



HOUSTON PUBLIC WORKS
CAPITAL PROJECTS

EL Dorado Boulevard Reconstruction

CIP No. N-100035

Project Status Report

January 2018



Dear Residents of the El Dorado Blvd. Area,

Thank you for attending our public meeting and expressing further interest in the reconstruction updates coming to your community. We have received and reviewed your comments and the following is a report of the status of this project, inclusive of public comments and the reconstruction options that were selected.

The El Dorado Blvd. reconstruction project is an Interagency project that requires coordination with the City of Houston and Harris County Precinct 2. Harris County will head the construction phase of this project; as such we will provide them with a report of our findings and make a recommendation based on the public's input. We will continue to update you via www.rebuildhouston.org.

Thank you,

Thomas Artz, PE
Acting Assistant Director
Houston Public Works
Rapid Delivery
thomas.artz@houstontx.gov

About the Project Area

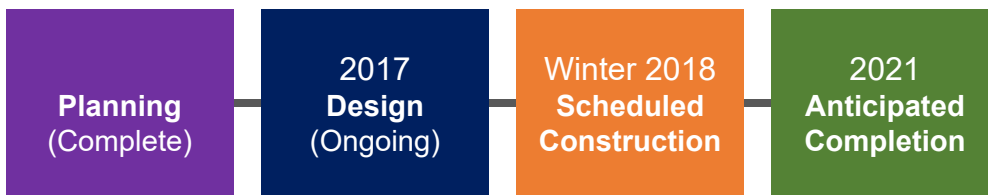
This Interagency project provides for roadway expansion, new concrete and as necessary relocation of the hybrid electrical and street light poles to the center of the median.

Project limits encompass El Dorado Blvd. from Clear Lake City Blvd. to Horsepen Bayou.

The El Dorado Blvd. project is in the preliminary design phase.

The project is funded and programmed for construction in winter 2018.

PROJECT TIMELINE



**Timeline subject to change.*

Public Input Meeting held:

November 30, 2017

Meeting Location:

University of
Houston-Clear Lake
2700 Bay Area Blvd.
Houston, TX
77058

Presenter:

Thomas Artz, PE
**Acting Assistant
Director**
Houston
Public Works

Total # of Attendees:

40

Project Details

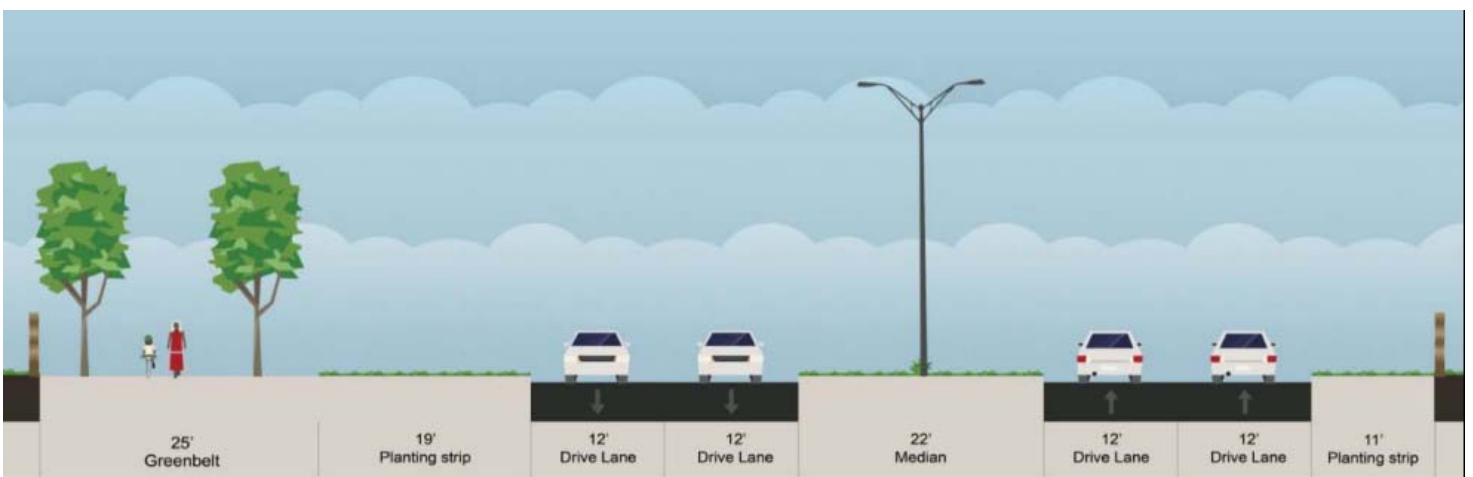
Option 1 (32-foot median)

- Cost of pole relocation minimized
- May result in mitigation of some greenbelt trees



Option 2 (22-foot median)

- Cost of pole relocation increases
- Greenbelt tree mitigation may occur to lesser extent



Project Details

Option 3 (17-foot median)

- Cost of pole relocation greatly increases
- Greenbelt tree mitigation may occur to lesser extent



Summary of Public Comments

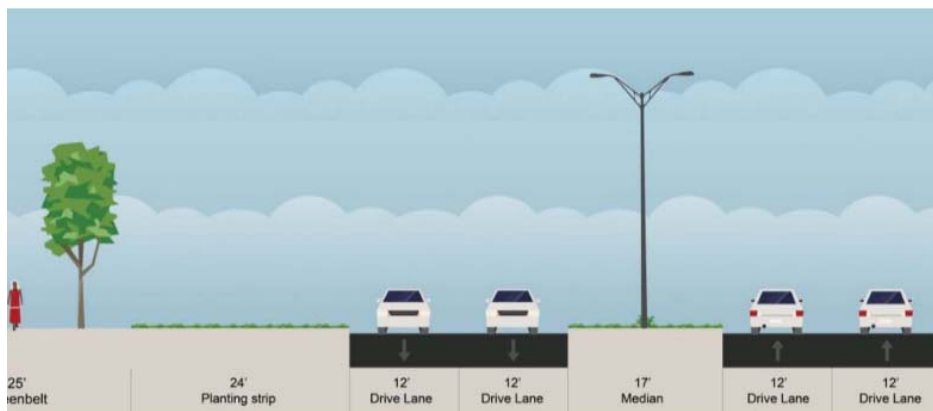
Public Comment

Local citizens were given a choice of 3 reconstruction options to choose from:

- Option 1 (32-ft. median)
- Option 2 (22-ft. median)
- Option 3 (17-ft. median)

Response:

The City of Houston received over 200 comments from residents expressing their concerns about reconstruction of the project, casting votes for their preferred median width. **An overwhelming majority of residents voted for a 17-foot median width.** Therefore, we are recommending that Harris County move forward in their design with option 3 to reconstruct the median width at 17-feet. Due to the minimal median width, The City of Houston will recommend Harris County build a shared-use path on the west side of El Dorado.



Major Categories or Areas of Concern Are:

[Median Widths and Shared Use Path](#)

[Hike/Bike Trail](#)

[Request for Traffic Signal](#)

[Bridge Elevation](#)

[St. Clare's Turning Lane Extension](#)

Comment

Period:

Nov. 30, thru
Dec. 15, 2017

of Comments Received:

200+

Summary of Public Comments

Additional Comments

In addition to median widths, residents also expressed concern on the following:

1. Hike/Bike Trail
2. Traffic signal at the intersection of Hickory Knoll
3. Bridge elevation to reduce flooding
4. Extended left turn lane into the St. Clare's Church parking lot.

Response:

1. Hike/Bike Trail: Due to the minimal median width recommendation, The City of Houston will recommend Harris County build a shared-use path on the west side of El Dorado.
2. Traffic signal at the intersection of Hickory Knoll: Based on the most recent Traffic Signal Warrant Analysis, The City of Houston does not recommend the installation of a traffic signal at Hickory Knoll at this time. However, we will re-evaluate the intersection in the future.
3. Bridge elevation to reduce flooding: Raising elevation of the bridge over Horsepen Bayou will not impact structural flooding. The City of Houston recommends the bridge be replaced at the existing elevation.
4. The City of Houston has no objection accommodating the public's request for median and left turn bay extension into the Saint Clare Church parking lot and recommends that Harris County includes this in the project design.

Major Categories or Areas of Concern Are:

Median Widths and Shared Use Path

Hike/Bike Trail

Request for Traffic Signal

Bridge Elevation

St. Clare's Turning Lane Extension

Comment

Period:

Nov. 30, thru
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of Comments Received:

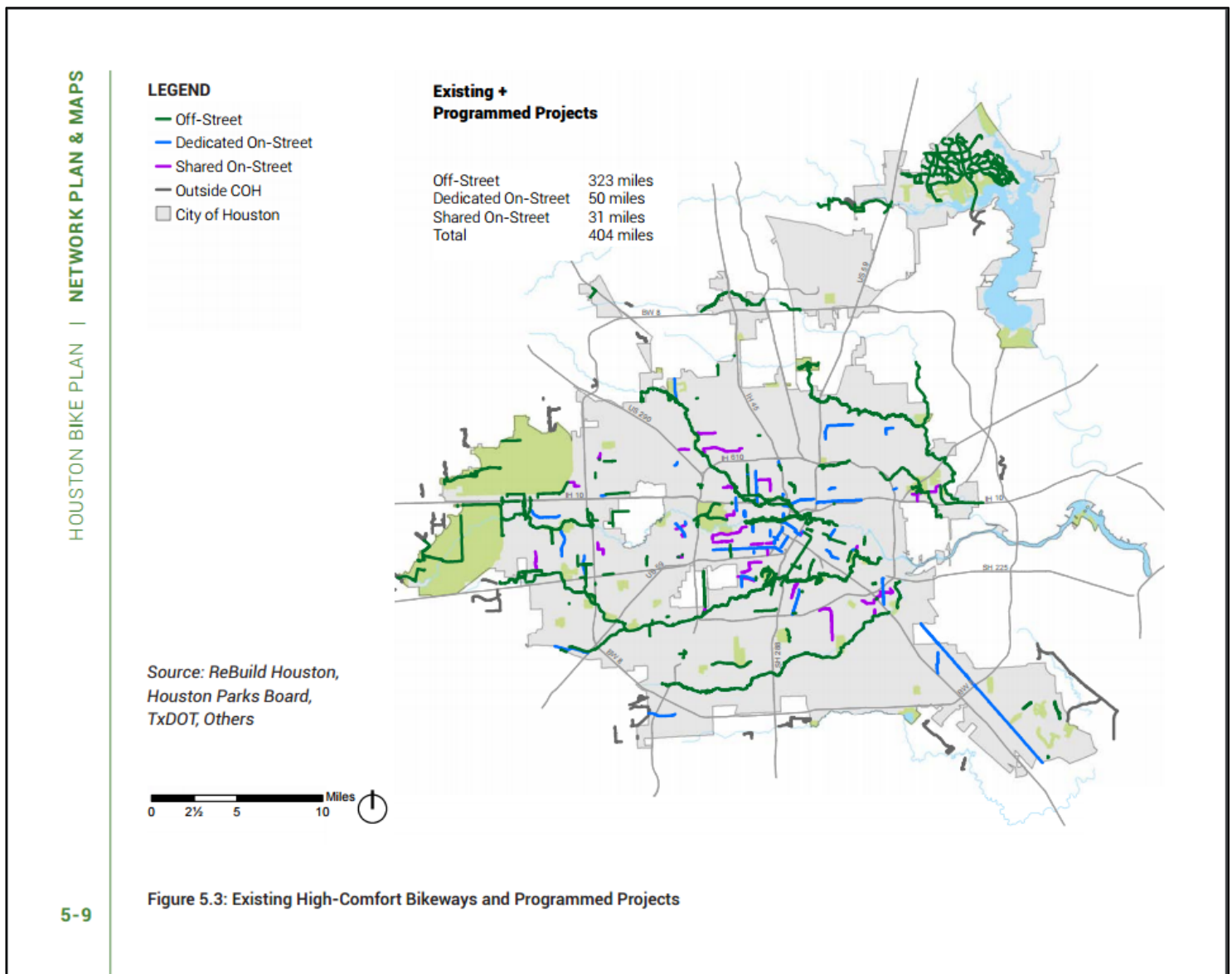
200+

About the Houston Bike Plan

The City of Houston developed the Houston Bike Plan through a 12-month planning effort to update the City's Comprehensive Bikeway Plan originally adopted in 1993. The City and the Houston region have made great strides in improving people's ability to bike to more destinations, earning a Bronze-level Bicycle Friendly Community award from the League of American Bicyclist in 2013. New trails are being built along our bayous, new protected bikeways have been installed, and more people are riding all over the city.

For more information, please visit:

<http://houstonbikeplan.org/about-the-houston-bike-plan>



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.

For more information about the project, email: pwecip@houstontx.gov.

