

TAC Comments May 19, 2021

Comment 1: Submitted by Sylvia Rivas, President of Brays Oaks Super Neighborhood Council #36

Brays Oaks Super Neighborhood Council #36

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May 17, 2021

Via Email publiccomments@h-gac.com

RE: Supplemental Comments in Support of May 19, 2021 Agenda Item 5 to Modify the Scope of Work of the City of Houston Fondren Road Project (MPO ID 17093/CSJ 3520-04-049)

Dear Members of the Transportation Advisory Committee:

The Brays Oaks Super Neighborhood Council #36 (hereinafter referred to as the "Brays Oaks Super Neighborhood") is submitting these additional written comments in support of the amendment to "Modify the scope of work of the City of Houston Fondren Road six-lane widening project (MPO ID 17093/CSJ 3510-04-049) to a reconstruction of the existing four lanes with intersection, safety, multimodal, and drainage improvements at the City's request." As stated in our letter dated April 12, 2021, the section of Fondren Road from South Braeswood to West Airport scheduled for reconstruction (hereinafter referred to as the "Fondren Road Reconstruction Project") is located within the boundaries of the Brays Oaks Super Neighborhood.

On October 23, 2020, the Transportation Policy Council of the Houston-Galveston Area Council approved Resolution 2020-36 by a unanimous vote. Resolution 2020-36 states: "Now, therefore, be it resolved that the Transportation Policy Council commits to support transportation projects and programs to eliminate traffic fatalities in the region by the year 2050." Although the original Fondren Road Reconstruction Project was approved years before the adoption of Resolution 2020-36, there is nothing in Resolution 2020-36 which limits its application solely to prospective projects.

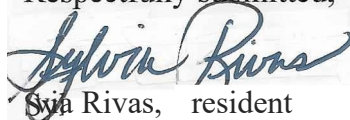
Regardless of whether the Transportation Advisory Committee votes to approve or deny the amendment to the Fondren Road Reconstruction Project, you will be setting a precedent. The only question is will you be setting a precedent which exemplifies the intent of Resolution 2020-36? If the amendment is approved, the City of Houston will utilize the appropriate 13 Priority Actions in the Houston Vision Zero Action Plan to redesign the Fondren Road Reconstruction Project to protect the lives (and increase the enjoyment) of everyone who uses Fondren Road, including vehicle drivers, pedestrians, bicyclists and the disabled. For example, one of the ten most dangerous intersections in Houston is located at

the intersection of six-lane Fondren Road and West Bellfort. If the amendment is approved, the intersection will be redesigned to incorporate the changes, including the reduction of Fondren Road to four lanes, which will make the intersection safer for everyone who uses it. The redesign of this one intersection should save lives and decrease the number of serious injuries on Fondren Road. On the other hand, if the amendment is denied, the intersection of Fondren Road and West Bellfort will retain the features which make it so dangerous and deadly. In addition, the four-lane portions of Fondren Road from South Braeswood to West Airport will be increased to six lanes and the size of the medians will be decreased. As a result, more sections of Fondren Road will resemble the dangerous Fondren Road at West Belfort. Fondren Road would have to be reconstructed yet again to bring it into compliance with Resolution 2020-36 and the Houston Vision Zero Action Plan.

If the Transportation Advisory Committee votes to approve the amendment to the Fondren Road Reconstruction Project, you will be setting a precedent which exemplifies Resolution 2020-36. You will be setting the precedent not only for the Fondren Road Reconstruction Project, but also for other previously approved projects which could be improved to save lives and prevent catastrophic injuries if the planners thought they could come back to this Committee to request an amendment to their current plans. There were several "whereas" statements which preceded Resolution 2020-36. One of them read: "Whereas, all traffic fatalities are preventative. The elimination of traffic fatalities is achievable and should be the primary focus of all transportation planning and implementation activities."

We hope that you will vote to approve the amendment to modify the Fondren Road Reconstruction Project.

Respectfully submitted,

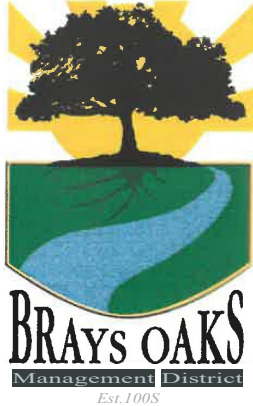
A handwritten signature in black ink that reads "Sylvia Rivas". The signature is written in a cursive style and is placed over a light gray rectangular background.

Sylvia Rivas, resident

Brays Oaks Super Neighborhood Council #36

<http://www.houstontx.gov/supemeighborhoods/36.html>

Comment 2: Submitted by Mr. Ben Brewer III, Executive Director of Brays Oaks Management District



MEMORANDUM

DATE May 18, 2021
TO H-GAC Transportation Advisory Committee
FROM Brays Oaks Management District
RE CSJ No. 0912-72-38 Fondren Road Amendment

To whom it may concern:

The Brays Oaks Management District (BOMD) is in support of the proposed amendment to the above referenced project and encourages adoption and approval of the amendment as proposed.

The BOMD supports the proposed modification to be consistent with the specific recommendations from the Federal Highway Administration Road Safety Audit that was dated May 20, 2019. The proposed modifications are also consistent with the recently approved safety goals of the project sponsor and regional transportation planning partners as outlined in the City of Houston Vision Zero, TxDOT Road to Zero, and the H-GAC Vision Zero policies approved by each entity in 2020.

The proposed recommendations supported by the BOMD include:

- A typical cross section of 4 lanes with an expanded physical median along Fondren between S. Braeswood and W. Airport as recommended by FHWA and the safety audit team that included TxDOT personnel.
Bus queue jump/right turn-lanes at major signalized intersections to enhance transit service and increase overall person-carrying capacity of the corridor.
Sidewalk and median designs that exceed TxDOT standards and are compliant with City of Houston design standards and best practices for urban roadways.
Specific intersection and transit signal priority modifications

The proposed recommendations reflect current data, and multimodal safety standards to improve multimodal roadway capacity and operations for all users while managing congestion.

Again, the BOMD supports the proposed amendment to this important project that serves as the key north-south artery through the District.

Respectfully submitted,
The Brays Oaks Management District Board of Directors

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