



# Hillcroft Paving and Drainage

CIP No. N-100012-0001-3

## PROJECT INFORMATION

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*Updated November 2016*



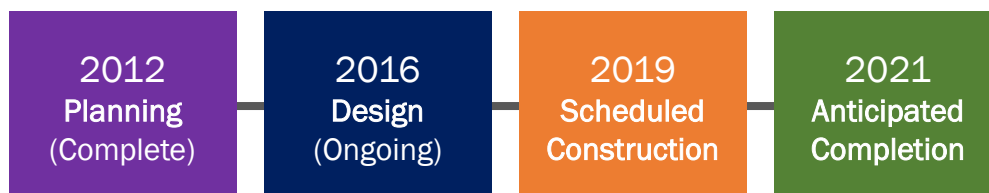
# About the Project Area

This Capital Improvement Plan project is along **Hillcroft Ave. between Bissonnet St. and Beechnut St.** It has been funded and design began in 2016 with construction planned for late 2019.

## The project area consists of:

- A commercial retail strip as part of the Maplewood Subdivision - developed during the 1950s.
- Existing development along the northern section of the project is exclusively retail.
- Strip shopping centers line both sides of the right-of-way that include gas stations, car dealerships, restaurants, etc.
- The southern section of the project is primarily a residential area with single-family homes facing Hillcroft Avenue.

## PROJECT TIMELINE\*



\*Timeline subject to change.

Public Input Meeting held:

July 21, 2016

Meeting Location:  
Bayland  
Community Center  
6400 Bissonnet St.,  
Houston, TX 77074

Presenter:

Jing Chen, P.E. CFM

# of Attendees:

38

Presentation Materials:

[Design Meeting Presentation](#)  
[Design Meeting Handout](#)

# Project Details

## Improvements proposed at Input Meeting on 7/21/16:

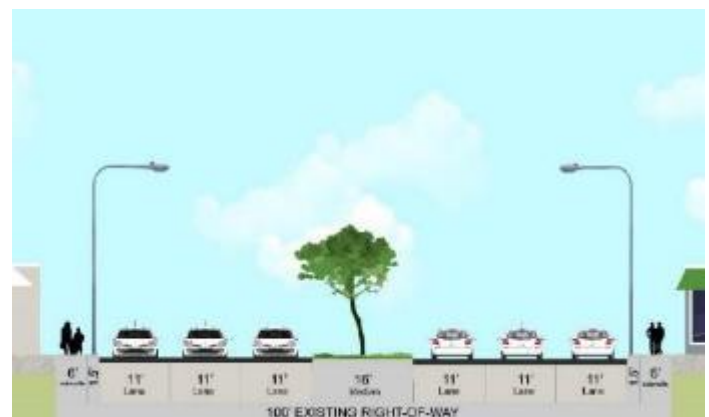
- Converting Hillcroft Avenue to a 6-lane roadway section; accomplished by adding an additional lane within the available right-of-way (ROW).
- Add pedestrian elements such as sidewalks and wheelchair ramps.
- Replace existing street lights.
- Replace and upgrade traffic signal for the intersection of Hillcroft Avenue at Bissonnet Street & Hillcroft Avenue at Beechnut Street.
- Replace existing pavement and subgrade with three 11 ft. lanes along with a 16 ft. median and a 9 ft. pedestrian realm.
- Replace and upgrade storm sewer system.
- Install 8 in. sanitary sewer lines within street right-of-way from Pine Street to Holly Street.
- Install 24 in. waterlines in lieu of the existing 20 in. waterline for the entire project length.



BEECHNUT AND HILLCROFT



BISSONNETT AND HILLCROFT



TYPICAL CROSS SECTION

\*Project design subject to change.

# Project Updates

After the closure of the comment input period on 9/30/16, the following changes were considered carefully by City staff and finalized:

- Reconstruct Hillcroft Avenue to a 4-lane roadway
- Explore options for bus pull-outs at METRO stops
- Analyze pedestrian realm to include wider sidewalks where possible



\* BEECHNUT AND HILLCROFT



\* BISSONNET AND HILLCROFT



\* TYPICAL CROSS SECTION

\*Project design subject to change.

# Summary of Public Comments

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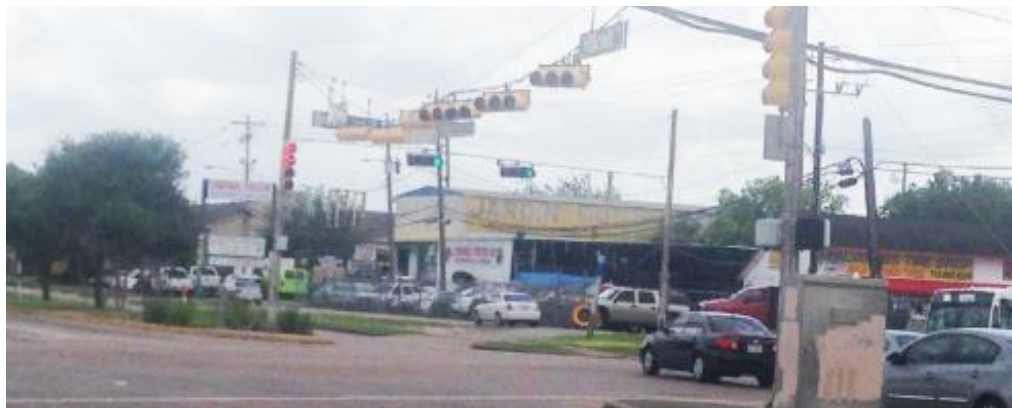
## Conversion to Six Lanes

### Residents:

The majority of the public comments received (from residents from Robindell/Braeburn Terrace, Meyerland, Maplewood, Maplewood South/North, and Westbury) were in opposition to a 6-lane roadway configuration which was recommended based on the City of Houston's Major Thoroughfare and Freeway Plan (MTFP). The main justification was that 6-lane roadways are more dangerous because vehicles will drive faster and have more opportunities to change lanes. Additionally, it will be very difficult to cross as a pedestrian, cyclist, or vehicle, when trying to make a left-turn out of a subdivision. Over 200 homes front Hillcroft and have driveways that exit onto Hillcroft, so many consider Hillcroft a residential street.

### PWE Response:

*Based on input received during the public comment period, PWE has revised its plan for increasing to six lanes and recommends this segment remain four lanes when reconstructed. The City's current process takes into account both current and future projected traffic volumes. While existing volumes are adequate for Hillcroft to remain four lanes, project volumes in 2040 show that four lanes will not be adequate. While four lanes are recommended at this time, the City will need to continue to monitor traffic demand along Hillcroft to ensure the appropriate level of service in the future.*



Major Categories or Areas of Concern Are:

6-Lane Configuration

Trees

Medians

Sidewalks/  
Bike Lanes

Comment Period:

Jul. – Sept. 2016

COMMENTS RECEIVED

900+

Increasing lanes from 4 to 6 will increase the footprint of the roadway that the pedestrians use as of today.



# Summary of Public Comments

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## Trees

### Residents:

Residents are concerned that removing trees will diminish the aesthetics and property values. There are hundreds of shrubs and flowers planted, using money from the adjacent neighborhoods and City-matching-grants, that would be affected by this project.

### PWE Response:

*The design phase of the project will demonstrate compliance to the COH Tree Ordinance, which was developed to preserve Houston's greenscape. Trees will be relocated when possible, or replaced with a tree of similar type and size.*



### Major Categories or Areas of Concern Are:

6-Lane Configuration

Trees

Medians

Sidewalks/  
Bike Lanes



For more information on the City of Houston Tree Ordinance, Please visit: <http://www.houstontx.gov/parks/forestry/treeordinance.html>

# Summary of Public Comments

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## Medians

### Residents:

Install a narrower median with turning lanes to make more of the ROW available to pedestrian and bicycle facilities. Eliminating the esplanades will make crossing the street virtually impossible for neighborhood children.

### PWE Response:

*COH will provide safe pedestrian crossings from Beechnut to Bissonnet. The current improvements include providing **ADA accessible curb ramps** at all minor and major streets for safe crossing.*

*The City's current updated Infrastructure Design Manual (IDM) calls for a **narrower median** than the existing median and mandates **turning lanes** at each of the median openings. The standard median opening spacing will be maintained in compliance of the IDM to ensure the safety and mobility of the travelling public.*



## Major Categories or Areas of Concern Are:

6-Lane Configuration

Trees

**Medians**

Sidewalks/  
Bike Lanes

For more information on the City of Houston ADA Compliance, Please visit: <http://www.houston.gov/adainfo/>

For more information on the City of Houston Greenspace Management, <http://www.houston.gov/parks/greenspace.html>

# Summary of Public Comments

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## Sidewalks/Bike Lanes

### Residents:

Create walkable space; enlarge sidewalks to at least 5 or 6 ft. wide, encourage use of bicycle trails, and allow for a better connection to the east-west Brays Bayou trail system. If a high comfort designated bicycle facility is not provided, BikeHouston asks that PWE Planning build the widest possible sidewalk.

### PWE Response:

*The proposed improvements along Hillcroft Avenue include constructing a **minimum 6 ft. sidewalk** within the existing ROW. As design proceeds, locations where **wider sidewalks can be accommodated within the existing right-of-way will be explored.***

### Major Categories or Areas of Concern Are:

6-Lane Configuration

Trees

Medians

**Sidewalks/  
Bike Lanes**



For more information on the City of Houston Bikeways Program, Please visit: <https://www.houstonbikeways.org/>



# Summary of Public Comments

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## Bicycle Facilities and METRO

### Residents:

Safe places to walk and cycle are critical for the many current transit users in the area, including the people who bike to transit. This section of Hillcroft, has a 30 minute bus headway, and it connects Bissonnet and Beechnut both of which are high frequency bus routes. Bissonnet and Beechnut are also both among the top 10 routes for bike boarding on buses with METRO's new network.

### PWE Response:

*The City will coordinate with METRO during design stage on stop locations and potential consideration of bus pull-outs. The proposed improvement will provide ADA accessible landing areas at all bus stops within the project limits.*

*A wider sidewalk is being evaluated to boost connectivity of pedestrians and bicyclists to the bus stops along this corridor.*



### Major Categories or Areas of Concern Are:

6-Lane Configuration

Trees

Medians

**Sidewalks/  
Bike Lanes**



For more information on the Metro and Pedestrian Safety, please visit:

<http://www.ridemetro.org/Pages/PedestrianSafety.aspx>

# About Major Thoroughfares

The City of Houston's Major Thoroughfare and Freeway Plan (MTFP) classifies Hillcroft as a principal thoroughfare (P-6). The recommended improvements include expanding Hillcroft to six lanes. City staff recommends maintaining the existing P-6 classification in the MTFP due to projected future traffic volumes along the Hillcroft Corridor in its entirety, especially from Hwy 59 to S. Main (Hwy 90).

For more information on The Major Thoroughfare and Freeway Plan (MTFP), please visit:

<http://www.houstontx.gov/planning/mobility/MTFP.html>

www.houstontx.gov/planning/mobility/MTFP.html

Welcome to the City of Houston eGovernment Center

Planning > Major Thoroughfare & Freeway Plan (MTFP)

## Major Thoroughfare & Freeway Plan (MTFP)

Annually, the City produces the Major Thoroughfare and Freeway Plan (MTFP). In compiling the MTFP, the City listens to developers and neighborhoods about such issues as congestion, mobility and future development plans. In that plan, the city identifies sections of roadways (either thoroughfares or major collectors) that are in need of expansion, either by lengthening or widening. The plan serves as notice to the public for developing land adjacent to the identified roads.

The plan does not address the construction schedule for roadway projects. Inquiries about roadway construction should be directed to the City's Public Works and Engineering Department.

- MTFP Policy Statement (amended on March 2015)
- 2015 MTFP Map
- 2015 MTFP & Transit Corridor Street Hierarchy Classification Table
- 2015 MTFP GIS data
- Historical MTFP Maps
- 2015 MTFP Amendment Requests

### Street Hierarchy System

Ever wonder how the City decides which roads to widen, how to set speed limits, and how to set building setbacks? The answer is a Street Hierarchy System.

The system uses several factors to classify streets into one of four categories:

- Length of road

#### DEPARTMENT LINKS

- Home Page
- Annexation
- Complete Streets
- Demographics
- Development Regulations
- Development Reports
- Off Street Parking Ordinance
- General Plan
- Geographic Data
- Historical Commission
- Historic Preservation
- Historic Preservation Manual
- Major Thoroughfare Plan**
- Minimum Lot Size/Building Lines
- Planning Commission
- Plat Tracker
- Prohibited Yard Parking
- Tower Commission
- Transportation Planning

# About Complete Streets and Rebuild Houston

## ABOUT COMPLETE STREETS

Houston Complete Streets and Transportation Plan (Executive Order 1-15) guides the development of mobility planning and design of the City of Houston street and drainage projects. This Executive Order identifies goals and steps to move the city toward the achievement of Complete Streets through the planning, designing, budgeting, constructing, and reconstructing of all transportation improvements. The Executive Order recognizes that all streets are not the same and that reconstruction of the public right-of-way (ROW) should strongly utilize context sensitive design, incorporating local development context, and also take into account the role a particular corridor plays in the region's multimodal transportation networks. The introduction of these programs, as well as other initiatives that address multimodal safety on the region's roadways, requires rethinking existing planning and design. Evaluating existing approaches ensures that projects developed and constructed by the City of Houston meet these objectives.

## ABOUT REBUILD HOUSTON

The reconstruction of the City's street and drainage infrastructure following the guidelines of the Complete Street and Transportation Plan is made possible through resources provided by the ReBuild Houston Program. ReBuild Houston is a voter-initiated and voter-approved, Pay-As-You-Go program to address the City of Houston's street and drainage infrastructure needs in a systematic, prioritized and objective manner. ReBuild Houston is a part of the City's Capital Improvements Program (CIP) and the 10-Year plan for Streets & Drainage. Street & Drainage improvement projects are separated into three phases of planning, design, and construction which allows for a much more detailed and objective planning process that complements the City's established Capital Improvement Plan.

To learn more about the ReBuild Houston and Street & Drainage infrastructure improvement process visit [www.rebuildhouston.org](http://www.rebuildhouston.org).

