



Questions & Answers
VIRTUAL PUBLIC MEETING
FONDREN PAVING AND DRAINAGE DESIGN UPDATE

*Please note that we have recorded all questions. For the purpose of this posting some of the general questions were consolidated due to the common response.

Inquires/Comments/Questions	Responses
Why not use 6 ft square boxes all the way ?	This has been analyzed, studied and a hydraulic analysis has been done. The size of the boxes picked is based on the analysis. Since we are in a floodplain area even if you put in bigger boxes it's not going to make that much of a difference.
Does the increased capacity do much more than offset all the new contract and loss of trees and greenspace?	Westbury and Fondren drainage systems are not interconnected. Both systems drain into Willow Waterhole, but these two are separate drainage systems. When Flood Control makes improvements to Braes Bayou the water level in the channel goes down and this will help the Fondren drainage system. Coordination has been done with Harris County Flood Control, however they want to make sure that we do not have any impact to the receiving channels. This means that it does not make the existing conditions worse. I will look at our drainage analysis they have approved. This is the coordination that we have with them now as far as improvements to the Braes Bayou. This has been considered in our design, and has been approved by Harris County Flood Control.
I thought this was an X zone. What changed? Per FEMA, its an X Zone.	The surrounding areas next to Fondren Rd. are in Zone X, which is inside the floodplain. However, Fondren Rd. itself is a low line area. As we get closer to S. Braeswood Blvd. all the surrounding areas are also in the flood zone.
I didnt hear anything about Enhancements. Whats the status on that?	The Houston Bike Plan is our road map for where we are trying to build bicycle facilities, which includes on street bike lanes, trails and bayous. We have been identifying where the bike plan aligns with Capital Projects. However, the bike plan doesn't specify Fondren Rd., as the bicycle facility. The idea is to build a bicycle trail just east of Fondren Rd. It was not included in the bike plan, but it can evolve and change.
S. Braeswood to Creekbend projected ADT from 2011 (24,864) to 2019 was at a 1.6% avg annual increase. After 8 years the ADT is 23,861 or LESS than what it was 8 years ago. The reason explained for the widening was specifically tied to the 2035 projections. The community is opposed primarily to the widening from 4 to 6 lanes. Can this project go forward as a 4 lane redesign?	The purpose and reason for this meeting was to listen and let everyone know that we hear you. It's not that we want to move on and do things without consideration and getting the citizens input. We have heard everyone and we're looking at it in terms of capacity. I can say that our projections in the past cannot be the reason you use for the projection in the future. However, we are looking at it and looking at the comments and we are in the process of getting comments from everyone.
Why were 4 lanes sufficient for Broadway, leading to a major airport and in an area that floods, but not sufficient for Fondren?	In 2011, there was a pre-engineering study and based on the study the traffic projections from Fondren to W. Airport to S. Braeswood warranted 6 lanes. When we build Fondren the lifespan of the road is 50 years and when traffic was projected for 50 years it warranted for 6 lanes. It is based on the future projection in terms of numbers of vehicles and traffic. We previously designed for 20 years, now we design for 50 years.
The city requires a buffer between street and sidewalk as a safety feature for pedestrians, so why does this project prioritize cars over sidewalk users by eliminating this safety buffer?	The availability of the right-of-way needs to be considered. However, we are putting a 6-foot wide sidewalk and comparing that to what is already existing, this is a much safer and a better sidewalk as existing situation. Having a buffer between the sidewalk and back of the curb requires additional right-of-way. This is based on the current configuration that we have.
What changes, if any, have been made to the design to satisfy the concerns of the community organizations (for example, saving mature trees on esplanades or saving esplanades)?	This project was looked at during the PER stage and a decision was made based on the traffic projection of going from four lanes to six lanes. In order to go from four to six lanes, the best way is to utilize the City right of way from the median. Otherwise, we will have to acquire the additional right of way. We will still be providing the minimum 15-foot wide median. Throughout the design stage, we have coordinated this with our Parks and Recreation Department, our arborist, and our design team to minimize the impact on the existing trees. We will be providing tree protection, and we have done the best that we can to minimize the number of trees that will be cut; however, we are providing replacement trees for those that will be cut. We can't mitigate every caliber inch of tree taken out because we don't have the right of way to do that. In other words, any tree that is removed, it will be replaced with new trees; however, we do not have enough room to provide the number of trees that go with the caliber of the trees that are being cut.
I just checked the elevation on this project, from Braeswood to W. Airport, and it is 56-57 feet. So, it appears to be pretty level, and we all know it does not flood in this area. Is there an anticipation, that things will change? And if so, why?	Fondren Rd. is 57-58 feet in elevation, but when you go to W. Airport Rd. it goes to 60-61 feet. The Braes Bayou floodplain is around 57-58 feet, which means whenever it drains Braes Bayou fills up and the water in the surrounding areas goes wherever the low line area is 57-58 elevation. Half of the right-of-way is lower than 57 feet in elevation.
When will the esplanade openings be available for stakeholder review. Many businesses are contemplating leaving fondren due to the anticipated lack of accessibility.	We are still looking at the project design. We want to get input from the business owners, and we will be coordinating that effort through the Council office and the Neighborhood Association. We will keep in touch, and when the design is finalized, we will put it out for review and comments. We are also looking at a different alternative, and when it's ready, we will put it out to the community for input.
Who do we send recommendations to for openings to be changed?	Please email us at buildforward@houstontx.gov .
The projected traffic counts have not kept up with the projected numbers from 2011. There is clearly no statutory need to widen from 4 to 6 lanes. Can the drainage and other issues be addressed without widening to 6 lanes and if not why?	Drainage can be accomplished regardless of whether it's four or six lanes. However, the wider roadway provides more capacity in terms of storage. Our roadways are a secondary conveyance for the drainage. When you have a wider roadway wider surface area you'll have more capacity over two years or 10, 25 or 50 years as we go higher the roadways can handle the storage of the rainwater.