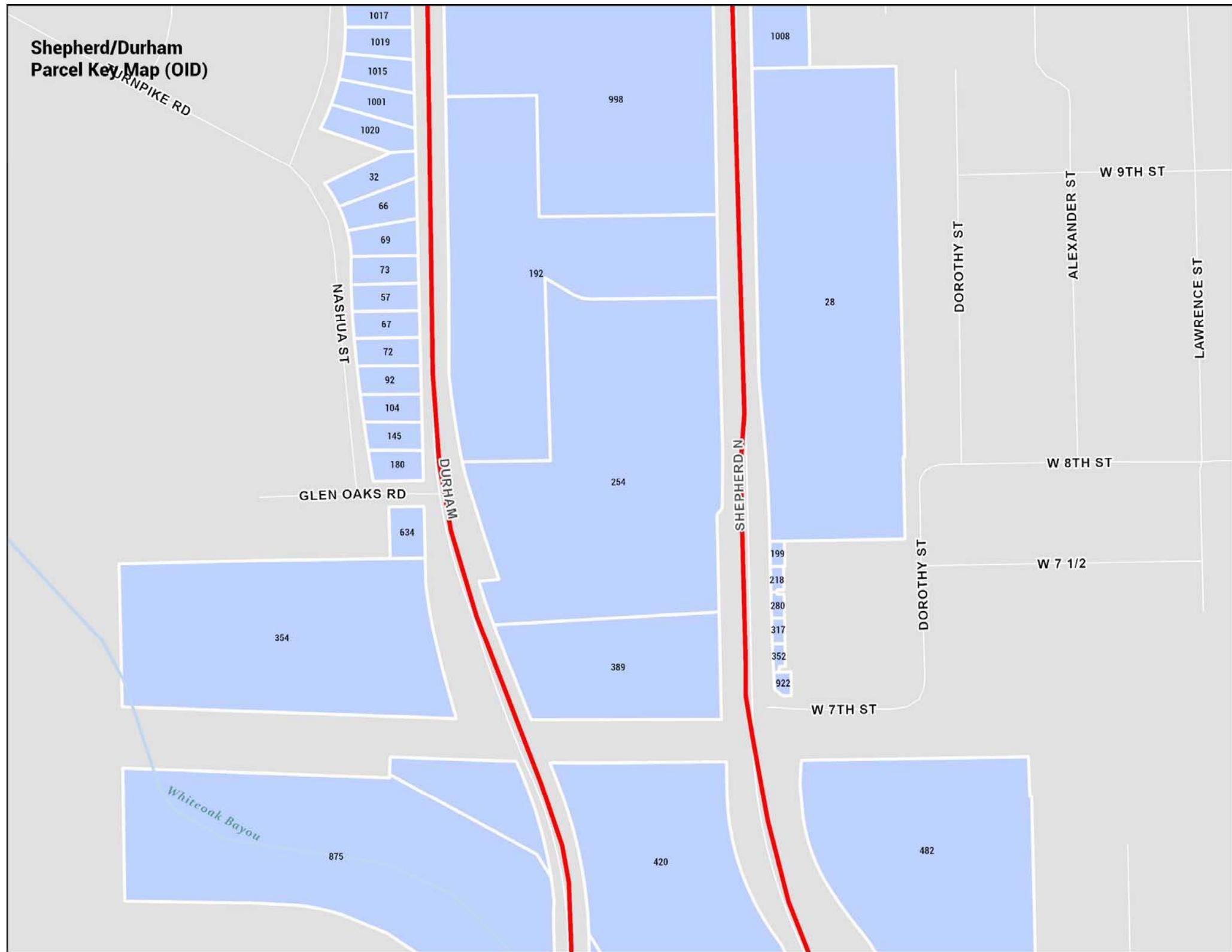
Shepherd/Durham Parcel Key Map (OID)



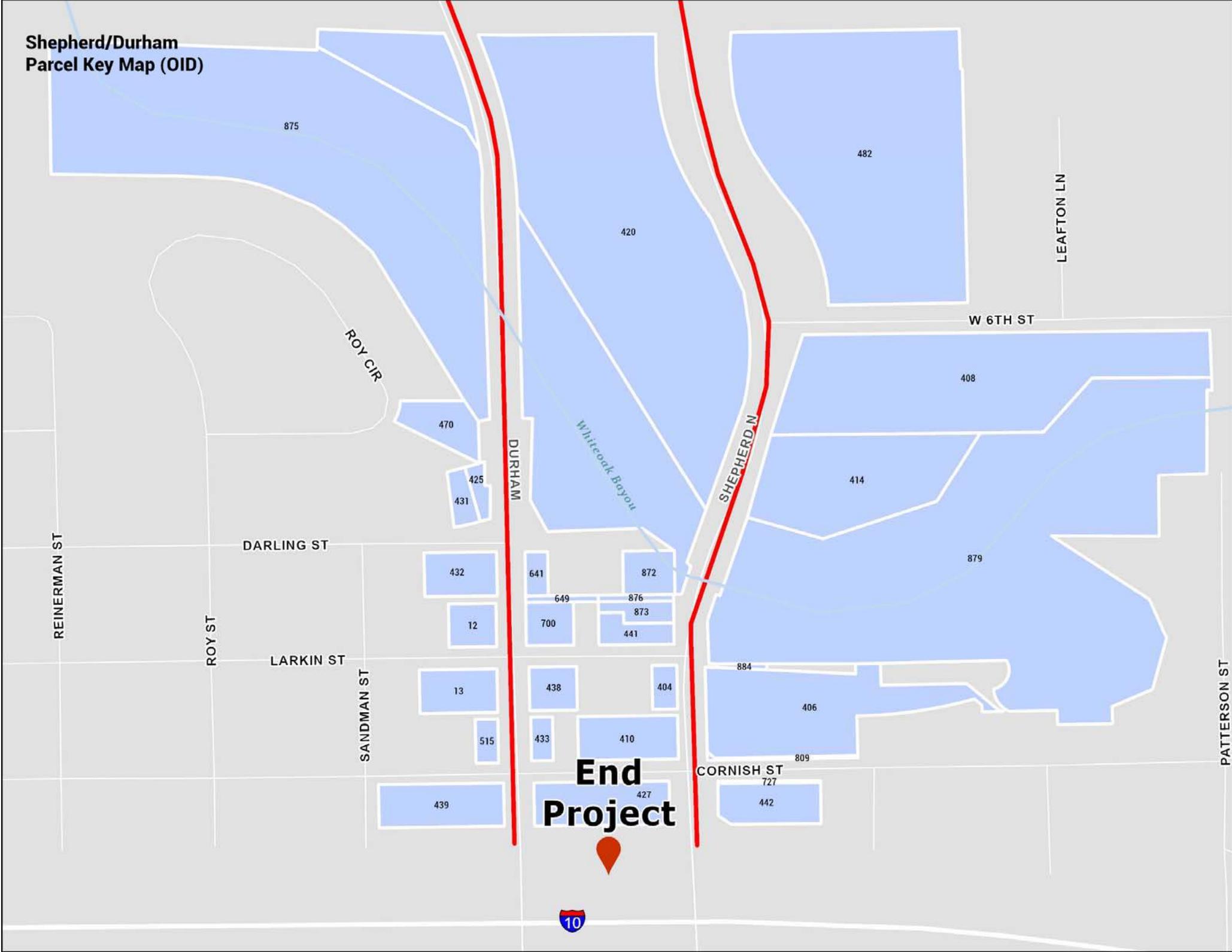
Shepherd/Durham Parcel Key Map (OID)



Shepherd/Durham Parcel Key Map (OID)



Shepherd/Durham Parcel Key Map (OID)

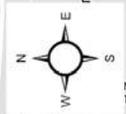


Project Area Map: Shepherd Drive and Durham Drive From I-610 to I-10

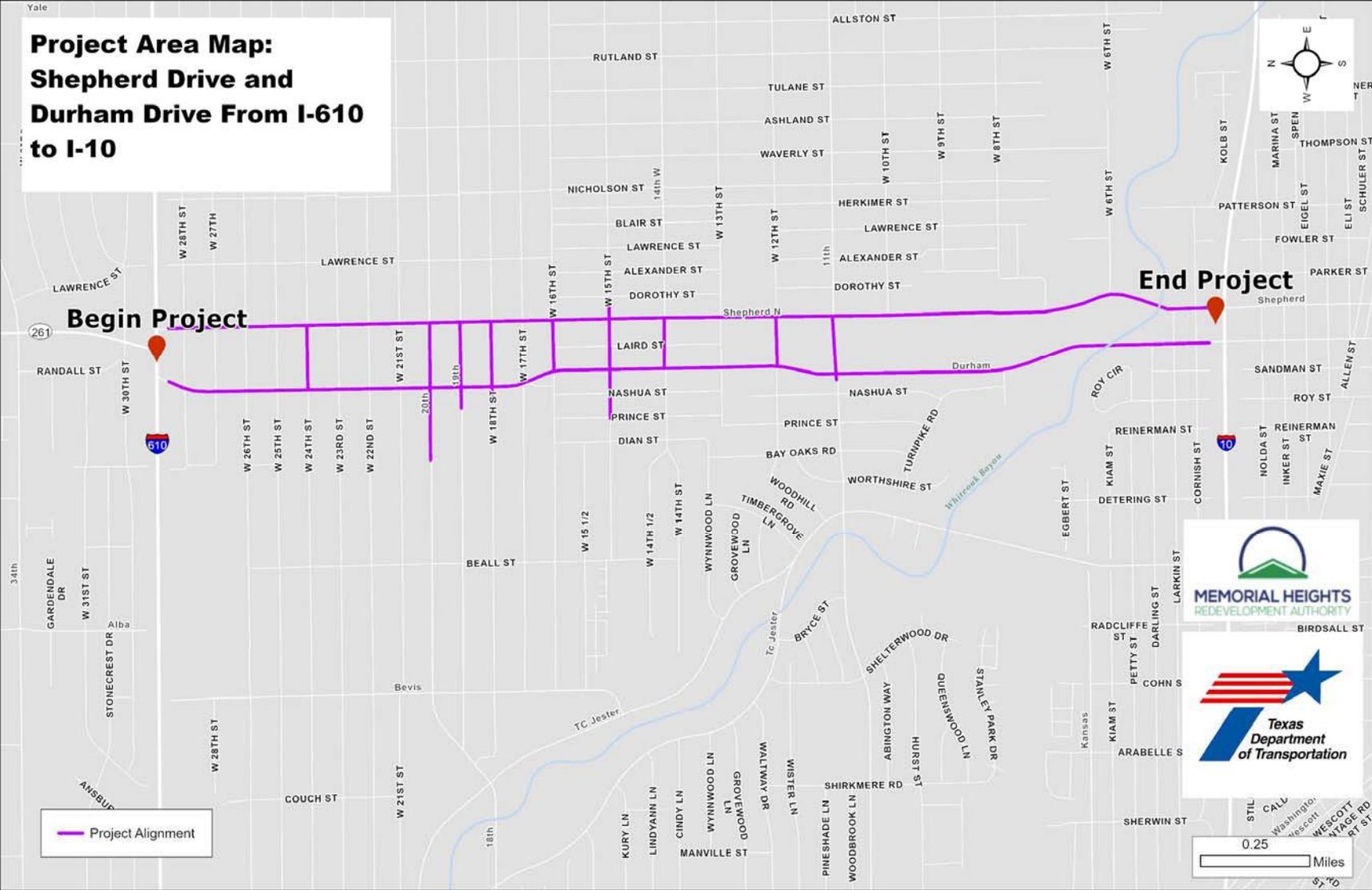
Begin Project

End Project

Project Alignment



0.25 Miles





**Notice
Virtual Public Hearing**

Shepherd and Durham Drives

From I-610 to I-10

CSJ: 0912-72-607

HARRIS County, Texas

The Memorial Heights Redevelopment Authority (MHRA) in partnership with the Texas Department of Transportation (TxDOT) propose to reconstruct Shepherd and Durham Drives from I-610 to I-10 in Harris County, Texas. This notice advises the public that MHRA and TxDOT will be conducting an on-line virtual public hearing on the proposed project to conform to Public Transportation Hearing Texas Administrative Code 43 TAC 2.107. The virtual public hearing will be held on Thursday, January 14, 2021, at 5:30 P.M. To log onto the virtual public hearing, go to the following web address at the date and time indicated above: www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project. Project staff will give a presentation which will be a pre-recorded video that will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. Following the virtual public hearing, the presentation will remain available for viewing at the web address indicated above. Comments must be submitted by Friday, January 29, 2021, at 11:59 P.M. to be included in the Public Hearing Summary Report. If you do not have internet access, you may contact Sherry Weesner, MHRA President, at 832-429-6237 between the hours of 9 A.M. and 4 P.M., Monday through Friday, to ask questions and access project materials during the project development process.

Members of the public may call 832-429-6237 to provide verbal testimony immediately following the conclusion of the virtual public hearing presentation at 5:30 P.M. on Thursday, January 14, 2021, through 11:59 P.M. on Friday, January 29, 2021. Formal written comments may also be provided by mail or email as explained below. All verbally provided testimony and timely written comments will be considered by MHRA and TxDOT and included as part of the official record. Responses to verbally provided testimony and comments will be prepared by MHRA and TxDOT, included as part of the hearing and project record, and made available online at www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project approximately three months after close of the comment period.

The proposed project would reduce the number of through lanes from four to three and construct pedestrian and bicycle facilities in the form of six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham Drives and bike lanes (six-foot-wide behind the curb) on the east sides of both Shepherd and Durham Drives. The project also proposes to replace and upgrade sanitary and water lines as well as make improvements to traffic signals, landscaping, crosswalk striping and stormwater utilities. The project may require minor right-of-way acquisition at West 20th, West 19th, and West 11th to accommodate turning movements and sight-line improvements. This project would provide new connections to the White Oak Bayou Greenway Trail and Missouri-Kansas-Texas (MKT) Trail. The approximate length of the project is 2.4 miles.

Although additional right-of-way would be required, no residential or non-residential structures are anticipated to be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from MHRA by calling 832-429-6237.

Any environmental documentation or studies, maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are available online at www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

The virtual public hearing will be conducted in English and Spanish. If you need an interpreter or document translator because English or Spanish is not your primary language or you have difficulty communicating effectively in English or Spanish, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing, please contact MHRA at 832-429-6237 no later than 4 P.M. CT, Monday, January 11, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Memorial Heights Redevelopment Authority to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to MHRA, 1980 Post Oak Blvd., Suite 1380, Houston, TX 77056. Written comments may also be submitted by email to comments@memorialheightstirz5.com. All comments must be received on or before Friday, January 29, 2021. Additionally, as stated above, members of the public may call 832-429-6237 and verbally provide testimony from 5:30 P.M. on Thursday, January 14, 2021, until 11:59 P.M. on Friday, January 29, 2021.

If you have any general questions or concerns regarding the proposed project or the virtual hearing, please contact Sherry Weesner, MHRA President, 832-429-6237, comments@memorialheightstirz5.com.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.



Aviso Reunión Pública Virtual

Shepherd y la Durham Drives desde la I-610 hasta la I-10

CSJ 0912-72-607

Condados de Harris, Texas

La Autoridad de Reurbanización de Memorial Heights (MHRA) en asociación con el Departamento de Transporte de Texas (TxDOT) proponen reconstruir Shepherd y Durham Drives desde la I-610 a la I-10 en el condado de Harris, Texas. Este aviso informa al público que el MHRA y el TxDOT llevarán a cabo una audiencia pública virtual en línea sobre el proyecto propuesto para cumplir con el 43 TAC 2.107. La reunión pública virtual se llevará a cabo el jueves 14 de enero de 2021 a las 5:30 p.m. Para acceder a la reunión pública virtual, vaya a: www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project. El equipo del proyecto dará una presentación que será un video pregrabado que incluirá componentes de audio y visuales. Tenga en cuenta que la presentación no estará disponible en el sitio web hasta la fecha y hora indicadas anteriormente. Después de la audiencia pública virtual, la presentación permanecerá disponible para su visualización en la dirección web indicada anteriormente. Los comentarios deben enviarse antes del viernes 29 de enero de 2021 a las 11:59 p.m. para ser incluido en el informe resumido de la audiencia pública. Si no tiene acceso a Internet, puede comunicarse con Sherry Weesner, presidenta de la MHRA, al 832-429-6237 entre las 9 a.m. y 4 p.m., de lunes a viernes, para hacer preguntas y acceder a los materiales del proyecto durante el proceso de desarrollo del proyecto.

Los miembros del público pueden llamar al 832-429-6237 para proporcionar un testimonio verbal inmediatamente después de la conclusión de la presentación de la audiencia pública virtual a las 5:30 p.m. el jueves 14 de enero de 2021 hasta las 11:59 p.m. el viernes 29 de enero de 2021. Los comentarios formales por escrito también se pueden enviar por correo o correo electrónico como se explica a continuación. Todos los testimonios proporcionados verbalmente y los comentarios escritos oportunos serán considerados por el MHRA y el TxDOT y se incluirán como parte del registro oficial. MHRA y el TxDOT prepararán las respuestas a los testimonios y comentarios proporcionados verbalmente, que se incluirán como parte del registro de la audiencia y del proyecto, y estarán disponibles en línea en memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

El proyecto propuesto reduciría el número de carriles de cuatro a tres. La longitud aproximada del proyecto sería de 2.4 millas. También incluiría instalaciones para peatones y bicicletas en forma de aceras de seis a diez pies de ancho a ambos lados de la Shepherd y la Durham Drives y carriles para bicicletas (seis pies de ancho detrás de la acera) en los lados este de Shepherd y Durham Drives. . El trabajo en las calles conectadas también incluiría aceras. Las líneas sanitarias y de agua serían reemplazadas y mejoradas. Las mejoras a las señales de tráfico, el paisajismo, las líneas de los cruces peatonales y los servicios públicos de aguas pluviales también serían parte del proyecto. El proyecto puede requerir adquisiciones menores de algunas esquinas en la West 20th, la West 19th y la West 11th para acomodar movimientos de virajes y mejoras en la línea de visión. Este proyecto proporcionaría nuevas conexiones a la White Oak Bayou Greenway Trail y la Missouri-Kansas-Texas (MKT) Trail.

Aunque se requeriría un derecho de vía adicional, no se prevé el desplazamiento de estructuras residenciales o no residenciales en este momento. Se puede obtener información sobre los servicios y beneficios disponibles para los propietarios afectados e información sobre el itinerario tentativo para la adquisición y construcción del derecho de vía llamando al 832-429-6237.

Cualquier documentación o estudio ambiental, mapas y dibujos que muestren la ubicación y el diseño del proyecto, los itinerarios de construcción tentativos y otra información relacionada con el proyecto propuesto están disponibles en línea en memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

La reunión pública virtual se llevará a cabo en inglés y español. Si necesita un intérprete o traductor de documentos porque el inglés o el español no es su idioma principal o si tiene dificultades para comunicarse eficazmente en inglés o español, se le proporcionará uno. Si tiene una discapacidad y necesita ayuda, se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Si necesita servicios de interpretación o traducción o si es una persona con una discapacidad que requiere una adaptación para asistir y participar en la reunión pública virtual, comuníquese con el MHRA al 832-429-6237 a más tardar a las 4 p.m. CT, lunes 11 de enero de 2021. Tenga en cuenta que se requiere un aviso previo ya que algunos servicios y acomodos razonables pueden requerir tiempo para que el MHRA los arregle.

Se solicitan comentarios por escrito del público sobre el proyecto propuesto y se pueden enviar por correo a el MHRA, 1980 Post Oak Blvd., Suite 1380, Houston, TX 77056. Los comentarios por escrito también se pueden enviar por correo electrónico a comments@memorialheightstirz5.com. Todos los comentarios deben recibirse el viernes 29 de enero de 2021 o antes. Además, como se indicó anteriormente, los miembros del público pueden llamar al 832-429-6237 y dar testimonio verbalmente a partir de las 5:30 p.m. el jueves 14 de enero del 2021 hasta las 11:59 p.m. el viernes 29 de enero del 2021. Las respuestas a los comentarios recibidos y el testimonio público proporcionado estarán disponibles en línea en www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project una vez que se hayan preparado.

Si tiene alguna pregunta o inquietud general sobre el proyecto propuesto o la audiencia virtual, comuníquese con Sherry Weesner, presidenta del MHRA, 832-429-6237, y comments@memorialheightstirz5.com.

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo realizadas o han sido realizadas por TxDOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento de fecha 9 de diciembre de 2019 y ejecutado por FHWA y TxDOT.

5. Houston Chronicle Tear Sheet

Legal Notices

To place legal notices
email legals@chron.com or call 713.224.6868.

Legals/Public Notices Legals/Public Notices

COMBINED NOTICE OF FINDING OF NO SIGNIFICANT IMPACT AND NOTICE OF INTENT TO REQUEST RELEASE OF FUNDS

City Development Department (HCDD)
2) 394-6183

Satisfy the above-cited two separate but related procedural notification requirements to be undertaken by the City of Houston, HCDD.

REQUEST FOR RELEASE OF FUNDS

On 12/15/2021, the City of Houston's Housing and Community Development Department to the Texas General Land Office (GLO), for the release of Community Development Recovery (CDBG-DR) Multifamily Rental Program funds authorized by the Supplemental Disaster Relief Requirements of 2017, Public Law 115-56 and Additional Supplemental Disaster Relief Requirements Act of 2018, Public Law 115-123 through activities under Title of the Housing and Community Development Act of 1974 as amended relating to term recovery, restoration of infrastructure and housing, economic revitalization and undertake a project known as Heritage Senior Residences.

Construction multifamily development under the City's CDBG-DR 17 recovery grant, Hurricane Harvey Disaster Recovery project, and its aim is to meet general housing needs for people in the Houston area, which have spiked in the wake of the recent flooding over several years, including but not limited to Harvey.

Project to entail the acquisition of approximately 1.27 acres of formerly developed and the construction of a new podium-style 135-unit housing development for senior residents include parking on the ground level and four stories of residential units and amenity space will be designed and constructed in accordance with local building codes and standards by the City of Houston. The scope of work will consist of grading of the site and construction of multifamily complex. No offsite work is planned for this project.

Residences is designed to serve seniors who are at the 30%, 50%, 60%, and 80% of (AMI). The project will provide housing to Houston residents, with and without children significantly below area averages and medians, and who face challenges and barriers to decent quality affordable housing. Heritage Senior Residences will be proximate to existing employment centers, public transportation, green spaces/parks, and shops.

2021, 5203, 5205, 5209, 5324 Nett Street, 1101 Reinerman Street, Center Street (Northeast Corner of Moy and Center Streets) Houston, Harris County, Texas 77007
29.771522, -95.413903

700,000.00 of CDBG-DR17 funds, Grant No. B-17-DM-48-0001, for Hurricane Harvey Recovery, will be utilized for this project and the total development cost is estimated. Please note that this project is expected to include Housing Tax Credit Syndication.

Resources to use the following funding, including:

.....	CDBG DR-17 (City of Houston Request)
..... Permanent Lender
..... 9% Housing Tax Credit Proceeds (Raymond James)
..... Fee Waiver
..... In-Kind Equity/Deferred Developer Fee
.....	TOTAL

FINDING OF NO SIGNIFICANT IMPACT

The City has determined that the project will have no significant impact on the human environment. Environmental Impact Statement under the National Environmental Policy Act of 1969 is required. Additional project information is contained in the Environmental Review Report. The EIR will be made available to the public for review either electronically or by U.S. mail. Request by U.S. mail to P.O. Box 1562, Houston, TX 77251-1562 or 2100 Travis St., Houston, TX 77002 or by email to hcdenvironmental@houstontx.gov.

PUBLIC COMMENTS

Group, or agency may submit written comments on the ERR to the City of Houston, Housing and Community Development Department, ATTN: Environmental Review Officer, 2100 Travis, 9th Floor, Houston, Texas 77002 or by email to hcdenvironmental@houstontx.gov. All comments received by the City of Houston on or before January 14, 2021 will be considered by the City of Houston prior to authorizing request for release of funds. Commenters should specify which part of this Notice they

ENVIRONMENTAL CERTIFICATION

The City certifies to GLO, acting in the role of HUD that Sylvester Turner, in his capacity as Mayor, has accepted the jurisdiction of the Federal Courts if an action is brought to enforce responsibility to the environmental review process and that these responsibilities have been satisfied. The certification satisfies its responsibilities under NEPA and related laws and authorizes the City of Houston to use Program funds.

OBJECTIONS TO RELEASE OF FUNDS

The role of HUD, will consider objections to its release of funds and the City of Houston certifies to GLO, acting in the role of HUD that Sylvester Turner, in his capacity as Mayor, has accepted the jurisdiction of the Federal Courts if an action is brought to enforce responsibility to the environmental review process and that these responsibilities have been satisfied. The certification satisfies its responsibilities under NEPA and related laws and authorizes the City of Houston to use Program funds.

Notice Virtual Public Hearing Shepherd and Durham Drives From I-610 to I-10 CSJ: 0912-72-607 HARRIS County, Texas

The Texas Department of Transportation (TxDOT) and the Memorial Heights Redevelopment Authority (MHRA) propose to reconstruct Shepherd and Durham Drives from I-610 to I-10 in Harris County, Texas. This notice advises the public that TxDOT and MHRA will be conducting an on-line virtual public hearing on the proposed project to conform to Public Transportation Hearing Texas Administrative Code 43 TAC 2.107. The virtual public hearing will be held on Thursday, January 14, 2021, at 5:30 P.M. To log onto the virtual public hearing, go to the following web address at the date and time indicated above: www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project. Project staff will give a presentation which will be a pre-recorded video that will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. Following the virtual public hearing, the presentation will remain available for viewing at the web address indicated above. Comments must be submitted by Friday, January 29, 2021, at 11:59 P.M. to be included in the Public Hearing Summary Report. If you do not have internet access, you may contact Sherry Weesner, MHRA President, at 832-429-6237 between the hours of 9 A.M. and 4 P.M., Monday through Friday, to ask questions and access project materials during the project development process.

Members of the public may call 832-429-6237 to provide verbal testimony immediately following the conclusion of the virtual public hearing presentation at 5:30 P.M. on Thursday, January 14, 2021, through 11:59 P.M. on Friday, January 29, 2021. Formal written comments may also be provided by mail or email as explained below. All verbally provided testimony and timely written comments will be considered by TxDOT and MHRA and included as part of the official record. Responses to verbally provided testimony and comments will be prepared by TxDOT and MHRA, included as part of the hearing and project record, and made available online at www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project approximately three months after close of the comment period.

The proposed project would reduce the number of through lanes from four to three and construct pedestrian and bicycle facilities in the form of six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham Drives and bike lanes (six-foot-wide behind the curb) on the east sides of both Shepherd and Durham Drives. The project also proposes to replace and upgrade sanitary and water lines as well as make improvements to traffic signals, landscaping, crosswalk striping and stormwater utilities. The project may require minor right-of-way acquisition at West 20th, West 19th, and West 11th to accommodate turning movements and sight-line improvements. This project would provide new connections to the White Oak Bayou Greenway Trail and Missouri-Kansas-Texas (MKT) Trail. The approximate length of the project is 2.4 miles.

Although additional right-of-way would be required, no residential or non-residential structures are anticipated to be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from MHRA by calling 832-429-6237.

Any environmental documentation or studies, maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are available online at www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

The virtual public hearing will be conducted in English and Spanish. If you need an interpreter or document translator because English or Spanish is not your primary language or you have difficulty communicating effectively in English or Spanish, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs.

If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing, please contact MHRA at 832-429-6237 no later than 4 P.M. CT, Monday, January 11, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Memorial Heights Redevelopment Authority to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to MHRA, 1980 Post Oak Blvd., Suite 1380, Houston, TX 77056. Written comments may also be submitted by email to comments@memorialheightstirz5.com. All comments must be received on or before Friday, January 29, 2021. Additionally, as stated above, members of the public may call 832-429-6237 and verbally provide testimony from 5:30 P.M. on Thursday, January 14, 2021, until 11:59 P.M. on Friday, January 29, 2021.

If you have any general questions or concerns regarding the proposed project or the virtual hearing, please contact Sherry Weesner, MHRA President, 832-429-6237, comments@memorialheightstirz5.com.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Notice of Application for the Merger of BBVA USA into PNC Bank, National Association

Notice is given that an application ("Application") will be submitted to the Comptroller of the Currency, 400 7th Street, SW, Washington, D.C. 20219, on or before December 30, 2020, for consent to merge BBVA USA, main

NOTICE OF AVAILABILITY OF THE HOUSTON SHIP CHANNEL EXPANSION CHANNEL IMPROVEMENT PROJECT FINAL GENERAL CONFORMITY DETERMINATION

Pursuant to Title 40 of the Code of Federal Regulations, Chapter C, Part 93, Section 93.156 (c) and (d), interested parties notified that the U.S. Army Corps of Engineers issued a Final General Conformity Determination (FGCD) for the Houston Ship Channel Expansion Improvement Project on December 30, 2020. The FGCD and related documents received during the 30-day public comment period through December 21, 2020 are available for review at <https://www.swg.usace.army.mil/Business-With-Us/Plan-and-Act/Document-Review-for-Public-Review/>

For further information contact Ms. Melinda Fisher, Environmental Planning and Environmental Center at melinda.fisher@usace.army.mil.

NOTICE OF PUBLIC SALE OF COLLATERAL UNDER NEW YORK UNIFORM COMMERCIAL CODE

PLEASE TAKE NOTICE that, pursuant to Section 9-610 of the New York Uniform Commercial Code and (i) that certain Second Amended and Restated Term Credit Agreement, dated as of October 31, 2018 (as amended by that certain First Amendment to Second Amended and Restated Term Credit Agreement, dated as of November 27, 2018, as further amended by that certain Second Amendment to Second Amended and Restated Term Credit Agreement, dated as of June 16, 2020, the "Credit Agreement") and among Boomerang Tube, LLC (the "Borrower"), the lenders party thereto (the "Lenders"), and Black Diamond Commercial Finance, L.L.C., as successor agent to Cortland Capital Market Services LLC, as Administrative Agent (the "Agent") and (ii) that certain Second Amended and Restated Guarantee and Collateral Agreement, dated as of October 31, 2018 (the "Collateral Agreement"), by and between the Borrower, Southern Tube LLC, Boomerang Tube Holdings, Inc., BTCSP, LLC, and BT Financing, Inc. as grantors (collectively, the "Grantors"), the Lenders, and the Agent, the Agent will sell all of the Grantors' rights, title, and interests in and to all of the assets (the "Assets") described in Section 3 of the Collateral Agreement. The Assets consist of all the Grantors' accounts, chattel paper, equipment, fixtures, general intangibles, inventory and other personal property, wherever located, together with the proceeds thereof. The Agent is not purporting to sell any interest in any asset that is not (i) owned by the Grantors; or (ii) subject to a lien in favor of the Agent. The Assets secure the repayment of the indebtedness of the Borrower to the Lenders pursuant to the Credit Agreement.

Subject to all the terms of this Notice, the Assets will be sold to the highest bidder at a public auction. The auction (the "Auction") shall take place virtually on Monday, January 4, 2021, at 9:00 a.m., prevailing Central Time, unless otherwise adjourned by the Agent. The Auction will be conducted on such terms and conditions as determined by the Agent and announced to bidders in advance of or at the Auction.

To submit a qualified bid (a "Qualified Bid"), a bid must conform to the following: (i) such bid must be received no later than 5:00 p.m., prevailing Central Time, on January 3, 2021; (ii) the purchase price must be payable in full, in cash, at the closing and not subject to any financing contingency; (iii) the bid may not be subject to any diligence contingency; and (iv) all bidders must submit the bid in the form of an executed asset purchase agreement reasonably acceptable to the Agent; and (v) such bid must include a cash deposit in immediately available funds of not less than 10% of the proposed cash consideration. The Agent reserves the right to modify or waive the foregoing Qualified Bid requirements in its sole discretion.

The Agent and Lenders collectively are owed approximately \$110,000,000 by the Borrower under the Credit Agreement and the Agent reserves the right to bid at the Auction on behalf of itself and the Lenders. In the event the Agent is the successful bidder at the Auction, the Agent shall apply the amount of its bid as a credit to the indebtedness of the Borrower under the Credit Agreement. The Agent shall, however, pay cash for the Assets to the extent that its bid exceeds, if at all, the indebtedness of the Borrower under the Credit Agreement.

The Agent reserves the right, by announcement made at the Auction, to continue the Auction to such time and place as the Agent, in its sole discretion, may deem fit, or to cancel the Auction. The terms of sale set forth in this Notice may be subject to additional

6. La Voz Tear Sheet

Product

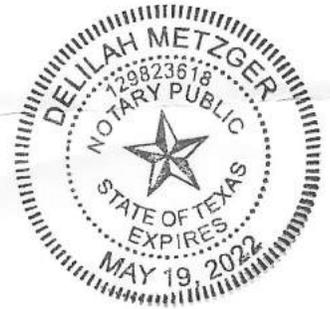
Date

Class

Page

Victoria Bond & IR Clark
NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this 30th Day of December A.D. 2020



[Signature]
Notary Public in and for the State of Texas

Aviso
Reunión Pública Virtual
Shepherd y la Durham Drives desde la I-610 hasta la I-10
CSJ 0912-72-607
Condados de Harris, Texas

El Departamento de Transporte de Texas (TxDOT) y la Autoridad de Reurbanización de Memorial Heights (MHRA) proponen reconstruir Shepherd y Durham Drives desde la I-610 a la I-10 en el condado de Harris, Texas. Este aviso informa al público que el TxDOT y el MHRA llevarán a cabo una audiencia pública virtual en línea sobre el proyecto propuesto para cumplir con el 43 TAC 2.107. La reunión pública virtual se llevará a cabo el jueves 14 de enero de 2021 a las 5:30 p.m. Para acceder a la reunión pública virtual, vaya a: www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project. El equipo del proyecto dará una presentación que será un video pregrabado que incluirá componentes de audio y visuales. Tenga en cuenta que la presentación no estará disponible en el sitio web hasta la fecha y hora indicadas anteriormente. Después de la audiencia pública virtual, la presentación permanecerá disponible para su visualización en la dirección web indicada anteriormente. Los comentarios deben enviarse antes del viernes 29 de enero de 2021 a las 11:59 p.m. para ser incluido en el informe resumido de la audiencia pública. Si no tiene acceso a Internet, puede comunicarse con Sherry Weesner, presidenta de la MHRA, al 832-429-6237 entre las 9 a.m. y 4 p.m., de lunes a viernes, para hacer preguntas y acceder a los materiales del proyecto durante el proceso de desarrollo del proyecto. Los miembros del público pueden llamar al 832-429-6237 para proporcionar un testimonio verbal inmediatamente después de la conclusión de la presentación de la audiencia pública virtual a las 5:30 p.m. el jueves 14 de enero de 2021 hasta las 11:59 p.m. el viernes 29 de enero de 2021. Los comentarios formales por escrito también se pueden enviar por correo o correo electrónico como se explica a continuación. Todos los testimonios proporcionados verbalmente y los comentarios escritos oportunos serán considerados por el TxDOT y el MHRA y se incluirán como parte del registro oficial. TxDOT y el MHRA prepararán las respuestas a los testimonios y comentarios proporcionados verbalmente, que se incluirán como parte del registro de la audiencia y del proyecto, y estarán disponibles en línea en www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

El proyecto propuesto reducirá el número de carriles de cuatro a tres. La longitud aproximada del proyecto sería de 2.4 millas. También incluiría instalaciones para peatones y bicicletas en forma de aceras de seis a diez pies de ancho a ambos lados de la Shepherd y la Durham Drives y carriles para bicicletas (seis pies de ancho detrás de la acera) en los lados este de Shepherd y Durham Drives. El trabajo en las calles conectadas también incluiría aceras. Las líneas sanitarias y de agua serían reemplazadas y mejoradas. Las mejoras a las señales de tráfico, el paisajismo, las líneas de los cruces peatonales y los servicios públicos de aguas pluviales también serían parte del proyecto. El proyecto puede requerir adquisiciones menores de algunas esquinas en la West 20th, la West 19th y la West 11th para acomodar movimientos de virajes y mejoras en la línea de visión. Este proyecto proporcionaría nuevas conexiones a la White Oak Bayou Greenway Trail y la Missouri-Kansas-Texas (MKT) Trail.

Aunque se requeriría un derecho de vía adicional, no se prevé el desplazamiento de estructuras residenciales o no residenciales en este momento. Se puede obtener información sobre los servicios y beneficios disponibles para los propietarios afectados e información sobre el itinerario tentativo para la adquisición y construcción del derecho de vía llamando al 832-429-6237.

Cualquier documentación o estudio ambiental, mapas y dibujos que muestren la ubicación y el diseño del proyecto, los itinerarios de construcción tentativos y otra información relacionada con el proyecto propuesto están disponibles en línea en www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

La reunión pública virtual se llevará a cabo en inglés y español. Si necesita un intérprete o traductor de documentos porque el inglés o el español no es su idioma principal o si tiene dificultades para comunicarse eficazmente en inglés o español, se le proporcionará uno. Si tiene una discapacidad y necesita ayuda, se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Si necesita servicios de interpretación o traducción o si es una persona con una discapacidad que requiere una adaptación para asistir y participar en la reunión pública virtual, comuníquese con el MHRA al 832-429-6237 a más tardar a las 4 p.m. CT, lunes 11 de enero de 2021. Tenga en cuenta que se requiere un aviso previo ya que algunos servicios y acomodos razonables pueden requerir tiempo para que el MHRA los arregle.

Se solicitan comentarios por escrito del público sobre el proyecto propuesto y se pueden enviar por correo a el MHRA, 1980 Post Oak Blvd., Suite 1380, Houston, TX 77056. Los comentarios por escrito también se pueden enviar por correo electrónico a comments@memorialheightstirz5.com. Todos los comentarios deben recibirse el viernes 29 de enero de 2021 o antes. Además, como se indicó anteriormente, los miembros del público pueden llamar al 832-429-6237 y dar testimonio verbalmente a partir de las 5:30 p.m. el jueves 14 de enero del 2021 hasta las 11:59 p.m. el viernes 29 de enero del 2021. Las respuestas a los comentarios recibidos y el testimonio público proporcionado estarán disponibles en línea en www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project una vez que se hayan preparado.

Si tiene alguna pregunta o inquietud general sobre el proyecto propuesto o la audiencia virtual, comuníquese con Sherry Weesner, presidenta del MHRA, al 832-429-6237, y comments@memorialheightstirz5.com.

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo realizadas o han sido realizadas por TxDOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento de fecha 9 de diciembre de 2019 y ejecutado por FHWA y TxDOT.

7. The Leader Tear Sheet

Market Update

Spike in sales, prices characterize local November markets

By Landan Kuhlmann
landan@theleadernews.com

It was a pretty lucrative month for real estate agents in local home markets last month, as the majority of zip codes mirrored Greater Houston with a year-over-year rise in November sales.

Year-over-year sales spikes ranged from almost 21 percent (77007) to nearly 63 percent (77092) in the area, though 77091 zip code did see a dip of nearly 7 percent.

Home prices – both average and median – also saw a November spike according to the most recent report from the Houston Association of Realtors. As a whole, sales in the Greater Houston market rose nearly 26 percent last month, with both average and median prices increasing at least 10 percent.

77018
It was a particularly fruitful month in the Central Northwest area, which includes Garden Oaks, Oak Forest, Shepherd Park Plaza and other neighborhoods.

Agents saw 64 homes come off the market in this area last month, a 56.1 percent year-over-year rise from last year's mark of 41. Year-to-date, this zip code has seen 709 homes sold since the start of 2020 – a 14.4 percent increase over last year's pace.

The average buyer paid \$515,157 for a home last month, a year-over-year spike of almost 11 percent. Median home price rose just under 2 percent, up to \$427,500.

77092
Just to the west, in a zip code that includes Mangum Manor, realtors saw the biggest percentage rise in year-over-year November sales.

There were 26 homes sold in the market last month, representing a 62.5 percent increase compared to 16 in the same month last year. Despite the rise, however, the market is still lagging slightly behind its 2019 pace. There have been 238 homes sold since the start of the year,

compared to 252 during the same period last year.

On the pricing front, the average homebuyer cost spiked to \$333,131 – an increase of almost 19 percent. Year-over-year median price rose 4.1 percent last month, up to \$296,650.

77091
To the north, it was unfortunately a downturn in home sales – though only slightly.

A code containing Greater Inwood and Acres Homes sold 14 homes last month – an ever-so-slight dip from the 15 sold during November 2019. However, this market is still well ahead of last year's pace despite the downturn. Agents have seen 191 homes come off the market since the start of the year, a 22.4 percent advantage over last year's figure of 156 during the same period.

Amidst the slight sales downturn, prices also spiked according to HAR data. The average buyer spent \$285,839 on a house here – a 34.4 percent spike – while median prices jumped more than 74 percent up to \$313,420.

77008
Down in the Greater Heights, the market was booming once again as it saw one of the area's biggest sales jumps.

There were 85 sales in this market last month, marking a 54.5 percent year-over-year rise that more than doubled the Greater Houston market's 25.6 percent increase. On a year-to-date basis, there area is about 6 percent ahead of last year's pace, having seen 987 homes sold since the start of 2020.

Median home prices actually fell a little more than 1 percent down to \$499,000 last month – one of only two markets to see a dip in year-over-year pricing. The average homebuyer paid \$585,770 for a house last month, a 5.2 percent year-over-year change.

77009
To the east, a zip code including Woodland Heights

and Norhill neighborhoods was the second-biggest riser last month.

Homes sales here increased by 60 percent, with agents selling 56 homes compared to last November's mark of 35. Despite that, however, the area is still lagging behind last year's pace. There have been 521 homes sold through the end of November, as opposed to 544 sales during the same period last year.

Pricing-wise, the average home sold for \$472,235 last month – a slight (1.8 percent) increase compared to last November. Median price came in at \$420,027, representing a 5.6 percent drop.

77007
Even though the area including Rice Military and St. Thomas High School didn't see quite the spike as surrounding areas, it was still a good month.

The area 64 homes come off the market in November, a 20.8 percent spike compared to 53 sold last November. It's also been a good year, with 731 homes sales through the end of November, compared to 715 at the same juncture in 2019.

Average home price went up 16 percent to \$591,682, while median prices were up nearly 9 percent to \$474,950 at month's end.



Photo from Houston Association of Realtors website
Home sales in many local markets such as Garden Oaks, Oak Forest and the Heights saw year-over-year rises last month.

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THE LEADER.
COVERING THE HEIGHTS, GARDEN OAKS, OAK FOREST AND THE NEIGHBORHOODS OF NORTH HOUSTON

713-371-3506

Notice
Virtual Public Hearing
Shepherd and Durham Drives
From I-610 to I-10
CSJ: 0912-72-607
HARRIS County, Texas

The Texas Department of Transportation (TxDOT) and the Memorial Heights Redevelopment Authority (MHRA) propose to reconstruct Shepherd and Durham Drives from I-610 to I-10 in Harris County, Texas. This notice advises the public that TxDOT and MHRA will be conducting an on-line virtual public hearing on the proposed project to conform to Public Transportation Hearing Texas Administrative Code 43 TAC 2.107. The virtual public hearing will be held on Thursday, January 14, 2021, at 5:30 P.M. To log onto the virtual public hearing, go to the following web address at the date and time indicated above: www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project. Project staff will give a presentation which will be a pre-recorded video that will include both audio and visual components. Please note that the presentation will not be available on the website until the time and date listed above. Following the virtual public hearing, the presentation will remain available for viewing at the web address indicated above. Comments must be submitted by Friday, January 29, 2021, at 11:59 P.M. to be included in the Public Hearing Summary Report. If you do not have internet access, you may contact Sherry Weesner, MHRA President, at 832-429-6237 between the hours of 9 A.M. and 4 P.M., Monday through Friday, to ask questions and access project materials during the project development process.

Members of the public may call 832-429-6237 to provide verbal testimony immediately following the conclusion of the virtual public hearing presentation at 5:30 P.M. on Thursday, January 14, 2021, through 11:59 P.M. on Friday, January 29, 2021. Formal written comments may also be provided by mail or email as explained below. All verbally provided testimony and timely written comments will be considered by TxDOT and MHRA and included as part of the official record. Responses to verbally provided testimony and comments will be prepared by TxDOT and MHRA, included as part of the hearing and project record, and made available online at www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project approximately three months after close of the comment period.

The proposed project would reduce the number of through lanes from four to three and construct pedestrian and bicycle facilities in the form of six-to ten-foot-wide sidewalks on both sides of Shepherd and Durham Drives and bike lanes (six-foot-wide behind the curb) on the east sides of both Shepherd and Durham Drives. The project also proposes to replace and upgrade sanitary and water lines as well as make improvements to traffic signals, landscaping, crosswalk striping and stormwater utilities. The project may require minor right-of-way acquisition at West 20th, West 19th, and West 11th to accommodate turning movements and sight-line improvements. This project would provide new connections to the White Oak Bayou Greenway Trail and Missouri-Kansas-Texas (MKT) Trail. The approximate length of the project is 2.4 miles.

Although additional right-of-way would be required, no residential or non-residential structures are anticipated to be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from MHRA by calling 832-429-6237.

Any environmental documentation or studies, maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are available online at www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

The virtual public hearing will be conducted in English and Spanish. If you need an interpreter or document translator because English or Spanish is not your primary language or you have difficulty communicating effectively in English or Spanish, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing, please contact MHRA at 832-429-6237 no later than 4 P.M. CT, Monday, January 11, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the Memorial Heights Redevelopment Authority to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to MHRA, 1980 Post Oak Blvd., Suite 1380, Houston, TX 77056. Written comments may also be submitted by email to comments@memorialheightstirz5.com. All comments must be received on or before Friday, January 29, 2021. Additionally, as stated above, members of the public may call 832-429-6237 and verbally provide testimony from 5:30 P.M. on Thursday, January 14, 2021, until 11:59 P.M. on Friday, January 29, 2021.

If you have any general questions or concerns regarding the proposed project or the virtual hearing, please contact Sherry Weesner, MHRA President, 832-429-6237, comments@memorialheightstirz5.com.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

8. Community Impact Tear Sheet

9. MHRA Webpage

Click [here](#) for information on the Shepherd and Durham Virtual Public Hearing. A pre-recorded public hearing can be viewed on January 14, 2021.

713-850-9000

1980 Post Oak Blvd., Suite 1380 Houston, TX 77056

info@memorialheightstirz5.com



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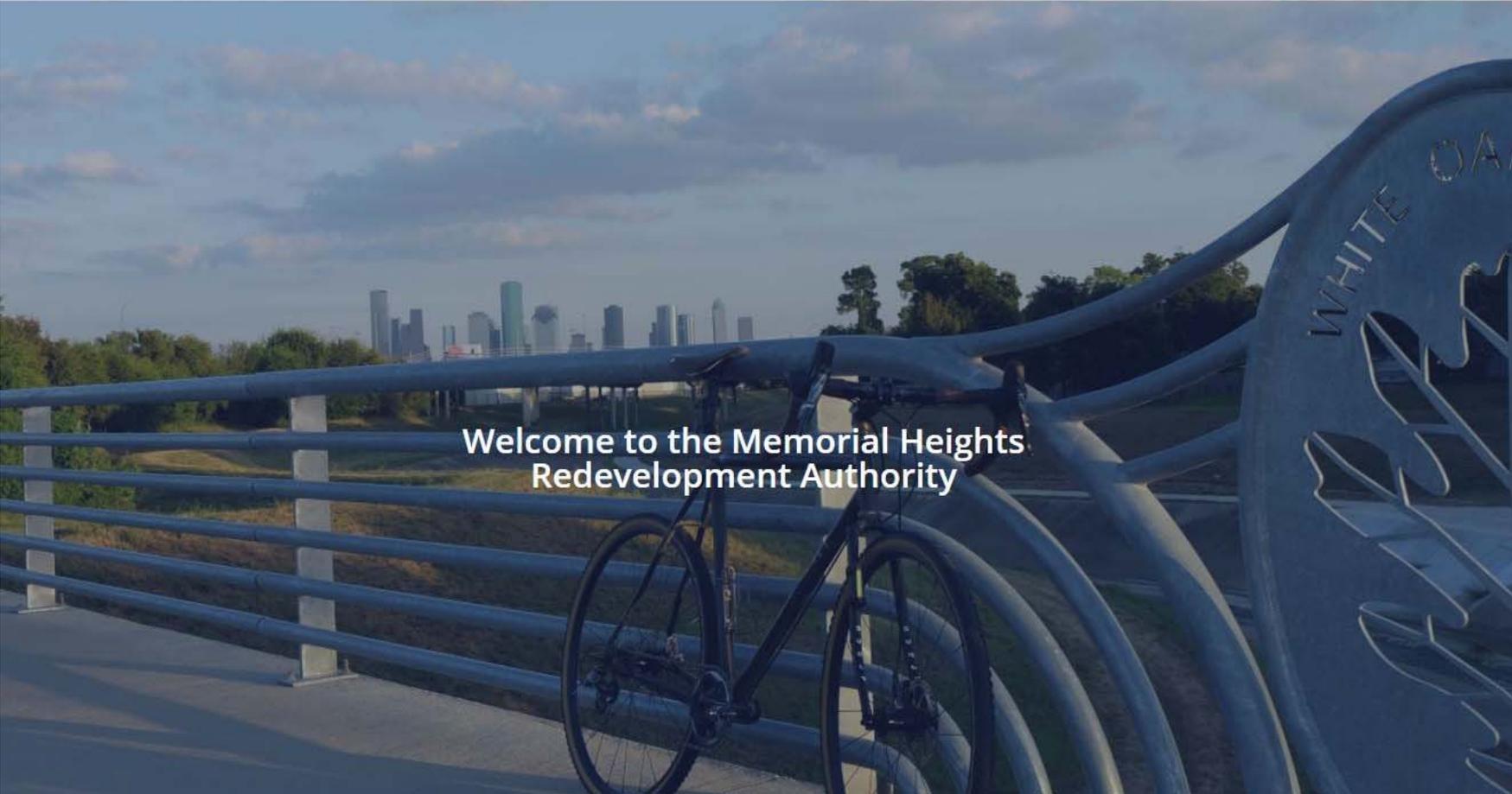
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A large hero image showing a bicycle leaning against a blue metal railing on a bridge. In the background, a city skyline is visible under a blue sky with light clouds. The railing has a circular emblem with the words "WHITE OAK" and a stylized tree design.

**Welcome to the Memorial Heights
Redevelopment Authority**

Shepherd and Durham Major Investment Project

The Memorial Heights Redevelopment Authority (MHRA) is pleased to announce that both phases of the Shepherd and Durham Major Investment Project are now funded. The corridors were originally added to the MHRA Capital Improvement Plan (CIP) in 2016 when planning efforts identified the project as an opportunity to achieve significant improvements in safety, access, connectivity, and congestion. The project was discussed in detail with the community at a public meeting held on May 2, 2018, at the Historic Heights City Hall and Fire Station.

Click the links below to view the documents.

Background

-  [BUILD Grant Application](#) – The original application for funding for the Shepherd Durham project
-  [Project Phases Map](#) – A map of the two phases of the project which are being presented in the Virtual Public Hearing
-  [Schematics](#) – The schematic designs for the project
-  [Alternatives Analysis and Design \(DCR\)](#) – analysis of project alternatives
-  [Documentation of May 2018 Public Meeting](#) – Meeting summary and responses to comments received at the May 2018 public meeting for the project

Environmental Technical Reports

-  [Archeological Background Study](#) – A review of archeological resources that could potentially be impacted by the project
-  [Biological and Tier I Analysis](#) – A review of species and habitat that could potentially be impacted by the project

Upcoming Events

There are no upcoming events at this time.

Recent News

- [Shepherd and Durham Major Investment Project](#)
- [Notice of Special Meeting](#)
- [Houston Avenue and White Oak Ribbon Cutting Photos](#)
- [U.S. Department of Transportation awards \\$25M grant for Shepherd-Durham corridor improvements](#)
- [Houston Avenue & White Oak Drive Ribbon Cutting](#)

News Categories

[Announcements \(3\)](#)



Virtual Public Hearing

The Shepherd and Durham Major Investment Project is sponsored by MHRA. TxDOT is conducting the environmental review. The Virtual Public Hearing follows the format established by TxDOT guidelines. This hearing is required under the Texas Administrative Code because of the addition of bicycle lanes as part of the proposed project, which is considered a "substantial change in function." Though the hearing is required due to the bicycle improvements, this project has many other valuable scope elements that address increasing safety, improving the poor condition of the roadway surface, expanding multimodal access, mitigating flooding, and improving mobility along Shepherd and Durham Drives.

-  [Project Map](#) - Shows the proposed project alignment
-  [Notice of Virtual Public Hearing](#) - Information of the Virtual Public Hearing that will be held in January
-  [Notice of Virtual Public Hearing \(Spanish\)](#) - Information of the Virtual Public Hearing that will be held in January
-  [Presentation and Script \(English\)](#) - A pdf of the virtual public hearing presentation slides and script of the audio
-  [Presentation \(English\)](#) - A pdf of the virtual public hearing presentation slides
-  [Presentation and Script \(Spanish\)](#) - A pdf of the virtual public hearing presentation slides and script of the audio in Spanish
-  [Presentation \(Spanish\)](#) - A pdf of the virtual public hearing presentation slides in Spanish
-  [Exhibit Boards](#) - A pdf of key slides from the hearing presentation that would be displayed as exhibit boards at an in-person hearing
-  [Environmental Constraints Map](#) - A map depicting environmental considerations for the project area, including hazardous waste sites, wetlands, and flood zones
-  [Fact Sheet \(English\)](#) - A summary of the major components of the project
-  [Fact Sheet \(Spanish\)](#) - A summary of the major components of the project in Spanish
-  [Comment Form](#) - A pdf comment form that can be downloaded, completed, and returned to MHRA via USPS or email

[Video Presentation \(English\)](#)

For closed-captioning, click the icon underlined in red located in the lower right corner of the video window:



10. TxDOT Webpage



Inside TxDOT

Get Involved

About Public Hearings, Meetings and Notices

Committees

Volunteer

Archive

Sunset Review

Page Options

Virtual Public Hearing - Shepherd and Durham Drives from I-610 to I-10

Texas Department of Transportation > Inside TxDOT > Get Involved > About Public Hearings, Meetings and Notices > Hearings, Meetings and Notices Schedule

Subscribe to Updates

Contact Us

Where: To log onto the virtual public hearing, go to the following web address at the date and time indicated below: Memorial Heights Shepherd and Durham Major Investment Project.

When: The pre-recorded presentation will be posted on this page on **Thursday, Jan. 14, 2021 at 5:30 p.m.**

Purpose: The purpose of the virtual public hearing is to gather public input on the reconstruction of Shepherd and Durham Drives from I-610 to I-10 in Harris County, Texas. The Memorial Heights Redevelopment Authority (MHRA) in partnership with TxDOT will be conducting an on-line virtual public hearing on the proposed project to conform to Public Transportation Hearing Texas Administrative Code 43 TAC 2.107. The virtual public hearing will consist of a narrated presentation by the project team, project exhibits and other information, and an opportunity to comment. If you do not have internet access, you may contact the MHRA President, at 832-429-6237 between the hours of 9 A.M. and 4 P.M., Monday through Friday, to ask questions and access project materials during the project development process. **Comments must be received on or before Friday, Jan. 29, 2021, to be a part of the official hearing record.**

Description: The proposed project would reduce the number of through lanes from four to three and construct pedestrian and bicycle facilities in the form of six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham Drives and bike lanes (six-foot-wide behind the curb) on the east sides of both Shepherd and Durham Drives. The project also proposes to replace and upgrade sanitary and water lines as well as make improvements to traffic signals, landscaping, crosswalk striping and storm water utilities. The project may require minor right-of-way acquisition at West 20th, West 19th and West 11th to accommodate turning movements and sight-line improvements. This project would provide new connections to the White Oak Bayou Greenway Trail and Missouri-Kansas-Texas Trail. The approximate length of the project is 2.4 miles.

Although additional right-of-way would be required, no residential or non-residential structures are anticipated to be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from MHRA by calling 832-429-6237.

Any environmental documentation or studies, maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are available online at: Memorial Heights Shepherd and Durham Major Investment Project.

Special Accommodations: TxDOT makes every reasonable effort to accommodate the needs of the public. The virtual public hearing materials and exhibits will be in English. The narrated project presentation will be in English and Spanish. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need additional assistance...

D. Transcript

- 1. Presentation PowerPoint and Script (English)**
- 2. Presentation PowerPoint and Script (Spanish)**

1. Presentation PowerPoint and Script (English)



Welcome. My name is Greg Goodman representing the Memorial Heights Redevelopment Authority for the Shepherd and Durham Major Investment Project. On behalf of the Memorial Heights Redevelopment Authority, MHRA, the City of Houston, and the Texas Department of Transportation Houston District, TxDOT, I would like to welcome you to the virtual public hearing for the Shepherd and Durham project.

This project is sponsored by MHRA. TxDOT is conducting the environmental review. This virtual public hearing follows the format established by TxDOT guidelines.

During the virtual public hearing, you may pause the presentation and navigate forward or backward using your video player. This presentation is available for viewing starting on January 14, 2021.

Thank you for your interest in this project, and we look forward to receiving your comments.

SHEPHERD AND DURHAM VIRTUAL PUBLIC HEARING



Introduce Project



Present the Preferred Alternative



Obtain Feedback on the Preferred Alternative



Shepherd & Durham Major Investment Project

January 14, 2021

2

This virtual public hearing is being held to introduce the proposed project, present the preferred alternative, and gather public input from stakeholders. This hearing is required under Texas Administrative Code Title 43, Chapter 2, Subchapter E, Rule 2.107 because of the addition of bicycle lanes as part of the proposed project, which is considered under the State code as a “substantial change in function.” Though the hearing is required under State code due to the bicycle improvements, this project has many other valuable scope elements that we are excited to describe within this presentation

You are encouraged to submit comments on the proposed project after reviewing the hearing materials and listening to this presentation.

SHEPHERD AND DURHAM AGENDA



- Welcome
- Project Overview
- Environmental Overview
- Project Next Steps
- Public Comment Process
- Adjourn



The virtual public hearing for the proposed Shepherd and Durham Major Investment Project launched on January 14, 2021, at 5:30 PM. The purpose of this public hearing is to provide an update on the project and receive public input from stakeholders on the proposed improvements.

The format of the hearing will include a design and environmental overview, the project's next steps, and methods for submitting comments.

PUBLIC HEARING QUESTIONS AND CONCERNS



Please phone 832-429-6237 if you have:

- Problems accessing public hearing information online
- Requests for special accommodations
- Language or interpretation needs other than English and Spanish

Discussion with project staff will not be included in the official record of the public hearing.

If you experience technical difficulties with the virtual public hearing, please contact Sherry Weesner, Memorial Heights Redevelopment Authority President, at 832-429-6237.

You may also request special accommodations, assistance accessing public hearing information and materials, and language interpretation needs other than English and Spanish.

Please note, discussion with project staff will not be included in the official record of this public hearing. If members of the public wish to submit a comment to be part of the official record of this public hearing they may do so in the ways outlined on the next slide.

HOW CAN I MAKE COMMENTS?



All verbal and written comments must be received or postmarked by **January 29, 2021.**

Submit comments:

- Verbally by phoning 832-429-6237 and leaving a voice mail message
- In writing online by using the web comment form link in the Public Comments section at: memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project
- By email to: Comments@memorialheightstirz5.com
- By mail to: 1980 Post Oak Blvd., Suite 1380 Houston, TX 77056

Responses to verbal and written comments received by **January 29, 2021** will be available online at memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project once the final report has been approved.

All verbal and written comments must be received or postmarked before the comment period closes on January 29, 2021.

Comments can be submitted in several ways, including:

- verbally by calling 832-429-6237 and leaving a voicemail message;
- in writing online by using the web form link on the project web page;
- by email to Comments@memorialheightstirz5.com; or
- by mail to 1980 Post Oak Blvd., Suite 1380 Houston, TX 77056.

Responses to verbal and written comments received will be available on the project web page once the final report has been approved. Please note that per TxDOT requirements, MHRA is not permitted to respond to comments received before the official hearing summary is complete.

TxDOT changed the traditional in-person public hearing to an online format in response to the COVID-19 outbreak

This virtual public hearing and information on MHRA's project website provides the same information as an in-person hearing would have including:

- » Project information
- » Recorded presentation
- » Proposed schematic
- » Estimated project timeframe
- » Process for submitting comments
- » Key contacts

Given the unique circumstances of the COVID-19 pandemic, along with the commitment to protecting public health during this national emergency, MHRA, the City of Houston, and TxDOT are conducting this virtual public hearing to avoid in-person contact. At this time, an online public hearing is being conducted in-lieu of an in-person public hearing.

This presentation covers the same information that MHRA, the City of Houston, and TxDOT would have presented at an in-person public hearing. The comment process for the virtual public hearing will be repeated at the end of this presentation.

All hearing materials can be found on MHRA's project web page at memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by the Federal Highway Administration and TxDOT.

The Shepherd and Durham Major Investment Project is receiving federal funds, and because of the federal component, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with Federal standards. The process that is followed is called the National Environmental Policy Act process, otherwise known as NEPA. The NEPA process provides analyses of the potential impacts to the natural and manmade environment and helps the decision maker to come to an informed conclusion on whether to proceed with the project. On December 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain assigned NEPA projects. The NEPA assignment review and approval process applies to this project.

PUBLIC OUTREACH AND NOTIFICATIONS



- Virtual Public Hearing Notices were published in:
 - The Houston Chronicle on December 30, 2020
 - La Voz on December 27, 2020
 - The Leader on December 26, 2020
 - Community Impact on January 8, 2021
- Elected Official Letters were e-mailed on December 17, 2020
- Notice was posted to the TxDOT website on December 23, 2020
- Notices were mailed directly to adjacent property owners on December 21, 2020
- Information was posted on the Memorial Heights Redevelopment Authority website beginning in November 2020

Notices for this virtual public hearing were published in the Houston Chronicle on December 30, 2020; La Voz on December 27, 2020; The Leader on December 26, 2020; and in the Heights edition of Community Impact on January 8, 2021. Letters to elected officials were e-mailed on December 17, 2020. The notice was posted on the TxDOT website on December 23, 2020. Notices were mailed to adjacent property owners on December 21, 2020. Information on the project was posted to the MHRA website beginning in November 2020.

PROJECT BACKGROUND



Project Timeline



Shepherd & Durham Major Investment Project

January 14, 2021

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The Shepherd and Durham project was initiated in 2014 as part of MHRA's Capital Improvement Program. In a 2016 analysis of MHRA's capital projects, the proposed project was identified as yielding the greatest benefit to the City of Houston and the Houston-Galveston region.

At the start of the project, existing conditions data was collected and evaluated to identify corridor needs. Once needs were identified, the project team began developing alternatives.

A public meeting was held in 2018 where three design alternatives were presented to stakeholders. All alternatives included the reconstruction of the corridor, modifications at signalized intersections, the removal of a vehicular lane in each direction, pedestrian improvements, and drainage and public utility upgrades. The alternatives analysis focused on bicycle improvements. Alternative 1 included a bi-directional cycle track on Shepherd Drive. Alternative 2 included bicycle lanes on the outside of Shepherd and Durham Drives. Alternative 3 included bike lanes on the inside of Shepherd and Durham Drives.

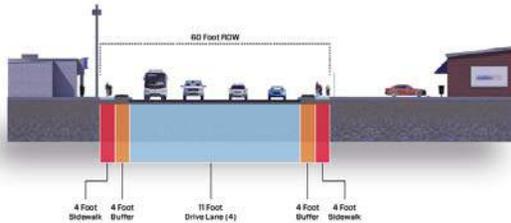
After the public meeting, the project team reviewed the comments received, further evaluated design options, and refined the design to one proposed alternative, which became Alternative 4, bike lanes on the east side of Shepherd and Durham Drives.

If you're interested in the information presented at the 2018 public meeting, you can find it on the MHRA website at memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

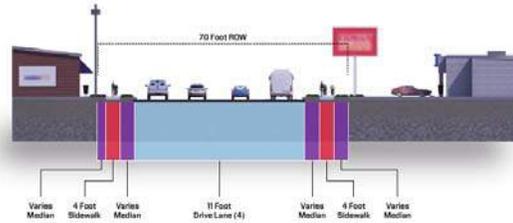
EXISTING TYPICAL SECTION



DURHAM DRIVE (EXISTING)



SHEPHERD DRIVE (EXISTING)



A typical section is a technical term for the roadway design. The existing Shepherd typical section is within a 70-foot-wide right of way; the Durham typical section is within a 60-foot-wide right of way. Both roadways currently consist of four 11-foot-wide travel lanes traveling in one direction. Traffic on Shepherd travels north and traffic on Durham travels south. Durham generally has four-foot buffers, or planting strips, and four-foot sidewalks on each side of the roadway. Shepherd has four-foot sidewalks and medians, or concrete strips, of varying widths on each side of the roadway. Sidewalks, buffers, and medians are intermittent on both streets.

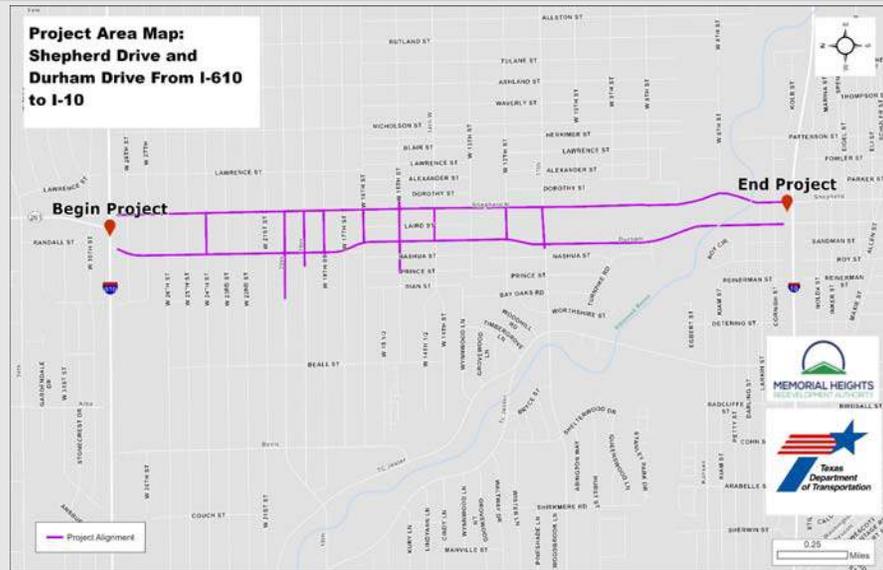
PROJECT OVERVIEW



Location
Harris County

Limits
From I-610 to I-10

Corridor Length
2.4 miles



Shepherd & Durham Major Investment Project

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As part of the project development process, MHRA conducted environmental studies to understand the potential impacts that could occur as a result of implementation of the proposed project.

MHRA is pursuing environmental clearance for the Shepherd Durham proposed improvements. Achieving environmental clearance is a requirement in the project development process to permit MHRA to construct the project.

The project's study limits extend on Shepherd and Durham Drives from I-610 to I-10, for approximately 2.4 miles. The project would also include work on several cross streets that connect the parallel one-way portions of Shepherd and Durham including West 24th, 20th, 19th, 18th, 16th, 15th, 14th, 12th, and 11th Streets. Proposed improvements on Shepherd and Durham would modernize the roadway and reduce the number of through lanes from four to three. The proposed project would install pedestrian and bicycle facilities, new traffic signals, landscaping, signage, and crosswalk striping. In addition, the proposed project would implement stormwater improvements and replace and upgrade sanitary and water lines.

WHY ARE IMPROVEMENTS NEEDED?



- Project Need:
 - High crash rate
 - Roadway is in serious disrepair/no significant roadway improvements since the 1950s
 - Lack of multi-modal and regional access
 - Flooding
 - Congestion
- Project Purpose:
 - The purpose of this project is to address regional priorities related to safety, state of good repair, multimodal access, stormwater mitigation and congestion relief



The goal of the project is to address safety, the roadway surface, multimodal access, flooding, and mobility concerns along Shepherd and Durham Drives between I-610 and I-10.

First, this corridor has a crash rate approximately four times the Texas average for four lane, urban, divided roadways.

Second, the overall poor condition of the roadway would be addressed. This section of Shepherd and Durham has not been significantly rehabilitated since the 1950s and has outlived its useful life. The City of Houston has designated the pavement condition as “impacting the ability to drive at posted speeds” for portions of the roadway.

Third, the lack of multi-modal and regional access would be addressed. There are currently no bicycle facilities on Shepherd or Durham between I-610 and I-10, and sidewalks are intermittent. The project would provide connections to I-10 and I-610; a connection to the proposed regional Inner-Katy Bus Rapid Transit station at Shepherd and I-10; a connection to the Houston-Dallas High Speed Rail project currently under development; and bike and pedestrian connections to Buffalo Bayou, MKT/Heights, and White Oak trails.

Flooding would also be addressed through stormwater mitigation upgrades. Approximately 1,300 structures within ½ mile of the project limits flooded during Hurricane Harvey in 2017. This project would provide additional stormwater capacity to assist in managing severe rain events.

Finally, the project would provide congestion relief at a corridor level with intersection improvements at 11th and 20th. Streets. Two independent traffic analyses concluded that these improvements would decrease traffic delays even with the total number of travel lanes being reduced.

The purpose of this project is to address regional priorities related to safety, state of roadway repair, multimodal access, stormwater mitigation, and congestion relief.

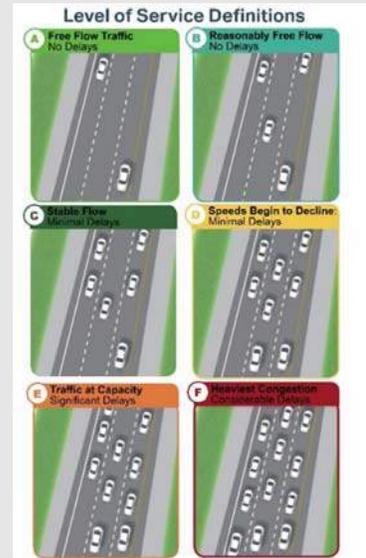
2040 LEVEL OF SERVICE – EXISTING CONFIGURATION



Capacity Analysis – 2040 Projected Conditions

Intersection	AM Peak Hour (LOS (delay))					PM Peak Hour (LOS (delay))				
	EB	WB	NB	SB	Int	EB	WB	NB	SB	Int
Signalized Intersections*										
Shepherd Drive at W 20 th St	C (29.9)	D (37.3)	A (8.8)		B (18.1)	D (59.1)	D (36.7)	B (12.2)		C (20.9)
Durham Drive at W 20 th St	C (30.1)	E (58.5)		C (20.3)	C (25.3)	C (23.6)	F (97.4)		B (18.9)	C (30.2)
Shepherd Drive at W 11 th St	D (36.8)	F (146.4)	C (22.3)		E (63.4)	E (56.0)	F (121.0)	E (77.0)		E (79.7)
Durham Drive at W 11 th St	E (55.6)	D (40.6)		F (111.0)	F (87.3)	D (39.6)	C (29.1)		D (43.9)	D (38.9)

*Signal timing cycle lengths and split timings were optimized



Now let’s talk about daily traffic volumes and level of service along Shepherd and Durham Drives. Level of service is illustrated in the graphic on the right. Level of service ranges from A, free flowing traffic as shown in light green, to F which is heavily congested and shown in red.

Models indicate that if the proposed improvements are not constructed, in 2040 Shepherd and Durham would not have acceptable levels of service at the 11th and 20th Street intersections. Several movements at these intersections would operate at a level of service of F – which is indicative of heavy travel time delay.

2040 LEVEL OF SERVICE - PROPOSED CONFIGURATION



Capacity Analysis – 2040 Projected Conditions - Scenario

Intersection	AM Peak Hour (LOS (delay))				PM Peak Hour (LOS (delay))					
	EB	WB	NB	SB	Int	EB	WB	NB	SB	Int
Signalized Intersections*										
Shepherd Drive at W 20 th St	D (45.4)	D (37.3)	A (9.8)		C (21.1)	D (35.5)	D (36.7)	C (29.4)		C (31.2)
Durham Drive at W 20 th St	D (46.3)	D (40.3)		C (30.6)	C (32.8)	D (50.5)	D (42.3)		C (23.3)	C (30.5)
Shepherd Drive at W 11 th St	C (31.5)	D (53.9)	C (23.3)		C (34.6)	D (49.0)	E (60.8)	D (54.6)		D (54.3)
Durham Drive at W 11 th St	D (54.9)	D (48.8)		D (48.3)	D (49.6)	D (54.8)	C (33.4)		C (29.4)	D (37.9)

*Signal timing cycle lengths and split timings were optimized



Level of Service Definitions

A Free Flow Traffic
No Delays

B Reasonably Free Flow
No Delays

C Stable Flow
Minimal Delays

D Speeds Begin to Decline
Minimal Delays

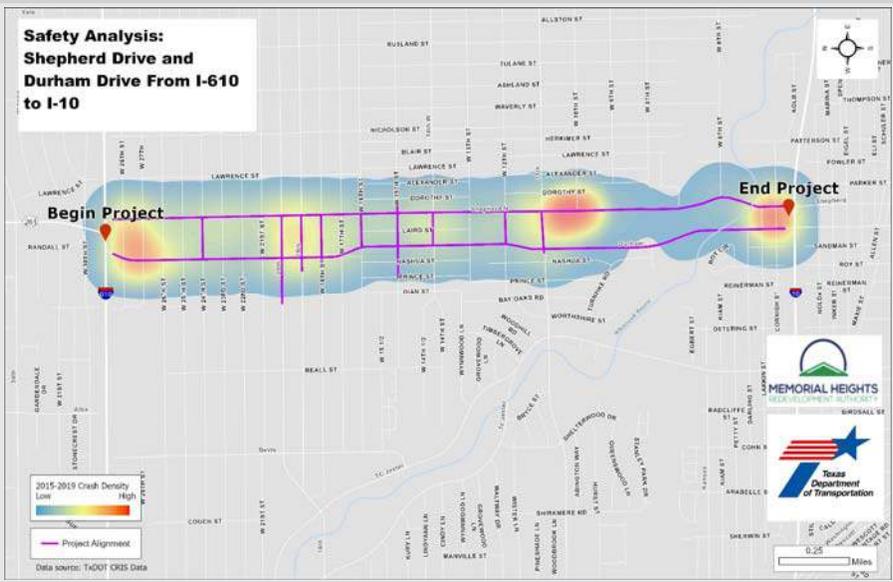
E Traffic at Capacity
Significant Delays

F Heaviest Congestion
Excessive Delays

The proposed project removes one through lane on both Shepherd and Durham Drives, and improves the intersections at 11th and 20th Streets. These improvements are proposed to facilitate improved turning movements by adding dedicated left turn lanes at these intersections. An example of how the additional dedicated left turn lane would look is shown in the project schematic, or diagram, at the bottom left of the slide.

The introduction of these improvements, along with the travel lane reductions, would allow the project to achieve a scenario where all signalized intersections along the corridor are projected to operate at an acceptable level of service for 2040 anticipated conditions. In other words, in comparison to the previously shown scenario, the proposed intersection improvements would facilitate congestion relief while reducing the number of through lanes along the corridor.

CRASH ANALYSIS (2015 - 2019)



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Regarding safety, the project team analyzed crash data for the project corridor for the years 2015 to 2019. Locations of crashes were placed on a map and color-coded where multiple crashes occurred in the same general location; these are called “hot spots” and are shown on the map in red. The project corridor’s crash rate is approximately four times the Texas average for four-lane, urban, divided roadways and the crash rate has been consistent over time. Two fatalities occurred in April 2019 on a section of Shepherd Drive.

The proposed project includes improvements to reduce the crash rate, including new pavement markings and signals, clear sight lines, Americans with Disabilities Act infrastructure improvements, and the removal of a traffic lane to reduce crossing distance.

One of the goals for the project is to reduce crashes along the corridor.

Proposed improvements to Shepherd and Durham:

- Modernize the roadway and reduce the number of through lanes from four to three
- Construct pedestrian and bicycle facilities
- Install new traffic signals
- Install landscaping
- Install signage and crosswalk striping
- Construct stormwater improvements
- Replace and upgrade sanitary and water lines

The proposed project would modernize the roadway, install access management treatments such as consolidated driveways, modify intersection geometry including construction of new left turn lanes, and reduce the number of through lanes from four to three to improve safety for all users. Two independent traffic analyses concluded that these improvements would decrease traffic delays even with a reduction in the total number of travel lanes.

The proposed project would also construct pedestrian and bicycle facilities. There would be six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham Drives. There would be six-foot-wide bike lanes behind the curb on the east side of both Shepherd and Durham Drives. Work on the connecting streets would include reconstruction of the roadway, sidewalks, and sub-surface utilities. The proposed project would also install new traffic signals and landscaping. This project would also install signage and crosswalk striping for safety, including at four school crossings within the project limits.

The project would be constructed in two phases: Phase I from I-610 to West 15th Street would be constructed first. Phase II from West 15th Street to I-10 would be constructed second.

PROPOSED TYPICAL SECTION



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This slide shows the typical section proposed for the project.

The typical section allows for six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham, three 10- to 11-foot-wide travel lanes, and a six-foot-wide one-way bike lane on the east side of each roadway. Work on connecting streets would include reconstructing the existing section to include sidewalks and sub-surface utilities.

Driveway and other access management improvements would be incorporated through the design process to retain property access while improving safety for vehicular, pedestrian, and bicycle users.

Sanitary sewer lines, water lines, and stormwater infrastructure would also be upgraded or replaced.

PROPOSED SCHEMATIC LEGEND



LEGEND

-  PROP ROADWAY PAVEMENT
-  PROP BIKE LANE
-  PROP SIDEWALK PAVEMENT
-  PROP TRAFFIC DIRECTION
-  PROP TRAFFIC SIGNAL



Here is a screenshot of the legend for the schematics that you can find on the website. These legends are included on each page of the schematics so you can reference it as you review the document. The screenshot shows the colors used for the proposed design. These colors identify the limits and major aspects of the project. Let's walk through them.

Proposed roadway pavement is shown in teal. Proposed bike lanes are green. Proposed sidewalk pavement is yellow. A black arrow indicates proposed traffic direction. Proposed traffic signals are shown by symbols that look like the signals.

PROPOSED BICYCLE AND PEDESTRIAN ACCOMMODATIONS



- Six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham (width varies depending on available space)
- Sidewalks on cross streets
- Six-foot-wide bike lanes behind the curb on the east side of both Shepherd and Durham Drives
- New traffic signals
- Signage and crosswalk striping



The proposed project would construct six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham Drives. It would also construct six-foot-wide bike lanes behind the curb on the east side of both Shepherd and Durham Drives. Improvements on the connecting streets within the scope of this project would include sidewalks.

The proposed project would also provide new traffic signals, as well as signage and crosswalk striping for user safety. Four school crossings are located within the project limits.

EVALUATION OF BUILD ALTERNATIVES



	Property Impacts	ROW Cost	Construction Timeline	Mitigation	Construction Cost	Connectivity	Bike	Transit	Urban Design/Landscaping
Alternative 1 Cycle Track on Shepherd	Acquisition required for all options	\$300,000 for all options	Five years for all options	Mitigation required for all options	\$117 million	Improved connections to trails	Improved safety	Fewer conflicts between buses and bicycles	More conducive to mixed-use environment; more space for landscaping
Alternative 2 Bike Lanes on Outside of Shepherd and Durham					\$115 million	Improved access to transit, bike, ped, community resources	Improved safety	Access between buses, bikes, and pedestrians more direct	Potential for redevelopment on the edges of corridor
Alternative 3 Bike Lanes on Inside of Shepherd and Durham					\$115 million	Improved access to the interior of the project corridor	Improved access	Fewer conflicts between buses and bikes	Potential for redevelopment between Shepherd and Durham
Alternative 4 Bike Lanes on East Side of Shepherd and Durham					\$115 million	Improved access to transit, bike, ped, community resources, highways; improved access to trails	Improved safety	Improved access	Potential for redevelopment on the edges of Shepherd and the interior of Durham

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As mentioned earlier, a public meeting was held in 2018 where three design alternatives were presented. Alternative 1 was a cycle track on Shepherd Drive. Alternative 2 was bicycle lanes on the outside of Shepherd and Durham Drives. Alternative 3 was bike lanes on the inside of Shepherd and Durham Drives. Based on public comments from that meeting and additional design refinement, Alternative 4 with bike lanes on the east side of Shepherd and Durham was further evaluated in the 2020 Design Concept Report. The table shown here summarizes how the four build alternatives were evaluated to determine each alternative’s potential impacts and to identify a preferred alternative. Evaluation criteria were:

- property impacts;
- right of way cost;
- construction cost;
- construction timeline;
- mitigation requirements;
- connectivity;
- bike access and safety;
- transit access and safety; and
- urban design and landscaping.

Analysis determined that Alternative 4 is the preferred alternative as it would minimize conflicts with public transportation stops along Durham while maximizing safety for all users and minimizing right-of-way acquisition.

- The proposed project is consistent with Houston-Galveston Area Council's long-range transportation plan:
 - Regional Transportation Plan 2045
 - FY 2021-2024 Transportation Improvement Program

- Total Project Estimated Cost: approximately \$115 million

The proposed project is consistent with the Houston-Galveston Area Council's 2045 Regional Transportation Plan for the eight-county Houston-Galveston region, and the 2021-2024 Transportation Improvement Program. The project is being funded through a combination of federal, H-GAC, and MHRA funds for a total project cost of approximately \$115 million dollars.

ENVIRONMENTAL OVERVIEW



I will now discuss the environmental studies completed for the proposed project.

ENVIRONMENTAL STUDIES



- Biological Resources including Threatened and Endangered Species and Habitat
- Community Impacts
- Water Resources
- Hazardous Materials
- Archeological Resources
- Non-Archeological Historic Properties
- 4(f) Resources (parks and recreation areas)

The project team identified and evaluated potential environmental impacts that could occur as a result of constructing the proposed improvements. Technical reports are available online on the project web page for public review.

As part of the project's NEPA compliance, MHRA considered biological resources, community impacts, water resources, hazardous materials, archeological and historical resources, and park and recreational areas. The project was designed to avoid or minimize impacts to the greatest amount practicable. Overall, impacts to environmental resources as a result of the proposed Shepherd and Durham corridor improvements would be minimal.

BIOLOGICAL RESOURCES



No adverse impacts are anticipated to species or habitats



First, I will discuss the Biological Resources Study.

Tier One and Species Analysis Technical Reports were completed for the proposed project area to identify any potential impacts to species or habitat. While there are endangered species and critical habitat in Harris County, the project area is urban and developed. No adverse impacts to species or habitat are anticipated.

COMMUNITY IMPACTS



No adverse impacts are anticipated to community resources

- Minor access changes
 - Modified driveway access would reduce conflicts and retain property access
- Addition of dedicated bicycle lanes
- Addition/replacement of sidewalks
- Addition of landscaping
- Approximately 0.046 acres of additional right of way would be required
- Displacements are not anticipated
- Disproportionately high and adverse impacts to Limited English Proficiency (LEP) and minority populations are not anticipated
- Increased safety and mobility

Next, I will discuss community impacts.

Minor access changes would result from driveway consolidations to reduce conflicts between users. Driveway and other access management improvements would be incorporated through the design process to retain property access while improving safety for vehicular, pedestrian, and bicycle users. Driveways would be designed to current City of Houston code requirements and any encroachments in the public right-of-way would be addressed. Any affected property owners would be notified via mail by MHRA as a component of the final design process.

Although limited right of way would be acquired, no displacements are anticipated as a result of the proposed project.

Limited English Proficiency persons were provided, and will continue to be provided, the opportunity for meaningful involvement in the NEPA process for the proposed project.

Although minority populations are present throughout the project area, the proposed project would not have a disproportionately high and adverse impact on minority populations because the project would not further divide or separate any communities.

Design elements for the proposed improvements include sidewalks, dedicated bike lanes, crosswalks, landscaping, and upgraded signalization.

Overall, the proposed design features would enhance mobility and access, and would reduce congestion and improve safety for both minority and non-minority Census geographies.

WATER RESOURCES



No adverse impacts are anticipated to Water Resources

- The project area crosses White Oak Bayou (a wetland and Water of the U.S.)
- The southern end of the proposed project is in the 100-year flood zone



Next, I will discuss water resources.

The project crosses White Oak Bayou at the southern end of the project. The proposed project crosses the bayou on a bridge, and no construction would occur on the bridge. No work would take place in the bayou. Therefore, no adverse impacts to wetlands are anticipated.

The southern end of the project is in the 100-year flood zone. Stormwater improvements proposed for the project would have a positive impact on flooding in the area.

HAZARDOUS MATERIALS



City of Houston designated the proposed project corridor as a Potentially Petroleum Contaminated Area (PPCA)

- Two Recognized Environmental Conditions
- 18 Historic Recognized Environmental Conditions
- 17 Historic Recognized Environmental Condition “areas”



Next, I will discuss hazardous materials.

A Phase One Environmental Site Assessment was performed for the project to identify any locations where there may have been releases of hazardous materials. The Draft Phase One ESA identified several Recognized Environmental Conditions and Historic Recognized Environmental Conditions, meaning contamination is or could possibly be present in the project area due to high-risk operations such as dry cleaners or gas stations. Based on City of Houston recommendations, the Final Phase One ESA identified both the Shepherd and Durham project corridors as Potentially Petroleum Contaminated Areas because the extent of historic hazardous sites included the majority of the project alignment. This designation means that during construction of the project, soil and groundwater should be handled and disposed of with the assumption that it is hazardous.

ARCHEOLOGICAL RESOURCES



No adverse impacts to archeological resources are anticipated

- No archeological sites, known cemeteries, or other indicators of the presence of archeological resources were identified within 150 feet of project's area of potential effects
- There is a historically-reliable water source within 500 feet of the project's area of potential effects (White Oak Bayou)

Next, I will address archeological resources.

Coordination with the Archeology division at the Texas Historical Commission was conducted for the project. The Area of Potential Effects for archeological resources encompasses the limits of the existing right-of-way; proposed, new project right-of-way; permanent and temporary easements; and any project-specific locations and utility relocations. No archeological sites, known cemeteries, or other indicators of the presence of archeological resources are present within 150 feet of project's Area of Potential Effects. The area has largely been disturbed by modern construction of roadways and buildings. Work would occur in existing disturbed right of way. While there are prehistoric sites along the White Oak Bayou, based on the project's design, no adverse impacts to archeological resources are anticipated.

NON-ARCHEOLOGICAL HISTORIC PROPERTIES



No adverse impacts to non-archeological historic properties are anticipated

- Northern portion of project is located within the National Register Houston Heights Multiple Resource Area
- Over 250 properties potentially eligible as historic are within the 150-foot Area of Potential Effects
- No designated historic properties are located within the 150-foot Area of Potential Effects

Next, I will discuss historic properties.

Because it is anticipated that some new right-of-way may be needed along the existing roadway, the Area of Potential Effects for the purposes of this review, per TxDOT guidance, was determined to be 150 feet on either side of the roadways. The northern portion of the project alignment is located within the National Register Houston Heights Multiple Resource Area. The only National Register property in the project area, the David A. Carden House at 718 West 17th Street, is approximately 200 feet from North Shepherd Drive and approximately 250 feet from West 16th Street - outside of the 150-foot Area of Potential Effects and separated from Shepherd Drive by two industrial-style buildings.

Although over 250 properties potentially eligible as historic are located within the 150-foot Area of Potential Effects of the project alignment, the State Historic Preservation Office determined that no historic properties are present or would be affected by the project as proposed.

PARKS AND RECREATION AREAS, 4(f) RESOURCES



No adverse impacts are anticipated to 4(f) resources

- Trail connection at White Oak Bayou Bike Path
- 4(f) exception being considered by the Houston Parks and Recreation Department



Now I will discuss parks and recreation areas, also known as 4(f) resources.

The project includes a connection from the proposed Shepherd Drive Bike Lane to the White Oak Bayou Bike Path. The connection would be from the Shepherd Drive and Larkin Street intersection to an existing “Y” in the White Oak Bike Path. A survey determined that the White Oak Bayou Bike Path on which the bikeway would be constructed has significance under the requirements of 23 CFR 774.13 for 4(f) resources. In order to qualify for a Section 4(f) exception, it was established that the project activities meet the following conditions:

- The trail, path, bikeway, or sidewalk is part of a local transportation system and functions primarily for transportation purposes; and
- The trail, path, bikeway, or sidewalk occupies part of a transportation facility right of way, and continuity of the trail, path, bikeway, or sidewalk is maintained.

The Houston Parks and Recreation Department provided concurrence on the 4(f) exception.

ADDITIONAL RIGHT OF WAY REQUIREMENTS



- Approximately 0.046 acres of additional right of way would be required for the proposed project
- “Corner clips”
 - 810 square feet at SW corner of Shepherd at West 20th
 - 460 square feet at NE corner of Durham at West 19th
 - 730 square feet at NE corner of Durham at West 11th
- No impacts to structures/displacements

Approximately 0.046 acres, or 2,000 square feet, of additional right of way would be required for the proposed project.

No impacts to structures or displacements are anticipated.

MHRA would contact the affected property owners to coordinate acquisition. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 requirements will be adhered to through the acquisition process.

PROJECT SCHEDULE



Now I will discuss the project schedule.

NEXT STEPS



We are here



Look for the “We are here” arrow at the top of the slide. This virtual public hearing is being held to present the preferred alternative for the proposed project and gather public and stakeholder input. After the comment period closes, MHRA, the City of Houston, and TxDOT will review the comments received and prepare a virtual public hearing summary report. The summary report will be posted to the project website approximately three months after the close of the comment period. Environmental clearance is anticipated in the spring of 2021. The steps after environmental clearance include preparing the detailed design and conducting right-of-way acquisition. Construction is divided into two phases. Construction of Phase I from I-610 to West 15th Street is projected to begin in late 2021. The project team anticipates that construction of Phase I would take approximately four years to complete. Phase II from West 15th Street to I-10 is anticipated to begin in 2023 and would take approximately three years to complete. Some construction would take place concurrently.

VIRTUAL PUBLIC HEARING MATERIALS



Virtual public hearing materials are provided on the MHRA website:

- Recorded Virtual public hearing presentation in English and Spanish
- Exhibit boards
- Comment card in English and Spanish
- Fact sheet in English and Spanish
- Proposed schematic
- Environmental constraints map
- Environmental technical reports

The project website contains all materials presented in this virtual public hearing including this presentation in both English and Spanish, exhibit boards, a comment card, a project fact sheet, schematic layouts, the environmental constraints map, and environmental technical reports. The schematic layouts provide a more in-depth look at details such as intersection improvements, sidewalks, and bike lanes.

The schematic files are large and may require more time to download than the other project materials.



PUBLIC COMMENT PERIOD

JANUARY 14, 2021 – JANUARY 29, 2021

This concludes the project information presentation for the Shepherd and Durham Major Investment Project. The next few slides describe the ways you can comment on the proposed project and contact information for general project questions.

HOW CAN I MAKE COMMENTS?



All comments must be received or postmarked by **January 29, 2021**

Comment Card

Download the comment card from the website, fill it out, and send to MHRA

By Email

Submit to:
Comments@memorialheightstirz5.com

By Mail

MHRA
1980 Post Oak Blvd., Suite 1380
Houston, TX 77056

By Voicemail

(832) 429-6237

Online

memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project

MHRA, the City of Houston, and TxDOT encourage you to submit comments on the proposed project, so please take time to provide your input during the comment period. The comment form is located on the project webpage. Comments must be received via email or mailed and postmarked by January 29, 2021, to be included in the official virtual public hearing summary report.

Comments can be submitted:

- verbally by calling 832-429-6237 and leaving a voicemail message;
- in writing by email to Comments@memorialheightstirz5.com;
- in writing by mail to MHRA, 1980 Post Oak Blvd., Suite 1380 Houston, TX 77056; or
- in writing on-line via the comment box at the bottom of the project page.

Again, responses to verbal and written comments received during the comment period will be included in the virtual public hearing summary report that will be posted on the project webpage in approximately three months.

CONTACT INFORMATION



MHRA

Sherry Weesner, President MHRA/TIRZ 5
832-429-6237
Sherry@memorialheightstirz5.com

Project web site:
memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project



Don't hesitate to contact us with any questions. Questions and comments can be submitted at any time during the project development process, but comments will only be included as part of the official public hearing summary report if received during the comment period.

For general project questions not specific to the NEPA environmental process, please feel free to contact Sherry Weesner with MHRA at 832-429-6237.



**Thank you for participating in
this virtual public hearing**

**Please remember to submit comments by
January 29, 2021**

This concludes the virtual public hearing presentation. Thank you for your interest and participation.

2. Presentation PowerPoint and Script (Spanish)



Bienvenidos

Audiencia pública virtual
Shepherd and Durham Major Investment Project
CSJ: 0912-72-607
14 de enero de 2021

January 14, 2021

Bienvenidos. Mi nombre es Mariana Raschke, en representación de la Autoridad de Reurbanización de Memorial Heights para el Proyecto de Inversión Principal de la Shepherd y la Durham. En nombre de la Autoridad de Reurbanización de Memorial Heights, MHRA, la Ciudad de Houston, y el Departamento de Transporte de Texas, Distrito de Houston, TxDOT, me gustaría darle la bienvenida a la audiencia pública virtual para el proyecto Shepherd y Durham.

Este proyecto está patrocinado por MHRA. TxDOT está realizando la revisión ambiental. Esta Audiencia Pública Virtual sigue el formato establecido por las pautas de TxDOT.

Durante la audiencia pública virtual, puede pausar la presentación y navegar hacia adelante o hacia atrás usando su reproductor de video. Esta presentación está disponible para su visualización a partir del 14 de enero de 2021.

Gracias por su interés en este proyecto y esperamos recibir sus comentarios.

AUDIENCIA PÚBLICA VIRTUAL DE PASTOR Y DURHAM



Shepherd & Durham Major Investment Project

January 14, 2021

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Esta Audiencia Pública Virtual se lleva a cabo para presentar el proyecto propuesto, presentar la alternativa preferida y recopilar la opinión pública de las partes interesadas. Esta audiencia es requerida bajo el Código Administrativo de Texas Título 43, Capítulo 2, Subcapítulo E, Regla 2.107 debido a la adición de carriles para bicicletas como parte del proyecto propuesto, que se considera bajo el código estatal como un "cambio sustancial en la función." Aunque la audiencia es requerida según el código estatal debido a las mejoras en las bicicletas, este proyecto tiene muchos otros elementos de alcance valiosos que nos complace describir en esta presentación.

Se le anima a enviar comentarios sobre el proyecto propuesto después de revisar los materiales de la audiencia y escuchar esta presentación.

AGENDA DE LA SHEPHERD Y LA DURHAM



- Bienvenidos
- Descripción del proyecto
- Descripción ambiental
- Pasos siguientes del proyecto
- Proceso de comentario público
- Aplazar



Esta Audiencia Pública Virtual se lleva a cabo para presentar el proyecto propuesto, presentar la alternativa preferida y recopilar la opinión pública de las partes interesadas. Esta audiencia es requerida bajo el Código Administrativo de Texas Título 43, Capítulo 2, Subcapítulo E, Regla 2.107 debido a la adición de carriles para bicicletas como parte del proyecto propuesto, que se considera bajo el código estatal como un "cambio sustancial en la función."

Se le solicita enviar comentarios sobre el proyecto propuesto después de revisar los materiales de la audiencia y escuchar esta presentación.

PREGUNTAS E INQUIETUDES DE LA AUDIENCIA PÚBLICA



Por favor llame al 832-429-6237 si tiene:

- Problemas para acceder a la información de audiencias públicas en línea
- Solicitudes de adaptaciones especiales
- Necesidades de traducción a otro idioma o interpretación que no sean inglés y español

La discusión con el personal del proyecto no se incluirá en el registro oficial de la audiencia pública.

Si tiene dificultades técnicas con la audiencia pública virtual, comuníquese con Sherry Weesner, Presidenta de la Autoridad de Reurbanización de Memorial Heights, al 832-429-6237.

También puede solicitar adaptaciones especiales, asistencia para acceder a información y materiales de audiencias públicas, y necesidades de interpretación de otros idiomas además del inglés y el español.

Tenga en cuenta que la discusión con el personal del proyecto no se incluirá en el registro oficial de esta audiencia pública. Si los miembros del público desean enviar un comentario para que forme parte del registro oficial de esta audiencia pública, pueden hacerlo de la manera que se describe en la siguiente diapositiva.

¿CÓMO PUEDO HACER COMENTARIOS?



Todos los comentarios verbales y escritos deben recibirse o enviarse con matasellos antes del **29 de enero de 2021**.

Envíe sus comentarios:

- Verbalmente llamando al 832-429-6237 y dejando un mensaje de voz
- Por escrito en línea mediante el enlace del formulario de comentarios web en la sección Comentarios públicos en: memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-Project
- Por correo electrónico a: Comments@memorialheightstirz5.com
- Por correo postal a: 1980 Post Oak Blvd., Suite 1380 Houston, TX 77056

Las respuestas a los comentarios verbales y escritos recibidos antes del **29 de enero de 2021** estarán disponibles en línea en memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project una vez que se haya aprobado el informe final.

Todos los comentarios verbales y escritos deben recibirse o enviarse con matasellos antes de que se cierre el período de comentarios el 29 de enero de 2021.

Los comentarios se pueden enviar de varias formas, que incluyen:

- Verbalmente llamando al 832-429-6237 y dejando un mensaje de correo de voz;
- Por escrito en línea utilizando el enlace del formulario web en la página web del proyecto;
- Por correo electrónico a Comments@memorialheightstirz5.com; o
- Por correo postal a 1980 Post Oak Blvd., Suite 1380 Houston, TX 77056.

Las respuestas a los comentarios verbales y escritos recibidos estarán disponibles en la página web del proyecto una vez que se haya aprobado el informe final. Tenga en cuenta que, según los requisitos de TxDOT, la MHRA no puede responder a los comentarios recibidos antes de que se complete el resumen oficial de la audiencia.

TxDOT cambió la tradicional audiencia pública en persona a un formato en línea en respuesta a la Brote de COVID-19

Esta audiencia pública virtual e información sobre la MHRA El sitio web del proyecto proporciona la misma información que una audiencia en persona debería incluir:

- » Información del proyecto
- » Presentación grabada
- » Esquema propuesto
- » Plazo estimado del proyecto
- » Proceso de envío de comentarios
- » Contactos clave

Dadas las circunstancias únicas de la pandemia COVID-19, junto con el compromiso de proteger la salud pública durante esta emergencia nacional, MHRA, la Ciudad de Houston, y TxDOT están llevando a cabo esta Audiencia Pública Virtual para evitar el contacto en persona. En este momento, se está llevando a cabo una audiencia pública en línea en lugar de una audiencia pública en persona.

Esta presentación cubre la misma información que MHRA, la Ciudad de Houston, y TxDOT habrían presentado en una audiencia pública en persona. El proceso de comentarios para la Audiencia Pública Virtual se repetirá al final de esta presentación.

Todos los materiales de la audiencia se pueden encontrar en la página web del proyecto de la MHRA en memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

Asignación de la Ley Nacional de Política Ambiental (NEPA) al Departamento de Transporte de Texas

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo realizadas o han sido realizadas por TxDOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento de fecha 9 de diciembre de 2019 y ejecutado por la Administración Federal de Carreteras y TxDOT.

El proyecto de inversión principal de la Shepherd y la Durham está recibiendo fondos federales y, debido al componente federal, se requiere que TxDOT evalúe los posibles efectos ambientales del proyecto propuesto de acuerdo con los estándares federales. El proceso que se sigue se denomina proceso de la Ley de Política Ambiental Nacional, también conocido como NEPA. El proceso de la NEPA proporciona análisis de los impactos potenciales en el medio ambiente natural y artificial y ayuda al tomador de decisiones a tomar una decisión informada sobre si continuar o no con el proyecto. El 9 de diciembre de 2019, TxDOT recibió un Memorando de Entendimiento firmado de la Administración Federal de Carreteras que le permite a TxDOT asumir la responsabilidad de la Administración Federal de Carreteras para revisar y aprobar ciertos proyectos NEPA asignados. El proceso de revisión y aprobación de asignaciones de NEPA se aplica a este proyecto.

DIFUSIÓN PÚBLICA Y NOTIFICACIONES



- Los avisos de audiencia pública virtual se publicaron en:
 - The Houston Chronicle December 30, 2020
 - La Voz December 27, 2020
 - The Leader December 26, 2020
 - Community Impact January 8, 2021
- Las cartas oficiales electas se enviaron por correo electrónico el 17 de diciembre de 2020
- El aviso se publicó en el sitio web de TxDOT el 23 de diciembre de 2020
- Los avisos se enviaron por correo directamente a los propietarios adyacentes el 21 de diciembre de 2020
- La información se publicó en el sitio web de la Autoridad de Reurbanización de Memorial Heights a partir de noviembre de 2020

Los avisos para esta audiencia pública virtual se publicaron en el Houston Chronicle el 30 de diciembre de 2020; La Voz el 27 de diciembre de 2020; The Leader el 26 de diciembre de 2020; y en la edición de Heights de Community Impact el 8 de enero de 2021. Las cartas a los funcionarios electos se enviaron por correo electrónico el 17 de diciembre de 2020. El aviso se publicó en el sitio web de TxDOT el 23 de diciembre de 2020. Los avisos se enviaron por correo a los propietarios adyacentes el 21 de diciembre de 2020. La información sobre el proyecto se publicó en el sitio web de la MHRA a partir de noviembre de 2020.

DESCRIPCIÓN DEL PROYECTO

SHEPHERD Y DURHAM MAJOR INVESTMENT PROJECT



A continuación, proporcionaré una descripción general del proyecto.

ANTECEDENTES DEL PROYECTO



Project Timeline



Shepherd & Durham Major Investment Project

January 14, 2021

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El proyecto Shepherd y Durham se inició en 2014 como parte del Programa de Mejoras de Capital de la MHRA. En un análisis de 2016 de los proyectos de capital de MHRA, se identificó que el proyecto propuesto generaba el mayor beneficio para la ciudad de Houston y la región de Houston-Galveston.

Al inicio del proyecto, se recopilaron y evaluaron datos sobre las condiciones existentes para identificar las necesidades del corredor. Una vez que se identificaron las necesidades, el equipo del proyecto comenzó a desarrollar alternativas.

En 2018 se llevó a cabo una reunión pública donde se presentaron tres alternativas de diseño a las partes interesadas. Todas las alternativas incluyeron la reconstrucción del corredor, modificaciones en las intersecciones señalizadas, la remoción de un carril vehicular en cada dirección, mejoras para peatones y mejoras de drenaje y servicios públicos. El análisis de alternativas se centró en la mejora de la bicicleta. La alternativa 1 incluía un carril de bicicletas bidireccional en la Shepherd Drive. La alternativa 2 incluía carriles para bicicletas en las afueras de la Shepherd y la Durham Drives. La alternativa 3 incluía carriles para bicicletas en el interior de la Shepherd y la Durham Drives.

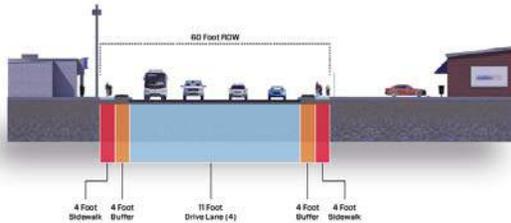
Después de la reunión pública, el equipo del proyecto revisó los comentarios recibidos, evaluó más las opciones de diseño y refinó el diseño a una alternativa propuesta, que se convirtió en la Alternativa 4, carriles para bicicletas en el lado este de la Shepherd y la Durham Drives.

Si está interesado en la información presentada en la reunión pública de 2018, puede encontrarla en el sitio web de la MHRA en memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

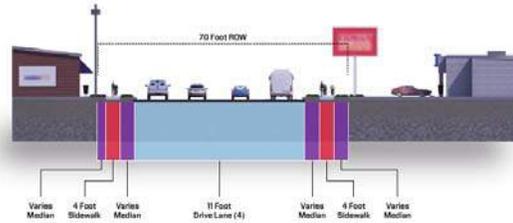
SECCIÓN TÍPICA EXISTENTE



DURHAM DRIVE (EXISTING)



SHEPHERD DRIVE (EXISTING)



Una sección típica es un término técnico para el diseño de carreteras. La sección típica de la Shepherd existente está dentro de un derecho de vía de 70 pies de ancho; la sección típica de la Durham se encuentra dentro de un derecho de paso de 60 pies de ancho. Ambas carreteras consisten actualmente en cuatro carriles de circulación de 11 pies de ancho que viajan en una dirección. El tráfico en la Shepherd viaja hacia el norte y el tráfico en la Durham viaja hacia el sur. La Durham generalmente tiene amortiguadores de cuatro pies, o franjas de plantación, y aceras de cuatro pies a cada lado de la carretera. La Shepherd tiene aceras de cuatro pies y medianas, o franjas de concreto, de diferentes anchos a cada lado de la calzada. Las aceras, amortiguadores y medianas son intermitentes en ambas carreteras.

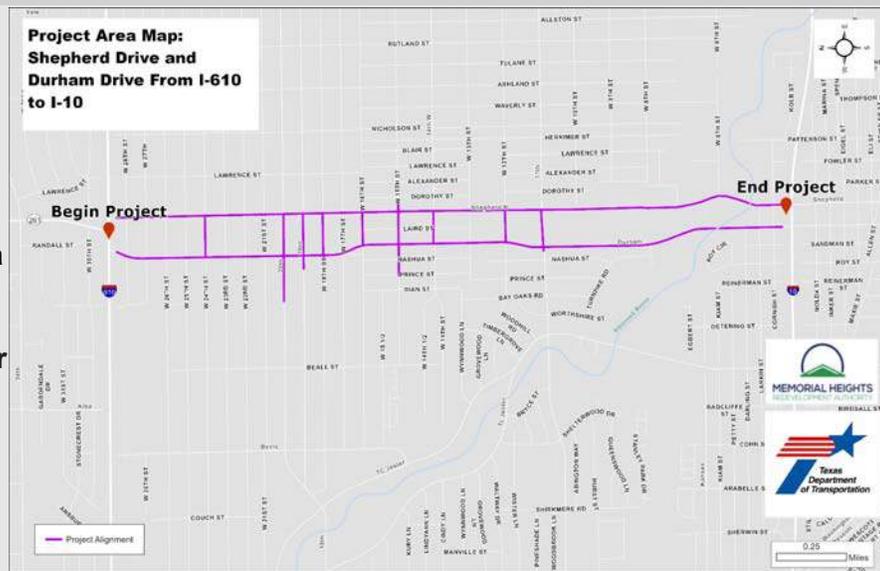
DESCRIPCIÓN DEL PROYECTO



Ubicación
Condado de Harris

Limits
Desde la I-610 hasta la I-10

Longitud del corredor
2.4 millas



Shepherd & Durham Major Investment Project

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Como parte del proceso de desarrollo del proyecto, MHRA llevó a cabo estudios ambientales para comprender los impactos potenciales que podrían ocurrir como resultado de la implementación del proyecto propuesto.

La MHRA está buscando la autorización ambiental para las mejoras propuestas por la Shepherd Durham. Lograr la autorización ambiental es un requisito en el proceso de desarrollo del proyecto para permitir que la MHRA lo construya.

Los límites del estudio del proyecto se extienden sobre la Shepherd y la Durham Drives desde la I-610 hasta la I-10, por una distancia de aproximadamente 2.4 millas. El proyecto también incluiría el trabajo en varias calles transversales que conectan las partes paralelas de un solo sentido de la Shepherd y la Durham, incluidas las calles West 24, 20, 19, 18, 16, 15, 14, 12 y 11. Las mejoras propuestas en la Shepherd y la Durham modernizarían la calzada y reducirían el número de carriles de cuatro a tres. El proyecto propuesto instalaría instalaciones para peatones y bicicletas, nuevas señales de tráfico, paisajismo, señalización y franjas de cruce de peatones. Además, el proyecto propuesto implementaría mejoras en las aguas pluviales y reemplazaría y mejoraría las líneas sanitarias y de agua.

¿POR QUÉ SE NECESITAN MEJORAS?



Necesidad del proyecto:

- Alta tasa de accidentes
- La carretera se encuentra en muy mal estado / sin mejoras significativas desde la década de 1950
- Falta de acceso multimodal y regional
- Inundación
- Congestión



Propósito del proyecto:

El propósito de este proyecto es abordar las prioridades regionales relacionadas con la seguridad, el buen estado, el acceso multimodal, la mitigación de las aguas pluviales y el alivio de la congestión.

El objetivo del proyecto es abordar la seguridad, la superficie de la carretera, el acceso multimodal, las inundaciones y las preocupaciones de movilidad a lo largo de la Shepherd y la Durham Drives entre la I-610 y la I-10.

Primero, este corredor tiene una tasa de accidentes aproximadamente cuatro veces mayor que el promedio de Texas para carreteras urbanas divididas de cuatro carriles.

En segundo lugar, se abordaría el mal estado general de la carretera. Esta sección de la Shepherd y la Durham no se ha rehabilitado significativamente desde la década de 1950 y ha sobrevivido a su vida útil. La Ciudad de Houston ha designado la condición del pavimento como "impactando la capacidad de conducir a las velocidades indicadas" en partes de la carretera.

En tercer lugar, se abordaría la falta de acceso regional y multimodal. Actualmente no hay instalaciones para bicicletas en la Shepherd o la Durham entre la I-610 y la I-10, y las aceras son intermitentes. El proyecto proporcionaría conexiones a la I-10 y la I-610; una conexión a la estación regional propuesta de tránsito rápido de autobuses de Inner-Katy en la Shepherd y la I-10; una conexión al proyecto de tren de alta velocidad Houston-Dallas actualmente en desarrollo; y conexiones para bicicletas y peatones con los senderos Buffalo Bayou, MKT / Heights y White Oak.

Las inundaciones también se abordarían mediante mejoras en la mitigación de las aguas pluviales. Aproximadamente 1,300 estructuras dentro de ½ milla de los límites del proyecto se inundaron durante el huracán Harvey en 2017. Este proyecto proporcionaría capacidad adicional de aguas pluviales para ayudar en el manejo de eventos de lluvia severa.

Finalmente, el proyecto proporcionaría alivio de la congestión a nivel del corredor al proporcionar mejoras en las intersecciones en las calles 11 y 20. Calles. Dos análisis de tráfico independientes concluyeron que estas mejoras reducirían los retrasos en el tráfico incluso con la reducción del número total de carriles de circulación.

El propósito de este proyecto es abordar las prioridades regionales relacionadas con la seguridad, el estado de la reparación de las carreteras, el acceso multimodal, la mitigación de las aguas pluviales y el alivio de la congestión.

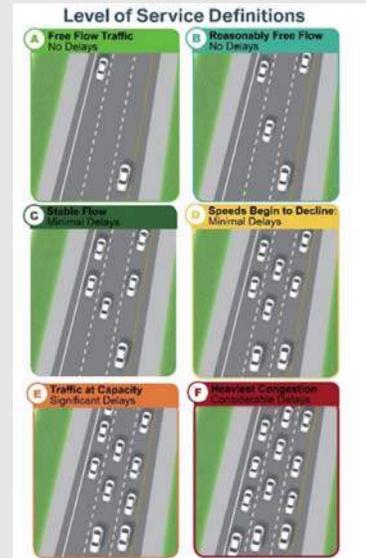
NIVEL DE SERVICIO 2040 - CONFIGURACIÓN EXISTENTE



Capacity Analysis – 2040 Projected Conditions

Intersection	AM Peak Hour (LOS (delay))					PM Peak Hour (LOS (delay))				
	EB	WB	NB	SB	Int	EB	WB	NB	SB	Int
Signalized Intersections*										
Shepherd Drive at W 20 th St	C (29.9)	D (37.3)	A (8.8)		B (18.1)	D (59.1)	D (36.7)	B (12.2)		C (20.9)
Durham Drive at W 20 th St	C (30.1)	E (58.5)		C (20.3)	C (25.3)	C (23.6)	F (97.4)		B (18.9)	C (30.2)
Shepherd Drive at W 11 th St	D (36.8)	F (146.4)	C (22.3)		E (63.4)	E (56.0)	F (121.0)	E (77.0)		E (79.7)
Durham Drive at W 11 th St	E (55.6)	D (40.6)		F (111.0)	F (87.3)	D (39.6)	C (29.1)		D (43.9)	D (38.9)

*Signal timing cycle lengths and split timings were optimized



Ahora hablemos de los volúmenes de tráfico diarios y el nivel de servicio en la Shepherd y la Durham Drives. El nivel de servicio se ilustra en el gráfico de la derecha. El nivel de servicio varía desde A, tráfico fluido como se muestra en verde claro, hasta F, que está muy congestionado como se muestra en rojo.

Los modelos indican que si no se construyen las mejoras propuestas, en 2040 la Shepherd y la Durham no tendrían niveles aceptables de servicio en las intersecciones de las calles 11 y 20. Varios movimientos en estas intersecciones operan a un nivel de servicio de F, lo que indica un gran retraso en el tiempo de viaje.

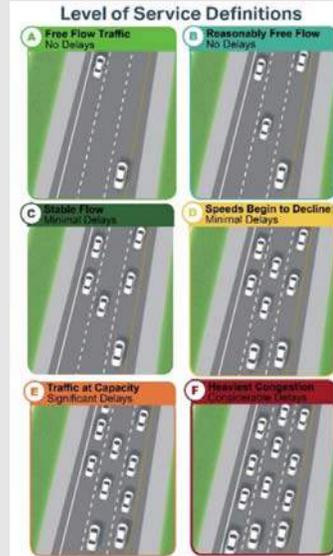
NIVEL DE SERVICIO 2040 - CONFIGURACIÓN PROPUESTA



Capacity Analysis – 2040 Projected Conditions - Scenario

Intersection	AM Peak Hour (LOS (delay))				PM Peak Hour (LOS (delay))					
	EB	WB	NB	SB	Int	EB	WB	NB	SB	Int
Signalized Intersections*										
Shepherd Drive at W 20 th St	D (45.4)	D (37.3)	A (9.8)		C (21.1)	D (35.5)	D (36.7)	C (29.4)		C (31.2)
Durham Drive at W 20 th St	D (46.3)	D (40.3)		C (30.6)	C (32.8)	D (50.5)	D (42.3)		C (23.3)	C (30.5)
Shepherd Drive at W 11 th St	C (31.5)	D (53.9)	C (23.3)		C (34.6)	D (49.0)	E (60.8)	D (54.6)		D (54.3)
Durham Drive at W 11 th St	D (54.9)	D (48.8)		D (48.3)	D (49.6)	D (54.8)	C (33.4)		C (29.4)	D (37.9)

*Signal timing cycle lengths and split timings were optimized



El proyecto propuesto elimina un carril de paso tanto en la Shepherd como en la Durham, y mejora las intersecciones en las calles 11 y 20. Estas mejoras se proponen para facilitar los movimientos de giro mejorados al agregar carriles de giro a la izquierda dedicados en estas intersecciones. En el esquema o diagrama del proyecto, en la parte inferior izquierda de la diapositiva, se muestra un ejemplo de cómo se vería el carril de giro a la izquierda adicional dedicado.

La introducción de estas mejoras, junto con las reducciones de los carriles de circulación, permitiría que el proyecto logre un escenario en el que se proyecta que todas las intersecciones señalizadas a lo largo del corredor operen a un nivel de servicio aceptable para las condiciones previstas para 2040. En otras palabras, en comparación con el escenario mostrado anteriormente, las mejoras propuestas en la intersección facilitarían el alivio de la congestión y reducirían el número de carriles a lo largo del corredor.

ANÁLISIS DE ACCIDENTES (2015 - 2019)



Shepherd & Durham Major Investment Project

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Con respecto a la seguridad, el equipo del proyecto analizó los datos de accidentes para el corredor del proyecto para los años 2015 a 2019. Las ubicaciones de los accidentes se colocaron en un mapa y se codificaron por colores donde ocurrieron múltiples accidentes en la misma ubicación general; estos se denominan "puntos calientes" y se muestran en el mapa en rojo. La tasa de accidentes del corredor del proyecto es aproximadamente cuatro veces el promedio de Texas para carreteras urbanas divididas de cuatro carriles y la tasa de accidentes ha sido constante a lo largo del tiempo. Dos muertes ocurrieron en abril de 2019 en una sección de la Shepherd Drive.

El proyecto propuesto incluye mejoras para reducir la tasa de choques, incluidas nuevas marcas y señales en el pavimento, líneas de visión despejadas, mejoras en la infraestructura de la Ley de Estadounidenses con Discapacidades y la eliminación de un carril de tráfico para reducir la distancia de cruce.

Uno de los objetivos del proyecto es reducir los choques a lo largo del corredor.

Mejoras propuestas para la Shepherd y la Durham:

- Modernizar la carretera y reducir el número de carriles de cuatro a tres
- Construir instalaciones para peatones y bicicletas
- Instale nuevas señales de tráfico
- Instalación de jardinería
- Instalación y señalización y franjas de paso de peatones
- Construir mejoras para las aguas pluviales
- Reemplazar y actualizar las líneas sanitarias y de agua

El proyecto propuesto modernizaría la calzada, instalaría tratamientos de gestión de acceso como calzadas consolidadas, modificaría la geometría de la intersección, incluida la construcción de nuevos carriles para dar vuelta a la izquierda y reduciría el número de carriles de paso de cuatro a tres para mejorar la seguridad de todos los usuarios. Dos análisis de tráfico independientes concluyeron que estas mejoras reducirían las demoras en el tráfico incluso con una reducción en el número total de carriles de circulación.

El proyecto propuesto también construiría instalaciones para peatones y bicicletas. Habría aceras de seis a diez pies de ancho a ambos lados de la Shepherd y la Durham Drives. Habría carriles para bicicletas de dos metros de ancho detrás de la acera en el lado este de la Shepherd y la Durham Drives. El trabajo en las calles conectadas incluiría la reconstrucción de la carretera, aceras y servicios públicos subterráneos. El proyecto propuesto también instalaría nuevas señales de tráfico y paisajismo. Este proyecto también instalaría señalización y franjas de paso de peatones por seguridad, incluso en cuatro cruces escolares dentro de los límites del proyecto.

El proyecto se construiría en dos fases: la Fase I desde la I-610 hasta West 15th Street se construiría primero. La Fase II desde West 15th Street hasta la I-10 se construiría en segundo lugar.

SECCIÓN TÍPICA PROPUESTA



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Esta diapositiva muestra la sección típica propuesta para el proyecto.

La sección típica permite aceras de seis a diez pies de ancho a ambos lados de la Shepherd y la Durham, tres carriles de circulación de 10 a 11 pies de ancho y un carril para bicicletas de un solo sentido de seis pies de ancho en el lado este de cada calzada. El trabajo en la conexión de calles incluiría la reconstrucción de la sección existente para incluir aceras y servicios públicos subterráneos.

Las carreteras y otras mejoras de administración de acceso se incorporarían a través del proceso de diseño para retener el acceso a la propiedad mientras se mejora la seguridad para los usuarios de vehículos, peatones y bicicletas.

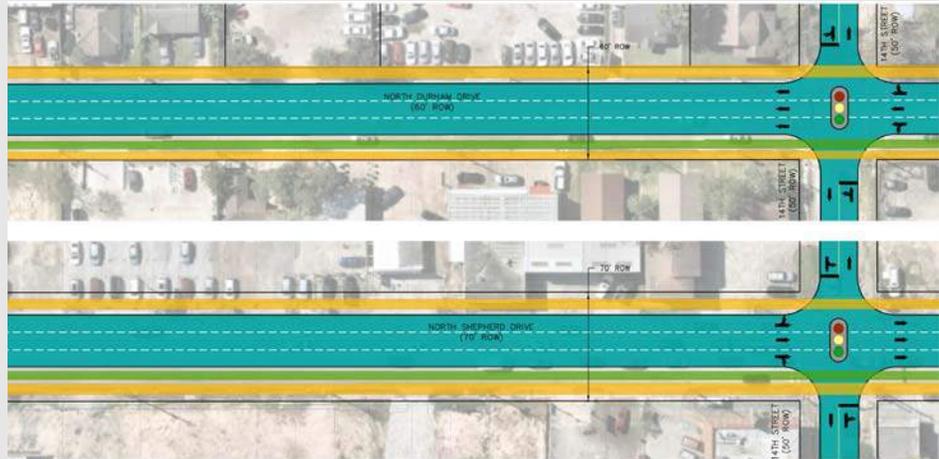
Las líneas de alcantarillado sanitario, las líneas de agua y la infraestructura de aguas pluviales también serían mejoradas o reemplazadas.

LEYENDA ESQUEMÁTICA PROPUESTA



LEGEND

-  PROP ROADWAY PAVEMENT
-  PROP BIKE LANE
-  PROP SIDEWALK PAVEMENT
-  PROP TRAFFIC DIRECTION
-  PROP TRAFFIC SIGNAL



Aquí hay una captura de pantalla de la leyenda de los esquemas que puede encontrar en el sitio web. Estas leyendas se incluyen en cada página de los esquemas para que pueda consultarlas mientras revisa los esquemas. La captura de pantalla muestra los colores que llenan el diseño propuesto. Estos colores identifican los límites y los aspectos principales del proyecto. Repasemos ellos.

El pavimento propuesto para la calzada se muestra en verde azulado. Los carriles para bicicletas propuestos son de color verde oscuro. El pavimento de acera propuesto es amarillo. Una flecha negra indica la dirección del tráfico propuesta. Las señales de tráfico propuestas se muestran mediante símbolos que se parecen a las señales.

FACILIDADES PROPUESTOS PARA BICICLETAS Y PEATONES



- Aceras de seis a diez pies de ancho a ambos lados de la Shepherd y la Durham (el ancho varía según el espacio disponible)
- Aceras en calles transversales
- Carriles para bicicletas de seis pies de ancho detrás de la acera en el lado este de la Shepherd y la Durham Drives
- Nuevos semáforos
- Señalización y franjas de paso de peatones



El proyecto propuesto construiría aceras de seis a diez pies de ancho a ambos lados de la Shepherd y la Durham Drives. También construiría carriles para bicicletas de seis pies de ancho detrás de la acera en el lado este de la Shepherd y la Durham Drives. Las mejoras en las calles conectadas dentro del alcance de este proyecto incluirían aceras.

El proyecto propuesto también proporcionaría nuevas señales de tráfico, así como señalización y franjas de paso de peatones para la seguridad del usuario. Cuatro cruces escolares están ubicados dentro de los límites del proyecto.

EVALUACIÓN DE ALTERNATIVAS DE CONSTRUCCIÓN



	Impactos a la propiedad	Costo ROW	Línea de tiempo de construcción	Mitigación	Costo de construcción	Conectividad	Bicicleta	Tránsito	Diseño urbano/ Paisajismo
Alternativa 1 Pista para bicicletas en la Shepherd	Adquisición requerida para todas las opciones	\$300,000 para todas las opciones	Cinco años para todas las opciones	Mitigación requerida para todas las opciones	\$117 millones	Conexiones mejoradas a senderos	Seguridad mejorada	Menos conflictos entre autobuses y bicicletas	Más propicio para un entorno de uso mixto; más espacio para paisajismo
Alternativa 2 Carriles para bicicletas en las afueras de la Shepherd y la Durham					\$115 millones	Mejor acceso a los recursos de tránsito, bicicleta, pedicura y comunidad	Seguridad mejorada	Acceso entre autobuses, bicicletas y peatones más directos	Potencial de reurbanización en los bordes del corredor
Alternativa 3 Carriles para bicicletas en el interior de la Shepherd y la Durham					\$115 millones	Acceso mejorado al interior del corredor del proyecto	Acceso mejorado	Menos conflictos entre autobuses y bicicletas	Potencial de reurbanización entre Shepherd y Durham
Alternativa 4 Carriles para bicicletas en el lado este de la Shepherd y la Durham					\$115 millones	Mejor acceso al tránsito, bicicleta, ped, recursos comunitarios, carreteras; mejor acceso a los senderos	Seguridad mejorada	Acceso mejorado	Potencial de reurbanización en los bordes de Shepherd y el interior de Durham

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Como se mencionó anteriormente, en 2018 se realizó una reunión pública donde se presentaron tres alternativas de diseño. La alternativa 1 era una pista para bicicletas en la Shepherd Drive. La alternativa 2 eran carriles para bicicletas en las afueras de la Shepherd y la Durham Drives. La alternativa 3 eran carriles para bicicletas en el interior de la Shepherd y la Durham Drives. Según los comentarios públicos de esa reunión y el refinamiento adicional del diseño, la Alternativa 4 con carriles para bicicletas en el lado este de la Shepherd y la Durham se evaluó más a fondo en el Informe del concepto de diseño 2020. La tabla que se muestra aquí resume cómo se evaluaron las cuatro alternativas de construcción para determinar los impactos potenciales de cada alternativa e identificar una alternativa preferida.

Los criterios de evaluación fueron:

- impactos a la propiedad;
- costo del derecho de paso;
- costo de construcción;
- itinerario de construcción;
- requisitos de mitigación;
- conectividad;
- acceso y seguridad para bicicletas;
- acceso y seguridad en tránsito; y
- diseño urbano y paisajismo.

El análisis determinó que la Alternativa 4 es la alternativa preferida, ya que minimizaría los conflictos con las paradas de transporte público a lo largo de la Durham al tiempo que maximizaría la seguridad para todos los usuarios y minimizaría la adquisición de derechos de paso.

- El proyecto propuesto es consistente con el plan de transporte a largo plazo del Consejo del Área de Houston-Galveston:
 - Regional Transportation Plan 2045
 - FY 2021-2024 Transportation Improvement Program

- Costo total estimado del proyecto: aproximadamente \$115 millones

El proyecto propuesto es consistente con el Plan de Transporte Regional 2045 del Consejo del Área de Houston-Galveston para la región de ocho condados de Houston-Galveston y el Programa de Mejora del Transporte 2021-2024. El proyecto se financia a través de una combinación de fondos federales, H-GAC y MHRA por un costo total del proyecto de aproximadamente 115 millones de dólares.

RESUMEN AMBIENTAL



Ahora discutiré los estudios ambientales completados para el proyecto propuesto.

- Recursos biológicos, incluidas especies y hábitats amenazados y en peligro de extinción Impactos comunitarios
- Recursos hidrológicos
- Materiales peligrosos
- Recursos arqueológicos
- Propiedades Históricas No Arqueológicas
- 4(f) Recursos (parques y áreas de recreación)

El equipo del proyecto identificó y evaluó los impactos ambientales potenciales que podrían ocurrir como resultado de la construcción de las mejoras propuestas. Los informes técnicos están disponibles en línea en la página web del proyecto para su revisión pública.

Como parte del cumplimiento de la NEPA del proyecto, la MHRA consideró los recursos biológicos, los impactos comunitarios, los recursos hidrológicos, los materiales peligrosos, los recursos arqueológicos e históricos, y las áreas de parques y recreación. El proyecto fue diseñado para evitar o minimizar los impactos en la mayor medida posible. En general, los impactos a los recursos ambientales como resultado de las mejoras propuestas a los corredores Shepherd y Durham serían mínimos.

No se prevén impactos adversos sobre especies o hábitats



Primero, discutiré el Estudio de Recursos Biológicos.

Se completaron Informes Técnicos de Análisis de Especies y “Tier One” para el área del proyecto propuesto para identificar cualquier impacto potencial a las especies o al hábitat. Si bien hay especies en peligro de extinción y hábitats críticos en el condado de Harris, el área del proyecto es urbana y desarrollada. No se anticipan impactos adversos a las especies o al hábitat.

No se anticipan impactos adversos a los recursos comunitarios

- Cambios menores de acceso
 - El acceso al camino de entrada modificado reduciría los conflictos y retendría el acceso a la propiedad
- Adición de carriles exclusivos para bicicletas
- Adición/reemplazo de aceras
- Adición de paisajismo
- Se requerirían aproximadamente 0.046 acres de derecho de vía adicional
- No se prevén desplazamientos
- No se anticipan impactos desproporcionadamente altos y adversos sobre el dominio limitado del inglés (LEP) y las poblaciones minoritarias
- Mayor seguridad y movilidad

A continuación, discutiré los impactos en la comunidad.

Los cambios menores en el acceso resultarían de las consolidaciones de las entradas para reducir los conflictos entre los usuarios. Las calzadas y otras mejoras de administración de acceso se incorporarían a través del proceso de diseño para retener el acceso a la propiedad mientras se mejora la seguridad para los usuarios de vehículos, peatones y bicicletas. Los caminos de entrada se diseñarían de acuerdo con los requisitos del código actual de la Ciudad de Houston y se abordaría cualquier invasión en el derecho de paso público. La MHRA notificaría a los propietarios afectados por correo como un componente del proceso de diseño final.

Aunque se adquiriría un derecho de vía limitado, no se anticipan desplazamientos como resultado del proyecto propuesto.

A las personas con dominio limitado del inglés se les brindó, y se les seguirá brindando, la oportunidad de participar de manera significativa en el proceso de la NEPA para el proyecto propuesto.

Aunque las poblaciones minoritarias están presentes en toda el área del proyecto, el proyecto propuesto no tendría un impacto desproporcionadamente alto y adverso en las poblaciones minoritarias porque el proyecto no dividiría ni separaría más a ninguna comunidad.

Los elementos de diseño para las mejoras propuestas incluyen aceras, carriles exclusivos para bicicletas, cruces peatonales, paisajismo y señalización mejorada.

En general, las características de diseño propuestas mejorarían la movilidad y el acceso, reducirían la congestión y mejorarían la seguridad en las geografías censales de minorías y no minorías.

No se anticipan impactos adversos a los recursos hídricos

- El área del proyecto cruza el White Oak Bayou (un “Water of the U.S.”)
- El extremo sur del proyecto propuesto se encuentra en la zona de inundación de 100 años.



A continuación, hablaré sobre los recursos hídricos.

El proyecto cruza el White Oak Bayou en el extremo sur del proyecto. El proyecto propuesto cruza el pantano en un puente y no se realizaría ninguna construcción en el puente. No se realizaría ningún trabajo en el pantano. Por lo tanto, no se anticipan impactos adversos en los humedales.

El extremo sur del proyecto se encuentra en la zona de inundación de los 100 años. Las mejoras a las aguas pluviales propuestas para el proyecto tendrían un impacto positivo en las inundaciones en el área.

MATERIALES PELIGROSOS



La ciudad de Houston designó el corredor del proyecto propuesto como un área potencialmente contaminada por petróleo (PPCA)

- Dos condiciones ambientales reconocidas
- 18 Condiciones ambientales históricas reconocidas
- 17 áreas históricas de condiciones ambientales reconocidas



A continuación, hablaré sobre materiales peligrosos.

Se realizó una evaluación ambiental del sitio de la "Fase 1" el proyecto a fin de identificar cualquier lugar donde haya habido potencialmente escapes de materiales peligrosos en el pasado. El borrador de la "Fase 1" identificó varias condiciones ambientales reconocidas y condiciones ambientales históricas reconocidas, lo que significa que la contaminación está o podría estar presente debido a operaciones de alto riesgo, como tintorerías o estaciones de servicio en el área del proyecto. Con base en las recomendaciones de la Ciudad de Houston, la "Fase 1." Final identificó los corredores del proyecto la Shepherd y la Durham como Áreas Potencialmente Contaminadas por Petróleo porque la extensión de los sitios históricos peligrosos incluía la mayor parte de la alineación del proyecto. Esta designación significa que durante la construcción del proyecto, el suelo y el agua subterránea deben manipularse y eliminarse asumiendo que son peligrosos.

No se anticipan impactos adversos a los recursos arqueológicos

- No se identificaron sitios arqueológicos, cementerios conocidos u otros indicadores de la presencia de recursos arqueológicos dentro de los 150 pies del área de posibles efectos del proyecto
- Existe una fuente de agua históricamente confiable a 500 pies del área de efectos potenciales del proyecto (White Oak Bayou)

A continuación, abordaré los recursos arqueológicos.

Se llevó a cabo la coordinación con la división de Arqueología de la Comisión Histórica de Texas para el proyecto. El Área de Efectos Potenciales abarca los límites del derecho de vía existente; derecho de vía propuesto para el nuevo proyecto; servidumbres permanentes y temporales; y cualquier ubicación específica del proyecto y reubicación de servicios públicos. No hay sitios arqueológicos, cementerios conocidos u otros indicadores de la presencia de recursos arqueológicos dentro de los 150 pies del área de posibles efectos del proyecto. La zona se ha visto afectada en gran medida por la construcción moderna de carreteras y edificios. El trabajo se produciría en gran parte en el derecho de vía perturbado existente. Si bien hay sitios prehistóricos a lo largo del White Oak Bayou, según el diseño del proyecto, no se anticipan impactos adversos a los recursos arqueológicos.

PROPIEDADES HISTÓRICAS NO ARQUEOLÓGICAS



No se anticipan impactos adversos a propiedades históricas no arqueológicas

- La parte norte del proyecto se encuentra dentro del Área de Recursos Múltiples del Registro Nacional de Houston Heights
- Más de 250 propiedades potencialmente elegibles como históricas se encuentran dentro del Área de Efectos Potenciales de 150 pies
- No hay propiedades históricas designadas ubicadas dentro del área de efectos potenciales de 150 pies

A continuación, hablaré de las propiedades históricas.

Debido a que se prevé que puede ser necesario algún nuevo derecho de paso a lo largo de la carretera existente, se determinó que el Área de efectos potenciales para los propósitos de esta revisión, según la guía del TxDOT, es de 150 pies a cada lado de las carreteras. La parte norte de la alineación del proyecto se encuentra dentro del Área de Recursos Múltiples de Houston Heights del Registro Nacional. La única propiedad del Registro Nacional en el área del proyecto, David A. Carden House en 718 West 17th Street, está aproximadamente a 200 pies de la North Shepherd Drive y aproximadamente a 250 pies de la West 16th Street, fuera del Área de Efectos Potenciales de 150 pies y separada de la Shepherd Drive por dos edificios de estilo industrial.

Aunque más de 250 propiedades potencialmente elegibles como históricas están ubicadas dentro del Área de Efectos Potenciales de 150 pies de la alineación del proyecto, la Oficina Estatal de Preservación Histórica determinó que no hay propiedades históricas presentes o que se verían afectadas por el proyecto según lo propuesto.

PARQUES Y AREAS DE RECREO, 4(f) RECURSOS



No se anticipan impactos adversos a los recursos 4(f)

- Conexión de senderos en el White Oak Bayou Bike Path
- 4(f) excepción que está siendo considerada por el Departamento de Parques y Recreación de Houston



Ahora hablaré sobre parques y áreas recreativas, también conocidas como recursos 4(f).

El proyecto incluye una conexión desde el carril bici propuesto de la Shepherd Drive hasta el carril bici White Oak Bayou. La conexión sería desde la intersección de la Shepherd Drive y Larkin Street hasta una "Y" existente en el sendero para bicicletas White Oak. Una encuesta determinó que el sendero para bicicletas White Oak Bayou en el que se construiría el carril para bicicletas tiene importancia según los requisitos de 23 CFR 774.13 para los recursos 4 (f). Para calificar para una excepción de la Sección 4 (f), se estableció que las actividades del proyecto cumplen con las siguientes condiciones:

- el sendero, camino, ciclovía o acera es parte de un sistema de transporte local y funciona principalmente con fines de transporte; y
- el sendero, sendero, carril para bicicletas o acera ocupa parte de una instalación de transporte y se mantiene la continuidad del sendero, sendero, carril para bicicletas o acera.

El Departamento de Parques y Recreación de Houston brindó su consentimiento sobre la excepción 4 (f).

REQUISITOS ADICIONALES DE DERECHO DE PASO



Se requerirían aproximadamente 0.046 acres de derecho de paso adicional para el proyecto propuesto

- “Corner clips”
 - 810 pies cuadrados en la esquina suroeste de la Shepherd en West 20th
 - 460 pies cuadrados en la esquina NE de la Durham en West 19th
 - 730 pies cuadrados en la esquina NE de la Durham en West 11th

- Sin impactos en estructuras / desplazamientos

Aproximadamente 0.046 acres, o 2,000 pies cuadrados, de derecho de vía adicional serían necesarios para el proyecto propuesto.

No se anticipan impactos a estructuras o desplazamientos.

MHRA se pondría en contacto con los propietarios afectados para coordinar la adquisición. Los requisitos de la Ley de Asistencia Uniforme para la Reubicación y Adquisición de Bienes Inmuebles de 1970 se cumplirán durante el proceso de adquisición.

ITINERARIO DEL PROYECTO



Ahora discutiré el itinerario del proyecto.

PRÓXIMOS PASOS



Estamos aquí



Busque la flecha "Estamos aquí" en la parte superior de la diapositiva. Esta Audiencia Pública Virtual se lleva a cabo para presentar la alternativa preferida para el proyecto propuesto y recopilar las opiniones del público y las partes interesadas. Una vez que se cierre el período de comentarios, MHRA, la Ciudad de Houston, y TxDOT revisarán los comentarios recibidos y prepararán un informe resumido de la audiencia pública virtual. El informe resumido se publicará en el sitio web del proyecto aproximadamente tres meses después del cierre del período de comentarios. La autorización ambiental está prevista para la primavera de 2021. Los pasos posteriores a la autorización ambiental incluyen la preparación del diseño detallado y la realización de la adquisición del derecho de paso. La construcción se divide en dos fases. Se proyecta que la construcción de la Fase I desde la I-610 hasta la West 15th Street comenzará a fines de 2021. El equipo del proyecto anticipa que la construcción de la Fase I tardaría aproximadamente cuatro años en completarse. Se anticipa que la Fase II desde la West 15th Street hasta la I-10 comenzará en 2023 y tardaría aproximadamente tres años en completarse. Alguna construcción ocurriría al mismo tiempo.

MATERIALES DE AUDIENCIA PÚBLICA VIRTUAL



Los materiales de la audiencia pública virtual se proporcionan en el sitio web de la MHRA:

- Presentación de la audiencia pública virtual grabada en inglés y español
- Tableros de exhibición
- Tarjeta de comentarios en inglés y español
- Hoja informativa en inglés y español
- Esquema propuesto
- Mapa de limitaciones ambientales
- Informes técnicos ambientales

El sitio web del proyecto contiene todos los materiales presentados en esta Audiencia Pública Virtual, incluida esta presentación en inglés y español, paneles de exhibición, una tarjeta de comentarios, una hoja de datos del proyecto, diseños esquemáticos, el mapa de restricciones ambientales e informes técnicos ambientales. Los diseños esquemáticos brindan una visión más profunda de detalles como mejoras en las intersecciones, aceras y carriles para bicicletas.

Los archivos esquemáticos son grandes y pueden requerir más tiempo para descargar que los otros materiales del proyecto.

PERIODO DE COMENTARIOS PÚBLICOS

**14 DE ENERO DEL 2021 - 29 DE ENERO DEL
2021**

Con esto concluye la presentación de información del proyecto para la Shepherd y la Durham Major Investment Project. Las siguientes diapositivas describen las formas en que puede comentar sobre el proyecto propuesto y la información de contacto para preguntas generales del proyecto.

¿CÓMO PUEDO HACER COMENTARIOS?



Todos los comentarios deben recibirse o enviarse con matasellos antes del **29 de enero de 2021**.

Tarjeta de comentario

Descargue la tarjeta de comentarios del sitio web, llénela y envíela a MHRA

Por correo electrónico

Envía a:
Comments@memorialheightstirz5.com

Por correo

MHRA
1980 Post Oak Blvd., Suite 1380
Houston, TX 77056

Por correo de voz

(832) 429-6237

Sitio web

memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project

MHRA y TxDOT le solicitan a enviar comentarios sobre el proyecto propuesto, así que tómese el tiempo para brindar sus comentarios durante el período de comentarios. El formulario de comentarios se encuentra en la página web del proyecto. Los comentarios deben recibirse por correo electrónico o enviarse por correo postal con matasellos antes del 29 de enero del 2021 para que se incluyan en el informe resumido oficial de la Audiencia Pública Virtual.

Se pueden enviar comentarios:

- verbalmente llamando al 832-429-6237 y dejando un mensaje de voz;
- por escrito por correo electrónico a Comments@memorialheightstirz5.com;
- por escrito por correo a MHRA, 1980 Post Oak Blvd., Suite 1380 Houston, TX 77056;
- por escrito en línea a través del cuadro de comentarios en la parte inferior de la página del proyecto.

Una vez más, las respuestas a los comentarios verbales y escritos recibidos durante el período de comentarios se incluirán en el informe Resumen de la audiencia pública virtual que se publicará en la página web del proyecto en aproximadamente tres meses.

INFORMACIÓN DEL CONTACTO



MHRA

Sherry Weesner, President MHRA/TIRZ 5
832-429-6237
Sherry@memorialheightstirz5.com

Project web site:
memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project



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No dude en contactarnos si tiene alguna pregunta. Las preguntas y los comentarios se pueden enviar en cualquier momento durante el proceso de desarrollo del proyecto, pero los comentarios solo se incluirán como parte del Informe resumido oficial de la audiencia pública si se reciben durante el período de comentarios.

Para preguntas generales sobre proyectos que no sean específicas del proceso ambiental de la NEPA, no dude en comunicarse con Sherry Weesner con MHRA al 832-429-6237.

**Gracias por participar en esta
audiencia pública virtual**

**Recuerde enviar sus comentarios antes
del 29 de enero de 2021**

Con esto concluye la presentación de la audiencia pública virtual. Gracias por su interés y participación.

E. Comments Received

Subject: question/comment for consideration

From: Michael Conti

Sent: Monday, January 11, 2021 5:25 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: question/comment for consideration

Hello Project Team:

While I'm a big believer of this project and am excited for its completion, I'm concerned about traffic flow changes during the construction phase. I live one street off of Shepard (Dorothy St.) between 15th & 16th.

For more than two years, 16th street was closed off so construction crews could keep their equipment nearby while they built the 15th Street Flats apartment complex. During this time, traffic increased 30x fold on my street as vehicles used Dorothy as a cut-thru. While the increase of traffic was unpleasant, the scariest thing was the speed in which some of these vehicles were travelling. Annoyed by the closed street and unexpected detour, they'd fly down our quiet street at over 60mph. This was a daily occurrence! Given there are 12 children under the age of 3 on this one block alone, it was a miracle that a serious accident did not occur.

My fear with this construction project is that people will use our side streets to bypass issues that are taking place on Shepard (back-ups, lane closures, construction crews, etc.). Could you tell me more about how the construction will impact traffic? What measures are in place to ensure those of us that live near Shepard and Durham don't experience such a significant increase in high-speed vehicles travelling down our streets?

Thank you,

Mike Conti



PUBLIC HEARING COMMENT FORM

(Forma De Comentarios)



Shepherd and Durham Drives from I-610 to I-10 (Shepherd y Durham Drives desde I-610 para I-10)

January 14, 2021 (14 de Enero 2021)

This comment form may be mailed or emailed.

All comments must be postmarked /emailed by January 29, 2021.

(Esta formulario de comentarios puede devolver por correo o por correo electrónico a más tardar del 14 de Enero 2021))

EMAIL: Comments@memorialheightstirz5.com

Name (Nombre) – Optional Payton Arens

I am an Elected Official. Position: (Soy Funcionario/a electo, Posición) _____

If you would like to receive future notifications about this project, please print your address below.

(Si desea recibir notificaciones futuras acerca del project, favor de poner su dirección an el formulario.)

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:
(Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

- I am employed by TxDOT. (Soy empleado de TxDOT.)
- I do business with TxDOT. (Hago negocios con TxDOT.)
- I could benefit monetarily from the project or other item about which I am commenting. (Podria beneficiarme economicamente con este proyecto u otro asunto del cual estoy comentando.)

- I support the proposed project. (apoyo el proyecto)
- I do not support the proposed project. (No apoyo el proyecto)

How did you hear about the event tonight?

- Newspaper(Periódico) Television (TV) Neighbor(Vecino) Letter (Por carta)
- Messaging Sign (Anuncio) Social media (Twitter/Facebook) (Medio Social)
- Other (Otro): _____

Comments (Comentarios):

Please build soon. I live 1/4-mile from Durham. This project will significantly improve the functionality of the roadway by reconstructing or installing concrete pavement, curbs, gutters, striping, and signalization. Improvements to the roadway and pedestrian realm are greatly needed to provide adequate mobility and a safe environment for those who utilize Shepherd Drive and Durham Drive.

Please continue comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

(Project Number: CSJ 0912-72-607 (SW))

From: Braden Keith

Sent: Friday, January 15, 2021 8:59 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: Schedule

Please provide a detailed schedule for selected cross streets improvements, working hours, and latest construction drawings.

Thank you

Braden Keith



PUBLIC HEARING COMMENT FORM

(Forma De Comentarios)



Shepherd and Durham Drives from I-610 to I-10 (Shepherd y Durham Drives desde I-610 para I-10)

January 14, 2021 (14 de Enero 2021)

This comment form may be mailed or emailed.

All comments must be postmarked /emailed by January 29, 2021.

(Esta formulario de comentarios puede devolver por correo o por correo electrónico a más tardar del 14 de Enero 2021))

EMAIL: Comments@memorialheightstirz5.com

Name (Nombre) - Optional Brittney Brescia

I am an Elected Official. Position: (Soy Funcionario/a electo, Posición) _____

If you would like to receive future notifications about this project, please print your address below.

(Si desea recibir notificaciones futuras acerca del project, favor de poner su dirección an el formulario.)

Houston, TX 77008

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:
(Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT. (Soy empleado de TxDOT.)

I do business with TxDOT. (Hago negocios con TxDOT.)

I could benefit monetarily from the project or other item about which I am commenting. (Podria beneficiarme economicamente con este proyecto u otro asunto del cual estoy comentando.)

I support the proposed project. (apoyo el proyecto)

I do not support the proposed project. (No apoyo el proyecto)

How did you hear about the event tonight?

Newspaper(Periódico) Television (TV) Neighbor(Vecino) Letter (Por carta)

Messaging Sign (Anuncio) Social media (Twitter/Facebook) (Medio Social)

Other (Otro): _____

Comments (Comentarios):

As a property owner directly affected by this project, I strongly support it. This area of the Heights has seen an explosion

of growth and the infrastructure has not kept up. I hope those designing the project will especially take note of the

dramatic increase in pedestrians and bikers that W 18th - W 21st St has seen as a result of new commercial and

residential development. Changes to the cross streets that are in the scope of this project need to be well-thought out,

particularly those to W 20th St. W 20th now has numerous bars and restaurants that have dramatically increased both

Please continue comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

(Project Number: CSJ 0912-72-607 (SW))

Comments continued (Continuación de comentarios):
vehicle and pedestrian presence, which has resulted in dangerous situations. Pedestrians have been hit by cars multiple times along 20th St. Cars park on the sidewalk, as is well documented by 311 complaints (which continue to go unresolved), forcing pedestrians into the street. The speed limit is 30 mph and I routinely see cars going upwards of 40 mph. Please design the sidewalks and landscape in a way that separates cars and pedestrians and prevents cars from parking on the sidewalk. I strongly support the landscape and curb buffers planned for Durham and Shepherd and hope such design elements will extend to the cross streets in the scope of the project.

My only concern with the proposal is the reduction in the width of one of the lanes on Durham and Shepherd. Those streets are already tight, especially since there are so many buses and trucks that use the roads that barely are able to stay in the lanes as is. Keeping or expanding the lane size would make the reduction in number of lanes less painful.

Please attach additional sheets of paper for further comments.
Favor de añadir comentarios adicionales en hojas de papeles de ser necesario.

President
Memorial Heights Redevelopment Authority
1980 Post Oak Blvd., Suite 1380
Houston, Texas 77056



President
Memorial Heights Redevelopment Authority
1980 Post Oak Blvd., Suite 1380
Houston, Texas 77056

From: Katie Walker

Sent: Friday, January 15, 2021 11:13 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham project

Name

Katie Walker

Email

Comments

As a long time resident of this area, I think this project is integral to the continued growth and maintainance of our neighborhood. I support this effort wholeheartedly and look forward to seeing the results.

From: John Johnson

Sent: Friday, January 15, 2021 11:40 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham project

Name

John Johnson

Email

Comments

- 1) How does reducing the number of lanes help with traffic congestion? Basic physics/logic says it does not.
- 2) How does adding a bike lane increase safety?

From: Stuart Gardner

Sent: Friday, January 15, 2021 6:51 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: Shepherd/Durham Improvements

Sir/Mam,

I think the proposal is a great idea to give people the option to travel down those streets by foot or bicycle safely. It will also improve the way the area looks and benefit the new shops, bars and restaurants being built. I would also like to see safe pedestrian and cycle options crossing the I10 & I610 freeways as these are particularly risky areas.

Many thanks

Stuart Gardner

Houston, TX 77008

From: Kirby Janke

Sent: Wednesday, January 20, 2021 1:51 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham project

Name

Kirby Janke

Email

Comments

What will happen to the bridge on Shepherd that currently goes over the bike path at 7th street?

Wed 5:16 pm

My name is Kenneth H Williams DVM. I am the general partner for Michelle limited Rochelle limited homes property at --- North Shepherd and --- North Shepherd off the property at --- North Shepherd contains on it a historical building in my opinion. I have not sought historical significance registration because that would limit what we could do with that building that is a was a one-room schoolhouse. It was initially called the Lowell Street School. It was in from their late 1890s or early nineteen-hundreds until Elementary was opened Thursday. We got some history on that building should you care to Get it. The my major concern is I definitely think that the roadways could be improved. I have not suffered any flooding on either of those properties. Uh, but my concern is taking up one of the lanes for a bike trail. Something similar was done on Heights Boulevard, They took up one lane on the east and west side of Heights Boulevard for bicycle traffic reducing the number of lanes to four vehicles. One on each side will north and south and I do not see a lot of bicycles being used if you want to look at bicycles as a mode of transportation and Recreation, why not? Look at one of the side streets the parallel Shepherd and Durham and designate them or part of them is a back Trail. I see just tremendous amount of traffic going home. On Shepherd and south on on Durham I cannot for the life of me, see how you can reduce the number of lanes from 4 to 3 and improve traffic. Yes. The cross streets do need some work. They need to be widened designated left right turn lane. Particularly on 20th Street and Thursday would be nineteenth and twentieth street because that's always a problem. If you're going West on 90th and 20th and will return on Durham going south are going the other way on Shepherd. I think that would be something that needs to be looked into overall. I'm moderately in favor of the project with the exceptions of the black ones I talked about. My phone number is ---.

From: Mary Walker

Sent: Thursday, January 21, 2021 4:58 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham project

Name

Mary Walker

Email

Comments

Please extend the bike trails to give us safe, healthy alternatives to get around with friends & family

From: Jeffrey Davis

Sent: Thursday, January 21, 2021 4:59 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Jeffrey Davis

Email

Comments

Please implement this plan as soon as possible for the safety of cyclists, pedestrians, and yes, even vehicular traffic. The density happening, and coming, will need alternative traffic flow. Especially in an area that utilizes cycling and pedestrian modes of mobility.

From: Jocelyn Bickford

Sent: Thursday, January 21, 2021 4:59 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Jocelyn Bickford

Email

Comments

I am increasingly using my bike as my primary method of transportation and strongly support the addition of dedicated bikeways along Shepherd and Durham drives!

From: Kristin Andrichik

Sent: Thursday, January 21, 2021 4:59 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name
Kristin Andrichik
Email
Comments
I definitely support the addition of dedicated bikeways along Shepherd and Durham!

From: Ekin Akdemir

Sent: Thursday, January 21, 2021 5:00 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name
Ekin Akdemir
Email
Comments
This is a great project! I support it so much.

From: Michael Fritz

Sent: Thursday, January 21, 2021 5:00 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham project

Name

Michael Fritz

Email

Comments

Hello,

Having driven on Shepherd and Durham countless times, and having also biked in the area, I noticed that even minor changes to the corridors would be immensely helpful. So I am thrilled to have come across this project. The dedicated bike lanes and sidewalks strike an excellent and economical balance for mobility in the area. Thank you for your efforts.

Best Regards,
Michael Fritz

From: Ken Burke

Sent: Thursday, January 21, 2021 5:06 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name
Ken Burke
Email
Comments
Can't believe this has not been done before. I'm all for it

From: Auhona Hoq
Sent: Thursday, January 21, 2021 5:10 PM
To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>
Subject: New comments for Shepherd and Durham

Name
Auhona Hoq
Email
Comments
I live in the neighborhood and strongly support the addition of dedicated bikeways along Shepherd and Durham drives!

From: Bill Shirley

Sent: Thursday, January 21, 2021 5:11 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Bill Shirley

Email

Comments

I support and look forward to you approving protected bike lanes on both Durham and Shepherd. With the growth of this area to include many restaurants and a major grocery, and the connectivity it will add to the 7th street/White Oak bike baths, this will be an excellent neighborhood commuting option.

I look forward to my car being on these roads less and my bike more.

From: Mary Wiggins

Sent: Thursday, January 21, 2021 5:29 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Mary Wiggins

Email

Comments

I fully support dedicated bikeways along Shepherd and Durham drives. I am really looking forward to this plan becoming a reality. Exciting.

From: Tom Compson

Sent: Thursday, January 21, 2021 5:33 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Tom Compson

Email

Comments

I'm very happy to see the reprioritization of this public transportation space to accommodate non-motorized users, both pedestrians and bicyclists. The sidewalks and dedicated bike lanes look well designed. Not only will this rebuild make this corridor safer for all, it will also be more inviting, and will likely lead to attractive economic development in the area, as we have seen adjacent to other bikeways such as Buffalo Bayou and the MKT Trail. Really glad to see it happening and looking forward to riding it!

From: Pat Gibson

Sent: Thursday, January 21, 2021 5:35 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Pat Gibson

Email

Comments

I am writing in support of the effort to advance the Shepard Durham multimodal model access and improvement project. This work is needed and consistent with the work being done across Houston and Harris county to improve road conditions, multimodal access and safety of the roadways.

From: Colin Hendricks

Sent: Thursday, January 21, 2021 5:40 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Colin Hendricks

Email

Comments

I ride my bike in the this area and would love to see dedicated bike lines as part of the plan. They would be used and appreciated by many people and improve our economy and quality of life!

Regards,

Colin Hendricks

From: Chryl Hoz

Sent: Thursday, January 21, 2021 5:58 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Chryl Hoz

Email

Comments

We live at 27th and Durham and have first hand knowledge of how very dangerous this intersection is for both vehicular and pedestrian traffic. We're really looking forward to this project and the positive impact on the area.

Best,
Chryl Hoz and Al Gearing
Shady Acres Residents AND Avid Cyclists

From: Anita Hollmann

Sent: Thursday, January 21, 2021 6:04 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Anita Hollmann

Email

Comments

Greatly support this project and appreciate the detail and consideration to neighborhood context. The design greatly improves our network and opportunity to not only drive, but walk bike and bus.



PUBLIC HEARING COMMENT FORM

(Forma De Comentarios)



Shepherd and Durham Drives from I-610 to I-10 (Shepherd y Durham Drives desde I-610 para I-10)

January 14, 2021 (14 de Enero 2021)

This comment form may be mailed or emailed.

All comments must be postmarked /emailed by January 29, 2021.

(Esta formulario de comentarios puede devolver por correo o por correo electrónico a más tardar del 14 de Enero 2021))

EMAIL: Comments@memorialheightstirz5.com

Name (Nombre) – Optional Eric Riggs

I am an Elected Official. Position: (Soy Funcionario/a electo, Posición) _____

If you would like to receive future notifications about this project, please print your address below.

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(Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

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- I support the proposed project. (apoyo el proyecto)
- I do not support the proposed project. (No apoyo el proyecto)

How did you hear about the event tonight?

- Newspaper(Periódico) Television (TV) Neighbor(Vecino) Letter (Por carta)
- Messaging Sign (Anuncio) Social media (Twitter/Facebook) (Medio Social)
- Other (Otro): BikeHouston email notification

Comments (Comentarios):

I would like to voice my fullest support for this proposed project. Adding better pedestrian sidewalks and trees will beautify these two important arterial roads and will bring the infrastructure up to the standards being set by residential and commercial redevelopment in the area. Furthermore, the bike lanes are crucial in this thoroughfare as currently there is no safe way to access the White Oak Bayou trail from the north through this region by bike, and this adds a major fix for this mobility issue. While the Bayou 2020 project

Please continue comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

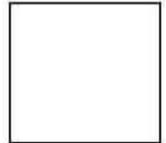
(Project Number: CSJ 0912-72-607 (SW))

Comments continued (Continuación de comentarios):

did amazing things to add bike mobility and livability assests to the entire Houston region, and the parks agencies keep adding more, but there are many missing links. The Shepherd/Durham corridor is one of these for sure. As it stands these roadways are unusable by bicycle traffic except for perhaps earliest Sunday morning. These renovations will add a crucial link between the largely residential neighborhoods north of loop 610 and the Bayou network that now spans much of the city. North-south links of this kind are needed all over the greater Houston area as bicyling continues to grow in popularity as a form of transportation, exercise and recreation. With the major increase in residential population in and around this corridor over the last few years, this also presents a major investment in public safety for cyclists and pedestrians alike, and will further increase the value and livability of this entire region of the greater Heights. I strongly support this project!

Please attach additional sheets of paper for further comments.
Favor de añadir comentarios adicionales en hojas de papeles de ser necesario.

President
Memorial Heights Redevelopment Authority
1980 Post Oak Blvd., Suite 1380
Houston, Texas 77056



President
Memorial Heights Redevelopment Authority
1980 Post Oak Blvd., Suite 1380
Houston, Texas 77056

From: Roy Maglin

Sent: Thursday, January 21, 2021 6:51 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Roy Maglin

Email

Comments

I think that the bike path is very important for this project.
Any future revisions should include at least the same bicycle access.
Thank you,

From: David Collins

Sent: Thursday, January 21, 2021 6:55 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

David Collins

Email

Comments

I have literally been hoping for something like this to happen since the 1980s. For most of that time, we have not had city and county governments that would be responsive to requests for such sophisticated cycling infrastructure, so I got used to hoping in vain.

North Shepherd and North Durham don't (usually) need four lanes of auto traffic each. They can get by with three and some traffic calming devices, including traffic signals timed for 30-35 mph. The trail along Nicholson Street is nice for north-south cycling, but it has too many stop signs and blind intersections for efficient transportation.

One of the best outcomes of this improvement will be safer cycling for the many restaurant employees who cannot afford motor vehicles, and who often ride home from work after midnight.

I haven't looked into this very deeply yet. Are there also plans to remove the viaducts over the MKT tracks that are no longer there? Even with the bridge of White Oak Bayou remaining in place, that would help cyclists tremendously, especially bicycle commuters.

From: Mark Newell

Sent: Thursday, January 21, 2021 6:57 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name
Mark Newell
Email
Comments
The bike lanes sound wonderful! Sorely needed to help prevent more deaths and injuries.

From: Karen Stuart

Sent: Thursday, January 21, 2021 7:08 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Karen Stuart

Email

Comments

Shepherd has been hazardous for pedestrians & bikers (not to mention auto passengers). I fully support the plan and cannot wait til Shepherd gets fully developed. With the new MKT going in along the bike path and new restaurants and stores along the Shepherd corridor, more & more bikers, walkers & drivers will have access to a better Houston.

From: Melissa McKee

Sent: Thursday, January 21, 2021 7:50 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Melissa McKee

Email

Comments

This sounds like a much needed improvement and great trail connector. Thank you for working on this!

From: Elise Sheppard

Sent: Thursday, January 21, 2021 7:51 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Elise Sheppard

Email

Comments

I think this is a wonderful project for the safety and enjoyment of the Heights, which is where I live. I'm a cyclist and am thrilled about the dedicated bike lanes, keeping us away from cars. Crossing proposed 3 lanes each on Shepherd and Durham, by car and bike, will also be a lot safer and easier than crossing the current 4 lanes of traffic. Thank you!

From: Kenneth Martinez

Sent: Thursday, January 21, 2021 7:58 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Kenneth Martinez

Email

Comments

Overall looks like a good plan. need to make sure that the bike line is developed as the cross-section design shows - a dedicated, separated bike path wide enough for two bikes. Well done so far.

Thank you,
Ken

From: Jason Danvir

Sent: Thursday, January 21, 2021 8:03 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: Please move forward with this project

Please move forward with the bike path project on Shepherd & Durham.

I live near 34th & shepherd and work near Shepherd & Larkin. This route would provide me with a safe way to bike to & from work each day.

Thank you,
Jason Danvir

Houston TX 77018

From: Christine Ranieri

Sent: Thursday, January 21, 2021 9:26 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham project

Name

Christine Ranieri

Email

Comments

I'm very excited about this project! I live in Montrose, and cross through the heights regularly on my bike. It would be great to have another safe, direct route from my house to the restaurants and shops north of I-10.

From: Kyle Aubuchon

Sent: Thursday, January 21, 2021 10:19 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name
Kyle Aubuchon
Email
Comments
Much needed and very welcomed project.

From: Magali Sabino

Sent: Thursday, January 21, 2021 10:22 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name
Magali Sabino
Email
Comments
I support this project, there is no connection north south. People take the risk of riding their bicycles on the road.

From: Eric Nordstrom

Sent: Thursday, January 21, 2021 10:38 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name
Eric Nordstrom
Email
Comments
As a longtime bike commuter and rider in the city, I am pleased to submit my support for this project

From: Federico Monzon

Sent: Thursday, January 21, 2021 11:07 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Federico Monzon

Email

Comments

I strongly support the project. This area is sorely lacking of walkable spaces as well as alternative transportation such as bike lanes.

From: Jay Bennett

Sent: Thursday, January 21, 2021 11:12 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Jay Bennett

Email

Comments

Do the design requirements include root barriers on either side of tree zone to prevent tree roots from cracking the concrete after just a few years?

From: Kevin Chang

Sent: Thursday, January 21, 2021 11:14 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Kevin Chang

Email

Comments

I support the addition of dedicated bikeways along Shepherd and Durham drives. More people are riding bikes now and the Heights is a family friendly area where people can walk and ride to restaurants and for exercise. However the bike path infrastructure could use some work and this could go a long way towards improving the bike-ability if the area. I know when I look for an area to move to, walkable and bikeable areas are what I look for.

From: Annamarie Dober

Sent: Friday, January 22, 2021 4:01 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Annamarie Dober

Email

Comments

So excited to see this happening! It will be an extremely useful and helpful corridor!!

From: Adriana Teran

Sent: Friday, January 22, 2021 6:44 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Adriana Teran

Email

Comments

Love the project, we need more bike lanes in Houston. The City should plan to plant trees in the landscaping improvements too!
Thanks, great job!

From: Bowen Roberts

Sent: Friday, January 22, 2021 6:46 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Bowen Roberts

Email

Comments

I fully support this project.

From: Andrew HoulikRitchey

Sent: Friday, January 22, 2021 6:53 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Andrew HoulikRitchey

Email

Comments

I love this plan to make a bike corridor along shepard. I moved here from a city that has lots of bike trails and I know that building bikeways of all sorts has great recreational, environmental and economic repercussions.

From: Don Smith

Sent: Friday, January 22, 2021 7:26 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name
Don Smith
Email
Comments
The Shepherd/Durham Bike Path is an important addition to Houston alternative thoroughfair.

From: Victoria Herman

Sent: Friday, January 22, 2021 7:43 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Victoria Herman

Email

Comments

This looks like a great concept. I'm excited to see more bike lanes and pedestrian areas. This is an area we love to bike around and are often walking in. They will be used and a great benefit to the community.

From: Dennis Devlin

Sent: Friday, January 22, 2021 8:18 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Dennis Devlin

Email

Comments

I STRONGLY support the inclusion of safe bike lanes in this proposal. Please ensure that it STAYS in the plans. Thanks for your consideration and for your work to improve our city!

From: Flavio Teures

Sent: Friday, January 22, 2021 8:18 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Flavio Teures

Email

Comments

That will be really wonderful, that project should be extended to Washington Avenue or to Buffalo Bayou, as it would link major biking areas.
If the above cant be done, it should be extended at least to link it to White Oak bayou cycle way, this would link that project to a major bike way (White Oak x Buffalo Bayou). that would be a small change with major benefit.

From: Fred Seelig

Sent: Friday, January 22, 2021 8:20 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name
Fred Seelig
Email
Comments
Please build this!

From: Cary Fremaux

Sent: Friday, January 22, 2021 8:40 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Cary Fremaux

Email

Comments

I believe this project will be a great improvement to both the safety and appearance of the Shepherd/Durham corridor. I would never consider riding my bike any distance beyond just a block or two on either street. This project is desperately needed and I think will prove to be heavily used by bicyclists and pedestrians adding greatly to the aesthetics of the neighborhood and viability of the businesses located along the corridor.

I live in Rice Military and this project will increase my ability to shop and run errands on my bike and keep my car in the garage. Many others will be able to get to work by walking or biking much more safely.

From: Tom Mahoney

Sent: Friday, January 22, 2021 9:11 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Tom Mahoney

Email

Comments

Biking is something that be enjoyed for one's whole life. Protecting cyclists and encouraging them will only benefit all of us. Please make the upgrades to this area. It needs it.

From: Douglas Candler

Sent: Friday, January 22, 2021 9:25 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Douglas Candler

Email

Comments

I totally support this project. As a regular bike rider I often cross Durham and Sheppard at 18th street. I would love to have another option to cross at a bike friendly intersection. Adding more dedicated bike lanes and not cross functional trails is the optimal solution, as it avoids the issues with pedestrians vs. bikes that are so prevalent on our multi-use trails. Terry Hershey Park is a great example, where the clashes between pedestrians and bikes is being won by pedestrians and is forcing bikes back onto the city streets.

Thanks, Doug Candler

From: Bryan Reed

Sent: Friday, January 22, 2021 9:28 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Bryan Reed

Email

Comments

As someone who frequents this area, this is incredibly exciting. I look forward to a safer area to navigate.

From: Steve Loden

Sent: Friday, January 22, 2021 9:33 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Steve Loden

Email

Comments

This project is INCREDIBLY needed and long overdue -- I'm so glad to see that it is finally coming to fruition. Don't let the folks who live outside the loop overwhelm the discussion with their concerns about not being able to blow through the heights at 50mph on the way from the suburbs to the city . . . this project isn't for them, but rather is for the residents who live in the area and who will soon be able to leave their cars behind and instead bike or walk to run errands or meet friends for drinks.

As with any project of this scope, there are lots of details to be worked out I'm sure. But the one area of the project that I am most focused on is the intersections . . . as we have seen elsewhere in the City, it is those intersections where there is the most interaction between bikes and cars, and the greatest risk for tragedy (the bike always loses). I have studied the schematics for the intersections (there will be a LOT of them of course), and can't tell what provisions there will be to allow bikes to turn west when traveling north on Shepherd (or to turn east when traveling south on Durham). For example, if I'm riding my bike north on Shepherd and would like to turn in to the Heights Beer Garden which is between 14th and 15th streets, how will be able to safely navigate from the east side of Shepherd where the bike lane will be located, to the west side of the street where the business is located?

As I say, I have looked at the schematics online and can't determine how those sorts of things will be handled, but I recommend that the designers and planners seek input from Bike Houston and other city leaders in the biking community to ensure that those sorts of intersections are properly designed from a cyclist's perspective.

Thanks again for all of the hard work on this project. My family is really looking forward to being able to safely ride our bikes from the Memorial/Allen Parkway corridor north into the Heights.

Steve Loden

From: Thomas Peshorn

Sent: Friday, January 22, 2021 9:44 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name
Thomas Peshorn
Email
Comments
This is awesome and sorely needed!

From: Robert J. Webb

Sent: Friday, January 22, 2021 9:47 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: Shepherd-Durham Project

I am against the project unless there are restrictions on occupancy per square foot of land. You are going to decrease lanes from 4 to 3 for both Shepherd and Durham, and the improved roadways will attract more development of living and shopping. Without restrictions on development, the area will be flooded with traffic, and make the area a nightmare. I am against the project.

Bob Webb

From: Brian Barr

Sent: Friday, January 22, 2021 10:12 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Brian Barr

Email

Comments

Hello!

The City of Houston is planning a major reconstruction of 11th street as a part of the implementation of the Houston Bike Plan. Bicycle traffic along the 11th street corridor will greatly increase as a result, and I would like to request close design coordination at the interface of the projects so as to insure a safe, comfortable connection from the 11th street bike lanes to and from the lanes on Shepherd. As it stands, I don't see anything in the schematics accounting for a connection. 11th also has the potential to serve as an important connection to the White Oak Bayou Greenway, so safe passage across Shepherd and Durham is also an important consideration.

Beyond this, I would really like to see attention paid to segregation of modes, with a physically protected bike lane separate from the car lanes, but also separate from the pedestrian paths. Entrance and exits to shopping centers along the project should also be carefully considered as this has the potential to be really dangerous if cars whip in and out across the bike and pedestrian facilities as they do now. Vehicle speeds along the corridor should also be brought down dramatically as the likelihood of pedestrian fatality is extremely high in the event of a collision at the current design speeds. This is far and away the element of this road as it stands currently that acts as such a barrier to east/west travel across the streets - I'm afraid every time I travel to Kroger that someone is going to blow through the HAWK signal on Shepherd and kill me. I've had so many close calls where people don't realize that they must stop at the crosswalk and blow through at highway speeds that I don't enter the roadway until I see four completely stopped lanes of traffic.

Anyway, I am optimistic that this project if done well could be a tremendous boon to this area. If done poorly, however, I am afraid that it will offer a false sense of security to all road users. Bring vehicle speeds down, make it easy for pedestrians and cyclists to cross the streets, and protect the vulnerable road users as they travel north and south on these corridors and it's hard to see how this project wouldn't bring a massive improvement to the area.

Thank you,
Brian Barr
Resident of Woodland Heights, frequent shopper at the Kroger at 11th street.

From: Briony Gannon

Sent: Friday, January 22, 2021 11:03 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Briony Gannon

Email

Comments

Houston needs more bike lanes so that we can commute to work, grocery store, dine etc. Shepherd and Durham are streets that connect these activities. Please include bike lanes on Shepherd and Durham.

From: Mike Yates

Sent: Friday, January 22, 2021 11:22 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name
Mike Yates
Email
Comments
Great plan - make it happen!

From: Ruth Henshall

Sent: Friday, January 22, 2021 1:33 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Ruth Henshall

Email

Comments

My business is just west of the project area on I-610 and I frequently use both roadways but NEVER cross either road without the protection of a light. This project will greatly improve area safety and aesthetics. Thanks for your efforts to get it built.

From: William Spear

Sent: Friday, January 22, 2021 1:48 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

William Spear

Email

Comments

This project is wonderful. This is the kind of forward thinking our city needs to compete and continue to grow. Thank you so much for all you're doing.

From: JEREMY STONE

Sent: Friday, January 22, 2021 2:11 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

JEREMY STONE

Email

Comments

I support this project. Making these roads more accessible and safe for cyclists and pedestrians is key for traffic management, safety, and community building.
Thank you,
Jeremy Stone

From: Brad Snead

Sent: Friday, January 22, 2021 2:26 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Brad Snead

Email

Comments

I'm writing in SUPPORT of this project. I am a resident of the Woodland Heights, on the board of directors for our neighborhood, and our delegate to the greater heights super neighborhood council. Our neighborhood strongly supports this project. That part of the heights is virtually unreachable outside of a car. This project, in conjunction with the 11th Street project and the bikeways, will provide much safer access for pedestrians and cyclists.

From: liz lary

Sent: Friday, January 22, 2021 2:51 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: CSJ 0912-72-607

I am strongly opposed to spending \$115 MM on 2.4 miles to take lanes for cars out and replacing with bike lanes. The project is extremely expensive and will be used by very few Houstonians. Additionally, any plan that puts a person on a bike in even closer proximity to cars going 35-40 miles per hour is completely unsafe.

I'm an avid cyclist and appreciate the trails along buffalo bayou but this project is a complete waste of tax payer dollars. The number of people actually commuting by bike is tiny relative to the population of Houston. Additionally, given our climate- heat, rain, hurricane etc, it's ridiculous to assume any cars or buses will be taken off the road.

This money would be much better spent in other services to assist the people of Houston.

I hope this project is cancelled.

Liz Lary

From: Patrick Bolgren

Sent: Friday, January 22, 2021 3:54 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Patrick Bolgren

Email

Comments

The plans look great. This would be a big improvement in creating a walkable Houston. I do hope that native plants are used in any landscaping that is included in this so that we can help support local flora and fauna as well as helping to mitigate flooding.

From: Neal Ehardt

Sent: Saturday, January 23, 2021 1:42 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Cc: BikeHouston Member Exclusive

Subject: Shepherd and Durham Major Investment Project comments

Thank you, this project looks amazing! Right now I can only drive to most places on Shepherd and Durham. I'm excited to bike to all the great shops and restaurants.

After reviewing the Schematics and the Alternatives Analysis and Design, here are my recommendations for improvement:

1. The intersection of 11th St & Shepherd Dr should be narrowed, with fewer lanes for cars. Specifically, the eastbound approach along 11th St should be narrowed from 3 to 2 lanes; and the approach along Shepherd Dr should be narrowed from 4 to 3 lanes. This will improve safety for pedestrians and cyclists crossing the street. This intersection is already part of Houston's Vision Zero High-Injury Network. We should expect the new bicycle and pedestrian facilities to bring increased bicycle and pedestrian traffic, which will lead to more collisions if the crossings are not shortened.
2. The intersection of 11th St & Durham Dr should be narrowed, with fewer lanes for cars. Specifically, both approaches along 11th St should be narrowed from 3 to 2 lanes; and the approach along Durham Dr should be narrowed from 4 to 3 lanes. This will improve safety for pedestrians and cyclists crossing the street. With the new bicycle and pedestrian facilities, we should expect bicycle and pedestrian traffic to increase, which will lead to more collisions if the crossings are not shortened.
3. Durham Dr approaching 19th St should be narrowed from 4 to 3 lanes. This will improve safety for pedestrians and cyclists crossing the street. This intersection is already part of Houston's Vision Zero High-Injury Network. We should expect the new bicycle and pedestrian facilities to bring increased bicycle and pedestrian traffic, which will lead to more collisions if the crossings are not shortened.
4. Shepherd Dr approaching 20th St should be narrowed from 4 to 3 lanes. This will improve safety for pedestrians and cyclists crossing the street. This intersection is already part of Houston's Vision Zero High-Injury Network. We should expect the new bicycle and pedestrian facilities to bring increased bicycle and pedestrian traffic, which will lead to more collisions if the crossings are not shortened.
5. At the northeast corner of 28th St & Durham Dr, the corner radius should be decreased, or the corner should be otherwise hardened. Pedestrians and cyclists traveling along Durham have a very long crossing at 28th; they will conflict with cars traveling south on Durham turning left onto 28th. As designed, this corner allows fast movement in the left-turn lane, which presents a safety hazard.
6. The posted speed should be lowered to 25 mph. The Houston Vision Zero Action Plan calls for a 25 mph speed limit on city residential streets. The project area has 415 single-family homes and 3 multi-family structures. At peak hours, I expect reducing the speed limit will *improve* system performance because travel speeds will more closely match the posted speed.

7. The design speed should be lowered to equal to the posted speed. High design speeds are linked to decreased safety.

Neal Ehardt
Houston, TX 77019

From: Ruth Black

Sent: Saturday, January 23, 2021 3:46 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Ruth Black

Email

Comments

I am in support of the addition of dedicated bikeways along Shepherd and Durham drives, to improve connectivity of existing multi-use pathways in Houston and to provide exclusive right-of-way points for our most vulnerable users of the road. Thank you!

From: Jackie Staple

Sent: Sunday, January 24, 2021 9:42 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Jackie Staple

Email

Comments

My areas of comment/concern fall into three categories:

I. Safety -

Traffic is already horrific on these roads, especially at peak times. More needs to be done to address the high incident areas on the heat maps.

For example, anyone who travels these roads knows:

- (1) the heat around West 26-28 is due to people blasting at high speeds when the light changes and because of Durham's curve, which needs corrected to a straight sight line by a small taking of the flower shop property to straighten out the curve and removing fences and other obstructions, and traffic light needs added at West 26;
- (2) the heat at West 11 is due to the shopping centers and Popeye's, and entrances to all of them need to be reduced to one ingress/egress for each; and
- (3) the heat at I-10 and Shepherd is because of the way the bridge curves and lack of clear striping.

The light timing on Durham and Shepherd also needs addressed - too many cars blast through lights because the timing is often off and you get stopped at nearly every light. Especially with three lanes instead of four, traffic will need to flow with minimal stopping.

This is likely not possible, but I wish heavy trucks could be prohibited from using these roads - because I-610 West has been a disaster for so long, and maybe because it is perceived to be a fast shortcut, trucks that clearly are not local are using Durham/Shepherd as a cut-through from I-10 to I-610 North and beyond.

I have many concerns with bike lanes. I do not think these are or will be safe roads for bikers. That said, I see a concern with cars from the East-West streets being able to make turns with bikes flying by. At many East-West streets, visibility is not good, and it is hard enough to sometimes make the turn into the curb lane now. Adding bicycles to the equation is going to cause accidents, especially at peak times. Also, with the current design, it seems cars will need to pull forward into the bike lanes from the East-West streets to be able to see to make the turn out onto Durham and Shepherd - the street light zone should be wide enough so a car can pause, look for bikes, then sit waiting to make a turn in the width of the light zone.

II. Traffic and Traffic Calming

It is not uncommon for cars and trucks to travel at what I estimate to be 50-55 mph on Durham and Shepherd. I have driven all over the country, and these roads are some of the scariest I have driven. As a Heights resident, I am tired of drivers treating my neighborhood like an extension of the highway and disregarding speed limits, safety, and pedestrians. I did not see enough information provided on plans for traffic calming devices, like speed bumps and lane shifts and contrasting pedestrian

crosswalks. I would also suggest a fairly high concrete median between the sidewalks and the roads to protect pedestrians in the event a car veers off or goes airborne.

It would also be beneficial to have better signage incorporated into Durham and Shepherd to show they are one way. This is poorly marked at the East-West streets. Something more than the typical, tiny black and white signs need to be incorporated into the design of this project.

III. Public Art

This project is an opportunity for placemaking and art. The presentation failed to address public art and showed a lackluster streetscape with lackluster lighting. Houston is an international city with a vibrant art scene. The Durham and Shepherd corridors of the The Heights are becoming more vibrant, developed, and upscale. The arts community needs to be included in the planning and public art on this project, and it needs to reflect the neighborhood in which it sits.

Imagine the lighting as (instead of boring, grey poles) a series of light-up spire sculptures akin to the Frank Lloyd Wright spire in Scottsdale, Arizona. Imagine incorporating sculptures of metal, stone, and other weather-resistant materials akin to Sioux Falls' Sculpturewalk and making the Durham/Shepherd corridor a destination where bikers and pedestrians can stop and appreciate art. There is no reason inspired art and lighting cannot be incorporated into the tree and lighting zones. Organizations like Fresh Arts Houston or True North should be involved now before things are built, not brought in after the fact.

From: Brett Milke

Sent: Monday, January 25, 2021 12:37 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Brett Milke

Email

Comments

We have reviewed your schematic plans and have a question. Our company owns the shopping center at the corner of 11th and Shepherd/Durham. It's not clear in reviewing the schematic plans if access to/from our property will be impacted. Are there any further details that may shed light on this? Thank you.

From: Rebecca Edwards

Sent: Monday, January 25, 2021 1:14 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Rebecca Edwards

Email

Comments

Ridiculous to reduce already busy lanes for auto traffic when there are literally HUNDREDS (more accurately THOUSANDS) considering multi-resident structures nearing completion in the area... traffic is going to double triple or more and you're reducing lanes on main roads ... Put bike lanes a block or two over, on parallel streets... safer for cars AND cyclists... Plus, I don't know that many cyclists who routinely travel at posted speed limit ...

From: Cort Maddux

Sent: Monday, January 25, 2021 1:28 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Cort Maddux

Email

Comments

Thank you for this well thought out and necessary project. As a resident of Timbergrove I fully support this project and the benefits it will bring to our community. Thanks

From: Judith Britt

Sent: Monday, January 25, 2021 2:22 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Judith Britt

Email

Comments

I am not in favor of them adding a bike lane on Shepherd. It is already too congested especially with new 10 story apartment buildings going in that will create more traffic. More pressing, we need a crossing light on 11th Street at Herkimer.

From: Robin Holzer

Sent: Monday, January 25, 2021 3:43 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Robin Holzer

Email

Comments

Dear MHRA TIRZ 5 & TxDOT representatives:
I strongly support this project (CSJ: 0912-72-607) to reconstruct Shepherd and Durham, to radically improve safety for all street users, and provide convenient access for people who walk, bike, and ride transit. To ensure the new intersections work for all users, I respectfully urge you to include modern high-visibility crosswalk and crosspath markings. I also urge you to ensure new traffic signal systems include transit signal priority (TSP), leading pedestrian intervals (LPI), and dedicated bikeway signals also with leading intervals to prioritize safe crossings for non-drivers.
Thanks for all you do,
Robin Holzer

From: Kevin Quist

Sent: Monday, January 25, 2021 4:54 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Kevin Quist

Email

Comments

Hello! I'm a Houston native and am currently living in midtown. I am extremely supportive of any project in Houston that has high quality, grade protected bikeways. If this project is done please make sure that you'd feel comfortable letting your child ride in the bikeway, if not don't build it until the bikeways are safe enough for children! If it is suitable for your child to bike on, full steam ahead!

Thanks,

Kevin Quist

From: Dan Phelps

Sent: Monday, January 25, 2021 8:14 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Dan Phelps

Email

Comments

I do not have a specific comment but I want to express my emphatic support for this project. As a daily bike commuter and avid utility cyclist, these types of connections and safety infrastructures are sorely lacking in Houston. While this is a small piece of the larger puzzle it nevertheless needs to happen to begin bringing Houston together with more than just cars.

From: Nicholas Lockhart

Sent: Monday, January 25, 2021 8:35 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Nicholas Lockhart

Email

Comments

I am in support of the proposed improvements primarily because I support safe pedestrian and bicycle infrastructure. I do not live in the immediate area, but connectivity through infrastructure which allows forms of travel other than automobile promote health, community, and quality of life across the city. We need far more of the bike and pedestrian infrastructure in all parts of the city to bring the city together and elevate the quality of life in Houston.

From: Zack Kagels

Sent: Monday, January 25, 2021 9:55 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Zack Kagels

Email

Comments

I live at the corner of W20th and Durham Street. Currently I have a gravel driveway between 20th street and the public sidewalk in front of my home. With the improvements planned for 20th street, will my driveway be removed and replaced with concrete? Or will it be removed and not be replaced all together? Can you confirm if the current drainage plan is to have concrete ditches, or simply improve the current earth berm style ditch?

Thank you for your assistance

From: Inaki Sagarzazu

Sent: Tuesday, January 26, 2021 8:49 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Inaki Sagarzazu

Email

Comments

This is a great project it will change the area significantly. Hopefully businesses will not put parking next to the sidewalk but will instead put them in the back.

From: Henning Stensrud

Sent: Tuesday, January 26, 2021 9:56 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Henning Stensrud

Email

Comments

Great project. I hope this gets all the appropriate approvals as soon as possible. That said, one question: What is the reason for running the bike lane on the east side of Durham? I wonder if this is a less safety focused solution than running the bike lane on the west side:

- Drivers taking left hand turns on Durham to go towards Shepherd are generally much less likely to expect a bicycle on their left than on their right, which would be the situation if the bike lane is built on the west side of Durham. This is likely to increase dangerous bike-car situations.
- The number of cars coming from outside the general corridor area that want to take a left on Durham to go to the restaurants, shops and other businesses along Shepherd is likely to far outweigh the number of cars on Durham that will take right hand turns into the mostly residential areas on that side of the street. This is another reason the number of potential bike-car dangerous situations and possible accidents is likely to be higher with a bike lane on the east side of Durham than on the west side.

Henning Stensrud

From: Sara D'Agostino Mathias

Sent: Tuesday, January 26, 2021 10:21 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: Comments regarding Shepherd/Durham Lane reduction

Hello,

Normally I am a fan of more bike and walking paths, but about half a mile to the east of Shepherd is the Nicolson trail and then a little more to the East is the Heights blvd trail. Both of these have walking and bike paths.

Shepherd and Durham have MULTIPLE large apartments being built that will further congest the streets. People that are biking and walking will probably still choose to use Nicholson and Heights since they are safer (car speed, designated paths) and then travel west when they want to reach the establishment on Durham. Maybe improve the Durham/Shepherd sidewalks, but there is a lot better use of \$115 million.

This seems like a waste of money for something that people will already have. What about using the money to repair sidewalks on the east/west streets and put a pedestrian light/crossing on 11th, 18th, 19th and 20th Nicholson intersections?

Sara Mathias



PUBLIC HEARING COMMENT FORM

(Forma De Comentarios)



Shepherd and Durham Drives from I-610 to I-10 (Shepherd y Durham Drives desde I-610 para I-10)

January 14, 2021 (14 de Enero 2021)

This comment form may be mailed or emailed.

All comments must be postmarked /emailed by January 29, 2021.

(Esta formulario de comentarios puede devolver por correo o por correo electrónico a más tardar del 14 de Enero 2021))

EMAIL: Comments@memorialheightstirz5.com

Name (Nombre) - Optional Thomas Caver

I am an Elected Official. Position: (Soy Funcionario/a electo, Posición) _____

If you would like to receive future notifications about this project, please print your address below.

(Si desea recibir notificaciones futuras acerca del project, favor de poner su dirección an el formulario.)

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

(Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

- I am employed by TxDOT. (Soy empleado de TxDOT.)
- I do business with TxDOT. (Hago negocios con TxDOT.)
- I could benefit monetarily from the project or other item about which I am commenting. (Podria beneficiarme económicamente con este proyecto u otro asunto del cual estoy comentando.)

I support the proposed project. (apoyo el proyecto)

I do not support the proposed project. (No apoyo el proyecto)

How did you hear about the event tonight?

Newspaper(Periódico) Television (TV) Neighbor(vecino) Letter (Por carta)

Messaging Sign (Anuncio) Social media (Twitter/Facebook) (Medio Social)

Other (Otro): _____

Comments (Comentarios):

I reviewed the Jan. 14, 2021 virtual Public Hearing materials for the Shepherd and Durham MIP. While those materials addressed plans for replacement and upgrade of underground utilities, no mention was made of overhead utilities (over) 2

Please continue comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

(Project Number: CSJ 0912-72-607 (SW))

Comments continued (Continuación de comentarios):

such as power lines and phone lines. Hopefully the scope of work includes, or can be modified to include, placing these overhead utilities underground. It would be most unfortunate to miss this excellent opportunity to harden this utility against storm damage while simultaneously improving the aesthetics and safety through the corridor. Power poles negatively affect visibility for cross-traffic and interfere with non-auto transportation by blocking sidewalks and/or bike lanes. Furthermore, as trees planted for landscaping mature, they become an ongoing maintenance problem and often result in very unsightly and unhealthy (for the tree) pruning results such as the very common flat-sided or "V" cut tree.

Please attach additional sheets of paper for further comments.
Favor de añadir comentarios adicionales en hojas de papeles de ser necesario.

President
Memorial Heights Redevelopment Authority
1980 Post Oak Blvd., Suite 1380
Houston, Texas 77056



President
Memorial Heights Redevelopment Authority
1980 Post Oak Blvd., Suite 1380
Houston, Texas 77056

(CSJ 0912-72-607 (SW))



PUBLIC HEARING COMMENT FORM

(Forma De Comentarios)



Shepherd and Durham Drives from I-610 to I-10 (Shepherd y Durham Drives desde I-610 para I-10)

January 14, 2021 (14 de Enero 2021)

This comment form may be mailed or emailed.

All comments must be postmarked /emailed by January 29, 2021.

(Esta formulario de comentarios puede devolver por correo o por correo electrónico a más tardar del 14 de Enero 2021))

EMAIL: Comments@memorialheightstirz5.com

Name (Nombre) – Optional _____

I am an Elected Official. Position: (Soy Funcionario/a electo, Posición) _____

If you would like to receive future notifications about this project, please print your address below.

(Si desea recibir notificaciones futuras acerca del proyect, favor de poner su dirección an el formulario.)

Alex McKay

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

(Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

- I am employed by TxDOT. (Soy empleado de TxDOT.)
- I do business with TxDOT. (Hago negocios con TxDOT.)
- I could benefit monetarily from the project or other item about which I am commenting. (Podria beneficiarme económicamente con este proyecto u otro asunto del cual estoy comentando.)

I support the proposed project. (apoyo el proyecto)

I do not support the proposed project. (No apoyo el proyecto)

How did you hear about the event tonight?

Newspaper(Periódico) Television (TV) Neighbor(Vecino) Letter (Por carta)

Messaging Sign (Anuncio) Social media (Twitter/Facebook) (Medio Social)

Other (Otro): _____

Comments (Comentarios):

Please continue comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

(Project Number: CSJ 0912-72-607 (SW))

Comments continued (Continuación de comentarios):

I am in favor of the development of Durham and Shepherd. I propose that there are additional cross walks or stop signs on both streets. Now that there are many restaurants lining N.D and Shepherd, there needs to be easier and safer walkability (also with the lack of sidewalks in the heights that doesn't help either!). I'm glad to see the addition of trees near the side walks, and would love to see pedestrian activated lights to allow for safe crossing (which is great for people on their bikes as well not just on foot).

From: Todd Beeby

Sent: Tuesday, January 26, 2021 8:34 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Todd Beeby

Email

Comments

This project is very much needed. the roads are very dangerous and the lack of bike/ped options really restricts this area from becoming more integrated with the other areas of the heights. I look forward to the opportunities to visit the shops and restaurants along here without feeling like I am going to get hit by another car every time.

Best of luck with construction!

From: Luis Guajardo

Sent: Wednesday, January 27, 2021 9:25 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Luis Guajardo

Email

Comments

Its past time we upgraded our signature streets so that people of all ages and abilities can safely walk, bike, or drive. Projects like this will attract more more businesses and walkable development the entire corridor and serve to connect communities north and south of White Oak Bayou.

Huge win for the neighborhood and for Houston!

From: Heidi Arouty

Sent: Wednesday, January 27, 2021 9:41 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: Shepherd redevelopment comment

As a concerned citizen who drives this stretch of road to and from work everyday (for the last 13 years), I implore you to reconsider taking Shepherd from four lanes to three. I have seen many, many things happen and change along this strip of roadway throughout the years and while it thrills me that the area is getting a much needed revitalization, the traffic has increased significantly and gets more congested every year. We now have multiple midrise apartment complexes and an ungodly number of townhomes popping up in the area, increasing the population and consequentially the traffic. Here are some areas of concern:

- reduced lanes- when you have bumper to bumper traffic in all four lanes at rush hour, how in the world can taking that to three lanes help?
- bicycle lane- while I like the idea, a busy street with a significant number of accidents taking place (including pedestrian deaths) is NOT the best place to put bikers at risk
- one way street- I ABSOLUTELY CANNOT count the number of accidents I have seen or come upon (one this morning in fact) where people are crossing from the center lanes to immediately turn with no warning or signal at all. Just on my home commute alone, I can count on at least three to four of these instances taking place. I don't drive in the far right and left lanes because of this. This happens on both Shepherd and Durham on a constant basis, and you want to put a bike lane where all of this happens? I can guarantee you that there will be multiple accidents and deaths.
- the dreaded shepherd train- This train is the nemesis of the Shepherd commute. When trains come through this stretch they are often slowing down or in many instances, stopping altogether. I have seen traffic backed up from Washington all the way to 11th (four full lanes of traffic) because of a stopped train. Perhaps money would be better spent creating an under or over pass to keep the flow of traffic open

I strongly, strongly advise anyone considering this plan to spend several weeks driving this road on a daily basis. You too will see the problems listed above. While I believe the plan addresses one or two of the significant issues, taking it down to three lanes and adding a bike lane would be carless, dangerous, and add to an already congested, aging street.

Out of greatest concern,

Heidi Arouty

(living in Garden Oaks traveling to the River Oaks area for work everyday)

From:

Sent: Wednesday, January 27, 2021 11:16 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: Shepherd Durham project

My house backs up to N. Durham and I have lived here over 30 years. It is nice you want to beautify the street, but please **don't** eliminate one lane. Already the traffic can be terrible in the mornings.

Since N. Shepherd and N. Durham are some of only main thoroughfares for the Northside/Heights area, they need to remain wide. When I-45 is blocked, Durham and Shepherd carry huge loads of traffic.

If you want to improve the area put in overpasses at the railroad tracks near Washington Ave.

Thank you.
J. Bailey



PUBLIC HEARING COMMENT FORM

(Forma De Comentarios)



Shepherd and Durham Drives from I-610 to I-10 (Shepherd y Durham Drives desde I-610 para I-10)

January 14, 2021 (14 de Enero 2021)

This comment form may be mailed or emailed.

All comments must be postmarked /emailed by January 29, 2021.

(Esta formulario de comentarios puede devolver por correo o por correo electrónico a más tardar del 14 de Enero 2021))

EMAIL: Comments@memorialheightstirz5.com

Name (Nombre) – Optional Jordan Jurgensmier

I am an Elected Official. Position: (Soy Funcionario/a electo, Posición) _____

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- I support the proposed project. (apoyo el proyecto)
- I do not support the proposed project. (No apoyo el proyecto)

How did you hear about the event tonight?

- Newspaper(Periódico) Television (TV) Neighbor(Vecino) Letter (Por carta)
- Messaging Sign (Anuncio) Social media (Twitter/Facebook) (Medio Social)
- Other (Otro): _____

Comments (Comentarios):

I fully support this project and believe it is a substantial step forward in reducing vehicle related accidents in an area with increasing pedestrian traffic. I'm also encouraged by the cities committment to promoting green space and cost effective modes of transportation.

Please continue comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)
(Project Number: CSJ 0912-72-607 (SW))

From: Jonathan A

Sent: Wednesday, January 27, 2021 7:10 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Jonathan A

Email

Comments

I support this project! More bikes + safer routes = a winning equation for Houstonians!

From: Fabio Ranieri

Sent: Wednesday, January 27, 2021 11:52 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: Memorial Heights Project - Shepherd and Durham Major Investment Project

Hi,

I would like to understand why the segment between Memorial Drive and i10 was not considered?

- How bike lanes will connect?
- How pedestrians will move between the Bayou and this new dev?

Tks, Fabio Ranieri.

Wed 9:49 am

My name is Karen McAllister, and I am calling to approve this this project. Thank you.

From: Robert F. Guratzsch

Sent: Thursday, January 28, 2021 7:39 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: Great Project: Shepherd & Durham Redevelopment

To Whom It May Concern,

I much look forward to the redevelopment of Shepherd & Durham corridor – I hope that there would be a 3rd phase to the project that will extend the same improvements to the stretch of Shepherd & Durham corridor south of I-10 through Rice Military neighborhood and across the Buffalo Bayou.

Thanks for the consideration!

Cheers,

Robert F. Guratzsch

From: Tim King

Sent: Thursday, January 28, 2021 8:14 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Tim King

Email

Comments

Please add dedicated bike lanes protected by barriers to this project. This will open up so many safe opportunities to those that commute by bike, thanks!

From: Frank Blake

Sent: Thursday, January 28, 2021 10:03 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Frank Blake

Email

Comments

I strongly support the addition of the dedicated bikeways along Shepherd and Durham Drives. Dedicated bikeways and improved sidewalks will greatly improve the safety and attractiveness of this corridor for pedestrians and bike riders. Also street trees are very important to provide comfortable spaces for pedestrians and bicyclists; and street trees help to mitigate air pollution for adjacent sidewalks and bikeways.
Thank you, Frank Blake

From: Clint McManus

Sent: Thursday, January 28, 2021 12:15 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Clint McManus

Email

Comments

As a resident who uses Shepherd/Durham and crosses it on bike frequently, I am fully supportive of the sidewalk and bikeway elements of this plan!

From: Scott Pope

Sent: Thursday, January 28, 2021 12:51 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Scott Pope

Email

Comments

I believe this project will vastly improve the quality of life and non-automobile mobility in this area. There are no downsides to this project.

From: Ege Inanc

Sent: Thursday, January 28, 2021 12:54 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Ege Inanc

Email

Comments

As someone who lives close to Shepherd and Durham I support the efforts to not only rebuild, but to also do it in a way that makes it safer for pedestrians and includes bike lanes. I sincerely hope that the proposed changes happen.

From: Sheila Blake

Sent: Thursday, January 28, 2021 6:39 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: Reconstruction of Shepherd and Durham from 610 to I10

I'm writing on support of providing safe bike lanes in the project. This is necessary and critical for houston.
Thank you.

Respectfully,
Sheila Blake

Thu 4:01 pm

I have a concern about the bike path being on the east side of the Durham street instead of the West side. I think having bike riding on that inside Lane is going to make it much more unsafe than if the bike Lanes on the west side of the Durham. That's that's what I noticed about about the project.

From: RICHARD WALKER

Sent: Friday, January 29, 2021 12:16 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

RICHARD WALKER

Email

Comments

I fully support safe bikeways as part of the redevelopment of the Shepherd/Durham corridor between 610 and I-10.

Thank you!
Rich Walker, Heights resident



PUBLIC HEARING COMMENT FORM

(Forma De Comentarios)



Shepherd and Durham Drives from I-610 to I-10 (Shepherd y Durham Drives desde I-610 para I-10)

January 14, 2021 (14 de Enero 2021)

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(Esta formulario de comentarios puede devolver por correo o por correo electrónico a más tardar del 14 de Enero 2021))

EMAIL: Comments@memorialheightstirz5.com

Name (Nombre) – Optional Michelle Downey
 I am an Elected Official. Position: (Soy Funcionario/a electo, Posición) _____

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- I support the proposed project. (apoyo el proyecto)
- I do not support the proposed project. (No apoyo el proyecto)

How did you hear about the event tonight?

- Newspaper(Periódico) Television (TV) Neighbor(Vecino) Letter (Por carta)
- Messaging Sign (Anuncio) Social media (Twitter/Facebook) (Medio Social)
- Other (Otro): Bike Houston group

Comments (Comentarios):

I enthusiastically support efforts to create safe spaces for pedestrians and cyclists.

Please continue comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)
(Project Number: CSJ 0912-72-607 (SW))

From: Kristina Ronneberg

Sent: Friday, January 29, 2021 2:57 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Kristina Ronneberg

Email

Comments

Dear Memorial Redevelopment Authority,

Thank you for the thorough and comprehensive work redesigning Shepherd and Durham to improve safety, accessibility, flood mitigation, and multimodal options for Houston. I applaud your work and believe that projects such as the Shepherd and Durham project will help create a more equitable, healthier, and more economically competitive city.

Sincerely,

Kristina Ronneberg, resident of District C

From: Travis Fischer

Sent: Friday, January 29, 2021 5:34 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Travis Fischer

Email

Comments

I highly support this initiative to make Shepherd and Durham more pedestrian and bicycle friendly. This will be great for businesses and safer for walkers, bikers, and drivers.

From: Wilson Calvert

Sent: Friday, January 29, 2021 5:40 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Wilson Calvert

Email

Comments

I have friends that I visit that live at 15th and Lawrence, and we are always so scared to cross Shepherd or Durham to get to local restaurants that many time they insist on driving.

This project will transform the corridor to be safer for ALL road users, including pedestrians and cyclists.

I am 110% behind this project as designed and I hope it moves forward ASAP.

From: Agustin Orozco

Sent: Friday, January 29, 2021 6:16 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Agustin Orozco

Email

Comments

I am very happy that this project is moving forward. As a resident of the area, it is clear that people want to have alternative forms of transportation; not just cars.
Also, hopefully the new bike lane on Durham has a direct connection to the Heights Mkt Trail!!!

From: Adam Matter

Sent: Friday, January 29, 2021 9:35 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Adam Matter

Email

Comments

I live on Durham and 12th St and I find this to be a major improvement. I ride my bicycle everywhere and this project will help people bike through the area as well as slow down traffic. There is another project regarding 11th St that ends at Shepherd. It seems to me that there should be some coordination to have the bike lanes on 11th St continue to Durham instead of stop at Shepherd.

From: Joy Roth

Sent: Friday, January 29, 2021 11:12 PM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Joy Roth

Email

Comments

I am excited to see the proposed infrastructure update plans coming to my section of Houston. I commend that the design includes multi-modal transportation, making additional ways of getting around more viable and safe.

Thanks,
Joy



PUBLIC HEARING COMMENT FORM

(Forma De Comentarios)



Shepherd and Durham Drives from I-610 to I-10 (Shepherd y Durham Drives desde I-610 para I-10)

January 14, 2021 (14 de Enero 2021)

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EMAIL: Comments@memorialheightstirz5.com

Name (Nombre) - Optional Kevin Strickland

I am an Elected Official. Position: (Soy Funcionario/a electo, Posición) _____

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How did you hear about the event tonight?

- Newspaper(Periódico) Television (TV) Neighbor(Vecino) Letter (Por carta)
- Messaging Sign (Anuncio) Social media (Twitter/Facebook) (Medio Social)
- Other (Otro): _____

Comments (Comentarios):

3 items I hope you would consider adding to the project. 1. Extend the sidewalks and drainage from 15th to Prince one more block to Dian. A 4 story, 108 unit apartment building is going in at 15th and Dian and if the missing block of sidewaks and drainage is connected to this project, the entire area benefits.

2. Where the Shepherd/Durham bike lanes will connect to the MKT bike path, please add a stop sign (for cars!) at 7th at the Shepherd feeder as well as Waverly and the bike path. The MKT retail center, the warehouses

Please continue comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

(Project Number: CSJ 0912-72-607 (SW))

From: Delia Cole

Sent: Saturday, January 30, 2021 10:06 AM

To: Memorial Heights TIRZ 5 Comments <Comments@memorialheightstirz5.com>

Subject: New comments for Shepherd and Durham

Name

Delia Cole

Email

Comments

My name is Delia Cole, I live on W. 27th Street (close to the Durham/W.27th intersection). As your presentation noted, the intersection of W. 27th and Durham is a "hot spot" with a crash rate of 4 times the average rate of other intersections. I have lived here since 2005 and have seen numerous crashes at the intersection with some happening multiple times a day. Most of the crashes occurring at this intersection stem from drivers attempting to cross (east to west or west to east) Durham while on W. 27th Street. I would like to propose to make the 800 block of W. 27th Street a dead end street (W. 27th between Brinkman and Durham). Making this a dead end street would reduce the number of car crashes. Part of your presentation focuses on safety, which is a huge factor in making the pedestrian/bike lanes safe to use. Is this something that can be considered? What can I do to lobby this change? I'm available for further comment or action. I can be reached at

Sincerely,
Delia R. Cole



PUBLIC HEARING COMMENT FORM (Forma De Comentarios)



Shepherd and Durham Drives from I-610 to I-10 (Shepherd y Durham Drives desde I-610 para I-10)

January 14, 2021 (14 de Enero 2021)

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(Esta formulario de comentarios puede devolver por correo o por correo electrónico a más tardar del 14 de Enero 2021))

EMAIL: Comments@memorialheightstirz5.com

Name (Nombre) - Optional Jonathan Brooks, LINK Houston

I am an Elected Official. Position: (Soy Funcionario/a electo, Posición) _____

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- I support the proposed project. (apoyo el proyecto)
- I do not support the proposed project. (No apoyo el proyecto)

How did you hear about the event tonight?

- Newspaper(Periódico) Television (TV) Neighbor(Vecino) Letter (Por carta)
- Messaging Sign (Anuncio) Social media (Twitter/Facebook) (Medio Social)
- Other (Otro): TxDOT Email Notice

Comments (Comentarios):

LINK Houston advocates for a robust and equitable transportation network so that all people can reach opportunity.

The project justification and design are sound and equitable. The roadway will become a street with much improved functionality for all - people walking/rolling, biking, riding transit, and driving/riding in vehicles. We strongly support the project. The protected bikeways and pedestrian zones are a significant, much warranted improvement over the

Please continue comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

(Project Number: CSJ 0912-72-607 (SW))

Comments continued (Continuación de comentarios):

existing conditions. Three narrower lanes and street trees should naturally calm traffic, reducing travel speeds. Transit riders have long faced significant risks when crossing these two streets, such as when trying to reach METRO's Route 27 (part of the agency's Frequent Network). The most challenging, critical part of this project is creating the safest possible street crossings, frequently placed, where people will practically need to cross (at intersections and mid-block if appropriate). We also support this project with the expectation that connections to/from the future Inner-Katy Busway are coordinated. Even during COVID-19 Route 27 saw about 1,800 boardings per weekday in December 2020. This project will support those existing transit riders and enable other people to choose to travel by transit or other means other than driving alone.

Please attach additional sheets of paper for further comments.
Favor de añadir comentarios adicionales en hojas de papeles de ser necesario.

President
Memorial Heights Redevelopment Authority
1980 Post Oak Blvd., Suite 1380
Houston, Texas 77056



President
Memorial Heights Redevelopment Authority
1980 Post Oak Blvd., Suite 1380
Houston, Texas 77056

Brian Walker

As a long time resident of this area, I think this project is integral to the continued growth and beautification of the surrounding neighborhoods. Please make this project a reality.

Thank you,

Brian Walker

Alex Ramos

In the public hearing, it is mentioned there are several points along the corridor that have been identified as areas with high density of car crashes. Of particular relevance to me is the intersection of Durham and 27th St. As Durham bends, there is limited visibility from 27th St. and that has caused many accidents at the intersection. The proposed schematics don't seem to address the problem (no traffic light) so I'm wondering if the team has taken into consideration the limited visibility from that intersection and how it plans to reduce car accidents in the future.

Michael Bloom

As a Houston biker I appreciate the dedicated bike lane that is physically separated from the road. Shepard/Durham would be a key way to travel in the heights region and it has been frustrating to be scared to get on the road with cars. Excited to see that attention is being given to biking and walking in the proposed design.

Bob Stokes

I support the addition of dedicated bikeways along Shepherd and Durham drives. It's imperative that we give cyclists a safe transportation option on this corridor. Thank you!

Jason Buhlman

This is great. I am in support of all improvements to biking safety and infrastructure. More bikes in use equals less cars in use. Which is good for everyone!

John Heckel

Hi,

I have just been alerted by Bike Houston about the plans for new bike lanes on Shepard and Durham. I am beyond ecstatic for this proposal! I live in Museum District, but frequently cycle in the area and cannot wait to have a safer route! Along with all the new restaurants and shops in that section of Shepard & Durham, new protected bike lanes will greatly improve quality of life for those living and visiting the area.

Thanks you.

Sincerely,

John Heckel

Tom Shaffer

Please proceed with the project, as it enables a relative safer environment for bicyclists. As one who has been hit by a car twice in my lifetime while cycling, projects such as this are a small but helpful part of the effort to change driving and driver behaviors.

Juan Elizondo

This is wonderful.

William Forbes

I have ridden my bicycle in this area and in its current condition it feels unsafe and dangerous to ride there, and I am a very experienced cyclist. I fully support new bike lanes separated from cars along with any pocket constructed wetlands to help filter runoff before it reaches nearby waterways. Such wetlands, along with landscaping with native plants, can help enhance the natural features in a highly paved over, commercial setting. These features make neighborhoods more livable and can help businesses attract customers at the same time.

Ronald Kerr

Please build bike lanes!!

I support bike lanes, bike trails and other means for people on bicycles to move around.

Lynn McGrew

Please approve and fund this project. Any and all bikeways are seriously needed in Houston to improve our city.

Stanley Almoney

Please include designated bicycle lanes on Shepherd and Durham

Julie Wilson

How wonderful Houston is joining the ranks of bike and pedestrian friendly cities! I love the plan and eagerly await its completion.

Michael Rucker

Please continue with the new shepherd Durham bike plan. More bikepaths for Houston is very important.

Alicia Church

Hello,

I am very much in favor of the Shepherd and Durham Major Investment Project. I live in this area and use these streets almost every day. I'm also an avid bicycle rider and will appreciate the safety and ease of getting to the trails. Please consider the size of the lanes when downsizing. Some parts of Shepherd have very narrow lanes and this can be a driving hazard. These roads are heavily traveled by large trucks and autos.

Thanks

Alicia Church

Maggie Strobel

I am very much in support of a protected bike path for this project!

Rick Desmarais

I'm shocked. A governmental project that misses the mark yet again. Who would have guessed.

It's great, and very much needed, to have these improvements from 610N to I-10 along Sheperd and Durham.

However, given that a large consideration for this project are the cycling infrastructure improvements; also much needed given the MASSIVE grown in cycling and cyclists in the Houston metro area.

Yet we spend tax payer money on bicycle improvements (also meaning for pedestrians) along the Buffalo Bayou and Memorial Park areas yet there is no way to connect from these areas to Shepard and Durham to then connect to the cycling and pedestrian paths recently built in the Heights or along White Oak Bayou without risking one's life.

So here comes another expensive project that misses the mark again, doesn't go the extra 1/4 to 1/2 mile mile and connect to Buffalo Bayou/Memorial Park.

So what's the result?

As cycling continues to grow, more unnecessary risk to Houston's citizens because the bureaucracy, is well, a bureaucracy.

And how about fixing the pathway along the southern side of Memorial Drive between Durham and roughly the Starbucks (on Memorial Drive) which is about 1/3 of a mile away. The path is narrow, old, overgrown with brush that almost never gets trimmed. There's a ton of foot and cycling traffic now and you have vehicles heading east on Memorial Drive towards downtown going 60-80 mph at times. It's only a matter of time until you have a serious issue on your hands.

Christopher Holland

I support this plan. We do not have any safe North/south bicycle lanes in this part of town. It will have minimal impact on the flow of vehicular traffic.

Kevin

McCarthy

I like and support the plan. Anything that speeds up the delivery of viable, protected cycling lanes is essential in Houston. Please do not use the same curbing system that was used on Elysian/Hardy and Cavalcade, where there are curbs that jut into the cycling lane, these are extremely dangerous. Additionally and more generally directed to all lanes; the installation of cycling lanes is great but, they must be maintained. Merely having protected cycling lanes is only part of a larger plan, unmaintained lanes render them useless and dangerous. Currently, lanes are installed, debris settles into the cycling lanes and presents almost a greater danger to the use of the lane versus taking your chances and riding with the cars and buses.

Respectfully,

Kevin McCarthy

Leticia

Cruz

Shepard @ 28th St and 27th St. are used by Commercial vehicles. With the reduction in size of the lanes. How will the construction and new roadways accommodate commercial drivers to reduce crashes? Will there be a consideration for a signal light for both Durham and Shepherd @27th St. as most drivers use 27th street to get to and from retailers like Home Depot and Pep Boys? We are constantly blocked by right of way drivers and sometimes have to dart across on coming heavy traffic to cross the road.

Coby

Steele

This comment is in support of the project. The plan presents a needed upgrade to city roads and infrastructure while providing for ease of access to commuters and community residents alike.

Brenda Guerrero

I would like to provide my support to this project. As a Houstonian biker, I am always looking around to explore and contribute to new restaurants in the neighborhood. I would love to be able to bike comfortably and not have to worry about getting in the way of incoming traffic or pedestrians. Looking forward to this change!!!

Matthew Castaneda

I'm excited

Dana

Hale

I support this and more bike friendly lanes EVERYWHERE in Houston.

Ronald

Miller

I am a resident of Houston Heights and I live very near the proposed Shepherd/Durham project area. I drive, cycle and walk in the area frequently and in the past I have noted that all forms of transportation are hampered by the current road configuration and condition. I have looked at the project materials and I feel that the proposed design is very well considered and will improve safety and comfort for all modes of transport. I hope that the project can go ahead.

My one hope is that the pedestrian signal light at Shepherd and 10th street would be changed from the current "triangle" pattern that signals only when the cross button is pushed to a more conventional "three light" signal that shows green unless the button is pressed. Having crossed at that crosswalk, my impression is that drivers may not notice the sudden activation of the current light configuration, and are generally confused as to what it means. Furthermore, the light seems to remain in "stop" mode a long time, which encourages unsafe driver behavior. A more conventional light is used on a similarly busy road (Yale and MKT trail) that is uniformly respected by drivers because it is both familiar and transforms rapidly between red and green. Thank you.

Chris Turner

Addition of bike and multi use lanes is an excellent idea. Encouraging other forms of transport in built up areas is key to reduce motor transport.

Regards

Chris

Minh

P

Looking forward to safer biking!

Jon

Bush

I am commenting to voice my support for the proposed dedicated bike lanes along Shepherd and Durham and improved pedestrian right of way.

I have three safety-related comments:

1) Please consider that by the time of construction of this project there will be bike lanes along 11th St. The scope of that project ends at Shepherd. In order to avoid a mobility gap where 11th St bicycle traffic cannot safely connect to Durham and vice versa, the bike lanes need to be extended along 11th St to Durham (project schematic sheet 23 of 33).

2) 23rd St is currently a shared on-street bikeway across Shepherd/Durham. There is heavy traffic at Shepherd and 23rd St due to the new HEB grocery store, which has a parking garage entrance on 23rd St. Please consider a signal at this intersection for motorist and cyclist safety (schematic 18).

3) Westbound pedestrians and cars crossing Durham from 27th St or 28th St have limited visibility up Durham because of the curvature of the street. This would seem to be a contributor to the high incidence of crashes at these intersections shown on presentation slide 16. Please consider signals at these intersections (schematic 21).

Nick

Killian

I love the protected bike lanes. I think they're a necessary addition and will help increase bicyclist access to White Oak Bayou and Downtown.

I think that the existing "goat trail" on the south side of the Shepherd bridge should be made into a formal access point for the White Oak Bayou Trail.

Daisy

D

Great improvement, love it

Rosita

Rosales

This project should ensure safe bike lanes are incorporated on the design of it. This major thoroughfare needs to ensure people commuting on bikes as well as leisure bike riders have a safe path.

David

Slack

I'm very supportive of the additional consideration this development is making for cyclists. At the moment there is no safe north south bikeways that allows easy traversal across i10 to 610. As a regular cyclist this would support a safer pathway across the heights for me which I would use 3-5 times a week.

Daniel Chow

Dear MHRA,

Thanks you for the opportunity to comment on the Shepherd and Durham Project. I am excited to see projects like this one that prioritize walkability, connectivity, and overall safety. Thank you for your hard work pushing this project forward and I cannot wait until I can safely experience Houston by bike, foot, bus, and rail instead of by car.

Best regards,

Dan Chow, resident of District C

Robert Gates

I support this project!

Allie

Eggert

I support the #SaferStreets rebuild of Shepherd and Durham, especially the addition of bicycle lanes and flood mitigation efforts. Please proceed with this plan to make our streets safer for cyclists and pedestrians.

F. Hearing Supporting Documents

- 1. Project Map**
- 2. Exhibit Boards**
- 3. Environmental Constraints Map**
- 4. Fact Sheet (English)**
- 5. Fact Sheet (Spanish)**
- 6. Comment Form**

1. Project Map

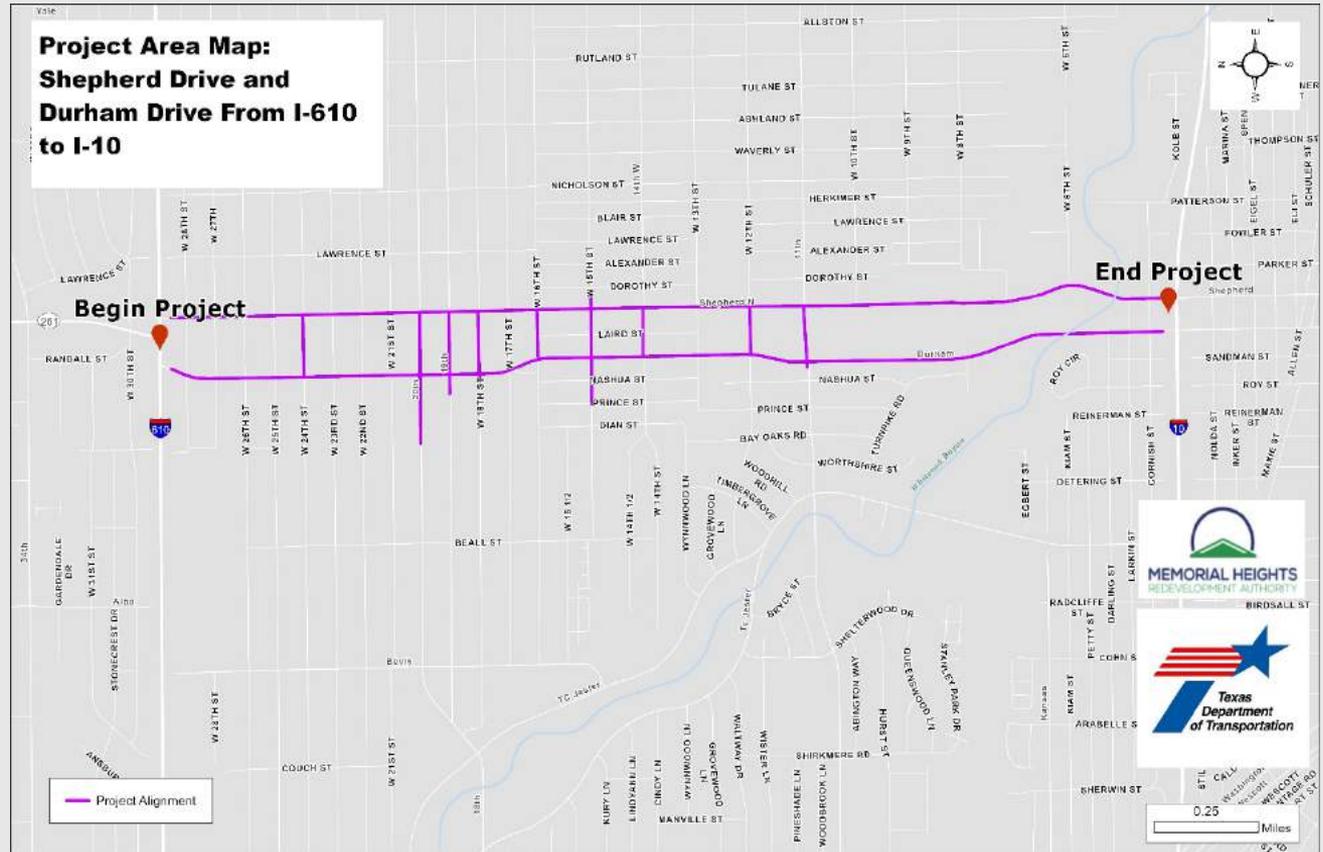
PROJECT OVERVIEW



Location
Harris County

Limits
From I-610 to I-10

Corridor Length
2.4 miles



2. Exhibit Boards



MEMORIAL HEIGHTS
REDEVELOPMENT AUTHORITY

Virtual Public Hearing Shepherd and Durham Major Investment Project CSJ: 0912-72-607 January 14, 2021



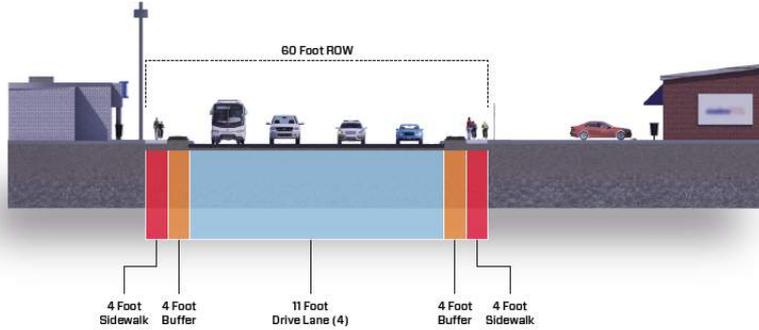
January 14, 2021



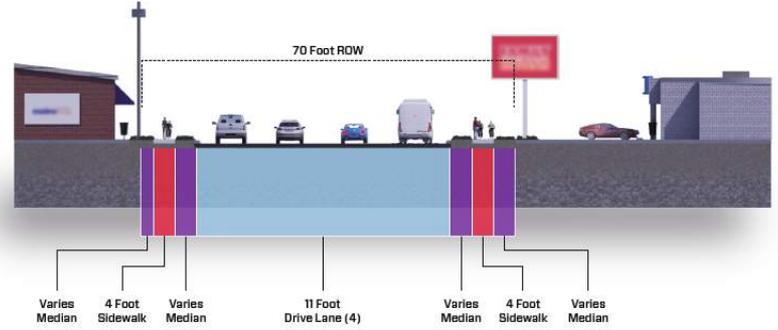
- Project Need:
 - High crash rate
 - Roadway is in serious disrepair/no significant roadway improvements since the 1950s
 - Lack of multi-modal and regional access
 - Flooding
 - Congestion
- Project Purpose:
 - The purpose of this project is to address regional priorities related to safety, state of good repair, multimodal access, stormwater mitigation and congestion relief



DURHAM DRIVE (EXISTING)



SHEPHERD DRIVE (EXISTING)

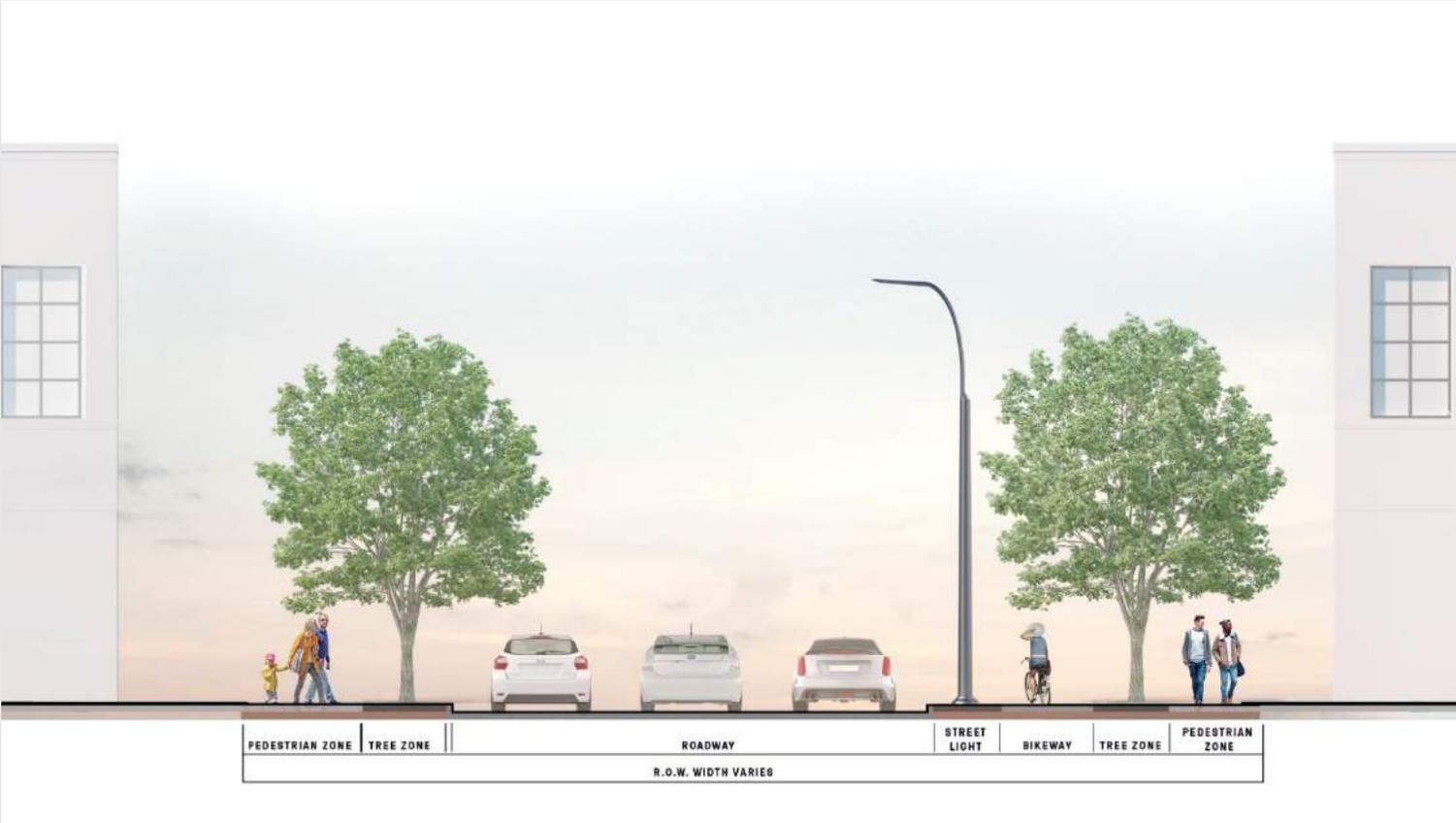




Proposed improvements to Shepherd and Durham:

- Modernize the roadway and reduce the number of through lanes from four- to -three
- Construct pedestrian and bicycle facilities
- Install new traffic signals
- Install landscaping
- Install signage and crosswalk striping
- Construct stormwater improvements
- Replace and upgrade sanitary and water lines

PROPOSED TYPICAL SECTION





We are here





All comments must be received or postmarked by **January 29, 2021**

Comment Card

Download the comment card from the website, fill it out, and send to MHRA

By Email

Submit to:
Comments@memorialheightstirz5.com

By Mail

MHRA
1980 Post Oak Blvd., Suite 1380
Houston, TX 77056

By Voicemail

(832) 429-6237

Online

[memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project](https://www.memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project)

3. Environmental Constraints Map

4. Fact Sheet (English)



Shepherd and Durham Drives From I-610 to I-10



January 14, 2021



Welcome to the Public Hearing

The Memorial Heights Redevelopment Authority (MHRA), City of Houston, and Texas Department of Transportation (TxDOT) welcome you to the public hearing for the proposed reconstruction of Shepherd and Durham Drives from I-610 to I-10. The purpose of this virtual public hearing is to afford the public an opportunity to review and provide comments on the proposed project.

This public hearing is being conducted virtually. You are invited to view the narrated presentation, exhibit boards, and the schematics showing the proposed improvements.

Public comments are encouraged at any time during the project development process.

Project Summary

Project Location:
Harris County

Project Length:
Approximately 2.4 miles

Project Limits:
I-610 to I-10

Estimated Construction Cost:
\$115 Million

Anticipated Construction Dates:
Phase I—Fall 2021 to 2025
Phase II—Winter 2023 to 2026

Project Reference Number:
CSJ 0912-72-607

Right-of-Way Required:
0.046 Acres

Potential Displacements:
None

Proposed Project Description

The proposed project would reduce the number of through lanes from four to three and install pedestrian and bicycle facilities in the form of six to ten-foot-wide sidewalks on both sides of Shepherd and Durham Drives and bike lanes on the east sides of both Shepherd and Durham Drives. Work on the connecting streets would also include sidewalks. Sanitary and water lines would be replaced and upgraded. Improvements to traffic signals, landscaping, crosswalk striping, and storm-water utilities would also be part of the project. The proposed project would primarily take place within the existing right-of-way on Shepherd and Durham Drives, and within the connecting cross streets. The project may require minor “corner clips” at West 20th, West 19th, and West 11th to accommodate turning movements and sight-line improvements. The project would be constructed in two phases: Phase I from I-610 to West 15th Street and Phase II from West 15th Street to I-10.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.



Why is this project proposed?

Project Need:

- High crash rate
- Roadway is in serious disrepair/no significant roadway improvements since the 1950s
- Lack of multi-modal and regional access
- Flooding
- Congestion

Project Purpose:

The purpose of this project is to address regional priorities most related to safety, state of good repair, multi-modal access, storm-water mitigation, and congestion relief.

Next Steps

- Consider public comments (Winter 2021)
- Finalize environmental analysis (Winter 2021)
- Document environmental decision (Spring 2021)
- Complete final design (Spring 2021)
- Begin right-of-way acquisition (Spring 2021)
- Construction begins (Fall 2021)

How to Get Involved

The public is invited to participate in the project development process by reviewing the materials online and submitting comments at any time during the process.

You may submit comments in English or Spanish in the following ways:

- Via U.S. Mail to:
Memorial Heights Redevelopment Authority
President
1980 Post Oak Blvd., Suite 1380
Houston, TX 77056
- Via email to: Comments@memorialheightstirz5.com
- Via the project website:
memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project
- Via voice mail at (832) 429-6237

All comments are due by **January 29, 2021** in order to be considered in the official public meeting summary.

Documentation of this Public Hearing will be available online at the above web address approximately three months after the close of the comment period. This Report will contain responses to all comments received by the comment deadline.

Please reference the Project Reference Number, found on the front of this handout, in any communication.

5. Fact Sheet (Spanish)



Shepherd y Durham Drives

Desde I-610 a I-10

14 de Enero de 2021



Resumen del Proyecto

Localización del Proyecto:
Condados de Harris

Duración del Proyecto:
Aproximadamente 2.4 millas

Límites del Proyecto:
I-10 hasta la I-610

Costo de Construcción Estimado:
\$115 millón

Fecha de construcción anticipada:
Fase I – Otoño de 2021 a 2025
Fase II – Invierno de 2023 a 2026

Número de Referencia del Proyecto:
CSJ 0912-72-607

Se Requiere Derecho de Paso:
0.046 acres

Posibles Desplazamientos:
Ninguno

Bienvenido a la Audiencia Pública de Esta Noche

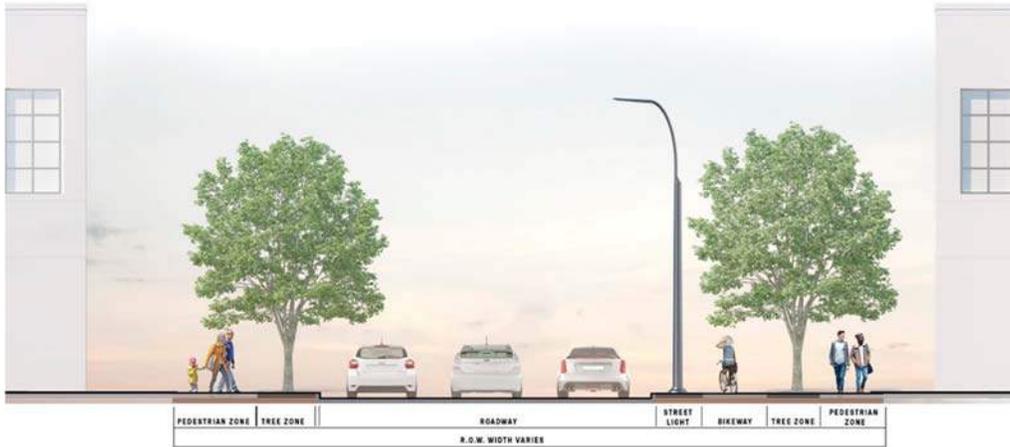
La Autoridad de Reurbanización de Memorial Heights (MHRA), la Ciudad de Houston, y el Departamento de Transporte de Texas (TxDOT) le dan la bienvenida a la audiencia pública para la reconstrucción propuesta de la Shepherd y la Durham Drives desde la I-610 hasta la I-10. El propósito de la audiencia pública es brindar al público la oportunidad de revisar y proporcionar comentarios sobre el proyecto propuesto.

Esta audiencia pública se realiza de forma virtual. Se le invita a ver la presentación narrada, los paneles de exhibición y los esquemas que muestran las mejoras propuestas.

Se solicitan los comentarios públicos en cualquier momento durante el proceso de desarrollo del proyecto.

Descripción del Proyecto Propuesto

El proyecto propuesto reduciría el número de carriles de una carretera de cuatro a una carretera de tres e instalaría facilidades para peatones y bicicletas en forma de aceras de seis a diez pies de ancho a ambos lados de Shepherd y Durham Drives y carriles para bicicletas en los lados este de Shepherd y Durham Drives. El trabajo en las calles conectadas también incluiría aceras. Las líneas sanitarias y de agua serían reemplazadas y mejoradas. Las mejoras a las señales de tráfico, el paisajismo, las líneas de los cruces peatonales y los servicios de aguas pluviales también serían parte del proyecto. El proyecto propuesto se llevaría a cabo principalmente dentro del derecho de vía existente en Shepherd y Durham Drives, y dentro de las calles transversales conectadas. El proyecto puede requerir "clips de esquina" menores en las calles West 20th, la West 19th y la West 11th para acomodar movimientos de viraje y mejoras en la línea de visión. El proyecto se construiría en dos fases: Fase I desde la I-610 hasta la West 15th Street y Fase II desde la West 15th Street hasta la I-10.



¿Por qué se propone este proyecto?

Necesidad del proyecto:

- Alta tasa de accidentes
- La calzada está en muy mal estado / sin mejoras significativas en las carreteras desde la década de los 1950s
- Falta de acceso multimodal y regional
- Inundación
- Congestión

Propósito del Proyecto:

El propósito de este proyecto es abordar las prioridades regionales más relacionadas con la seguridad, el buen estado, el acceso multimodal, la mitigación de las aguas pluviales y el alivio de la congestión.

Próximos pasos

- Considere los comentarios públicos (Invierno de 2021)
- Finalizar el análisis medioambiental (Invierno de 2021)
- Documento de decisión ambiental (Primavera de 2021)
- Diseño final completo (Primavera de 2021)
- Comenzar la adquisición del derecho de paso (Primavera de 2021)
- Comienza la construcción (Otoño de 2021)

Cómo Participar

Se invita al público a participar en el proceso de desarrollo del proyecto revisando los materiales en línea y enviando comentarios en cualquier momento durante el proceso.

Puede enviar comentarios en inglés o español de las siguientes maneras:

- Envíe la tarjeta de comentarios por correo de Estados Unidos:
Memorial Heights Redevelopment Authority
President
1980 Post Oak Blvd., Suite 1380
Houston, TX 77056
- Comentarios por correo electrónico a:
Comments@memorialheightstirz5.com
- Visite el sitio web del proyecto:
memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project
- Por correo de voz en (832) 429-6237

Todos los comentarios deben enviarse antes del **29 de Enero de 2021** para ser considerados en el resumen oficial de la reunión pública.

La documentación de esta audiencia pública estará disponible en línea en la dirección web anterior aproximadamente tres meses después del cierre del período de comentarios. Este informe contendrá las respuestas a todos los comentarios recibidos antes de la fecha límite de comentarios.

Por favor, haga referencia al número de referencia del proyecto, que se encuentra en el frente de este folleto, en cualquier comunicación.

6. Comment Form



PUBLIC HEARING COMMENT FORM

(Forma De Comentarios)



Shepherd and Durham Drives from I-610 to I-10 (Shepherd y Durham Drives desde I-610 para I-10)

January 14, 2021 (14 de Enero 2021)

This comment form may be mailed or emailed.

All comments must be postmarked /emailed by January 29, 2021.

(Esta formulario de comentarios puede devolver por correo o por correo electrónico a más tardar del 14 de Enero 2021))

EMAIL: Comments@memorialheightstirz5.com

Name (Nombre) – *Optional* _____

I am an Elected Official. Position: (Soy Funcionario/a electo, Posición) _____

If you would like to receive future notifications about this project, please print your address below.

(Si desea recibir notificaciones futuras acerca del project, favor de poner su dirección an el formulario.)

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:
(Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

- I am employed by TxDOT. (Soy empleado de TxDOT.)
- I do business with TxDOT. (Hago negocios con TxDOT.)
- I could benefit monetarily from the project or other item about which I am commenting. (Podria beneficiarme economicamente con este proyecto u otro asunto del cual estoy comentando.)

- I support the proposed project. (apoyo el proyecto)
- I do not support the proposed project. (No apoyo el proyecto)

How did you hear about the event tonight?

- Newspaper(Periódico) Television (TV) Neighbor(Vecino) Letter (Por carta)
- Messaging Sign (Anuncio) Social media (Twitter/Facebook) (Medio Social)
- Other (Otro): _____

Comments (Comentarios):

Please continue comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)
(Project Number: CSJ 0912-72-607 (SW))

