



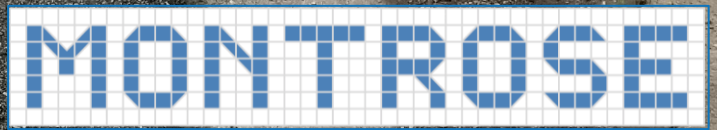
PUBLIC MEETING

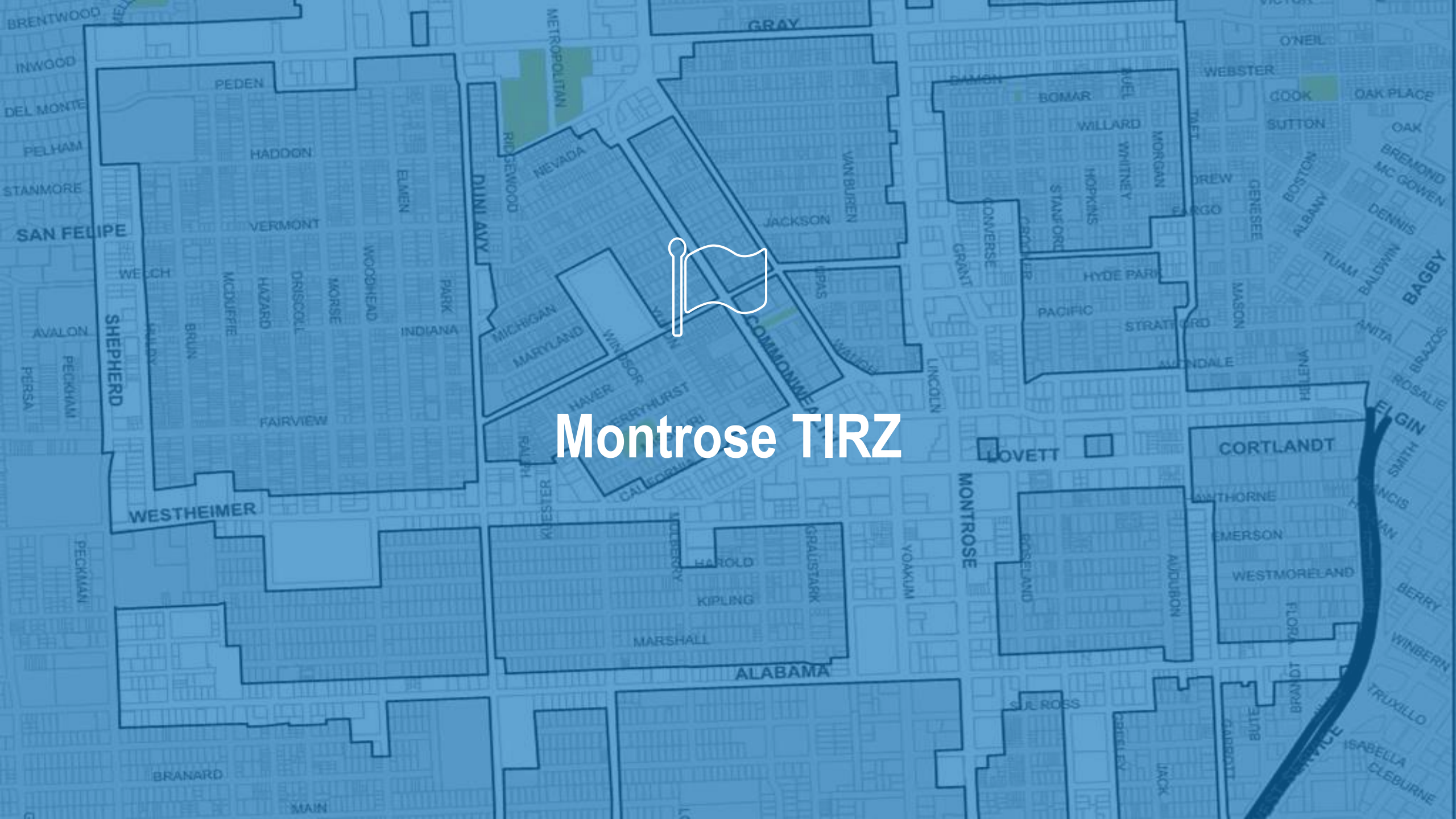
WAUGH DRIVE, COMMONWEALTH STREET PED & BIKE IMPROVEMENTS

March 31, 2021



MONTROSE
TAX INCREMENT REINVESTMENT ZONE 27





Montrose TIRZ

Montrose TIRZ

About

Montrose Tax Increment Reinvestment Zone No. 27 (TIRZ 27) was created in 2015 by action of the Houston City Council to create and extend capital improvement projects for the purpose of attracting the investment necessary to benefit and revitalize communities within the Zone.




Mission

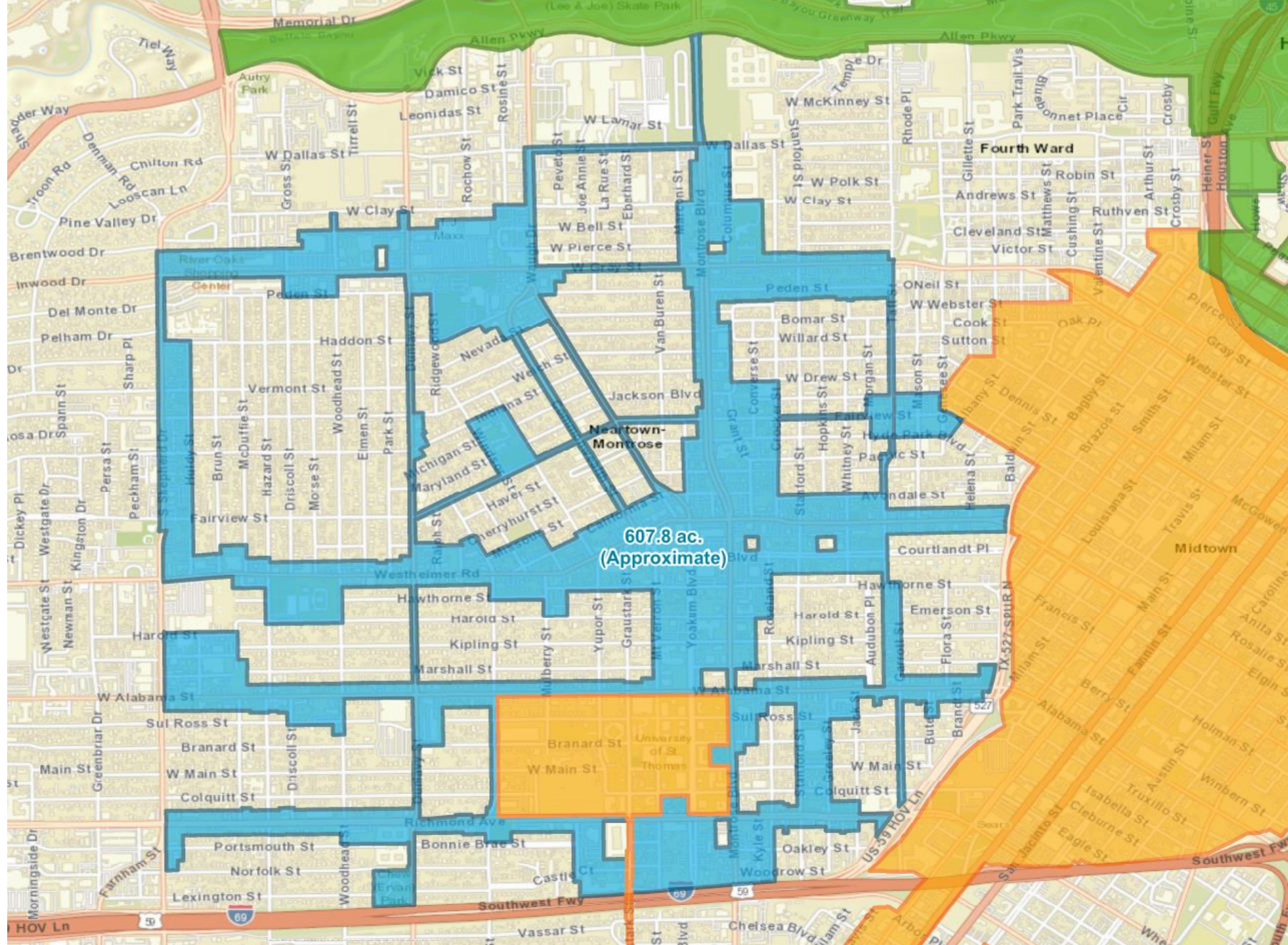
The purpose of Montrose TIRZ 27 is to finance construction of public facilities and infrastructure necessary to catalyze residential and commercial development and redevelopment within the Zone boundaries.

Montrose Boundary

Legend

Existing Boundaries

-  TIRZ 2
-  TIRZ 3
-  TIRZ 27



Board of Directors



Joe Webb



Sherry Weesner



Ray Valdez



Rev. Lisa Hunt



Jovon Tyler



Abby Noebels



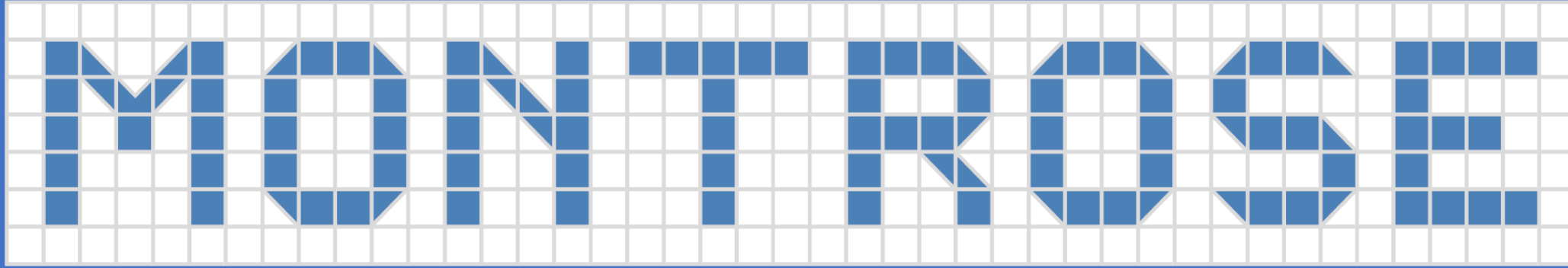
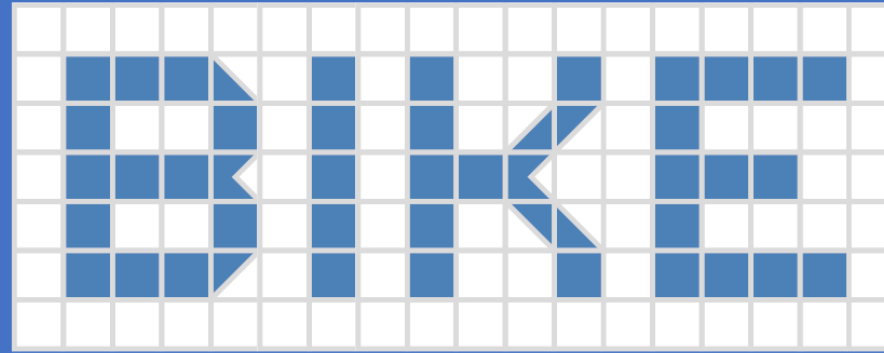
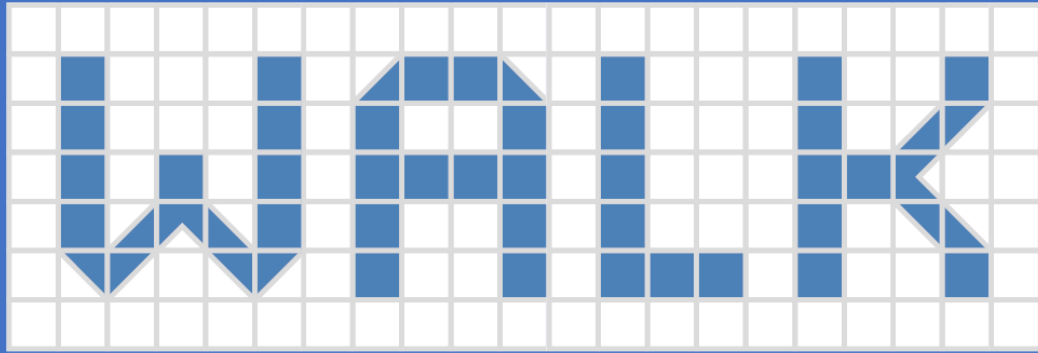
Paul Dickerson



Agenda

- Intro/Montrose TIRZ 27 Board
- Walk/Bike Montrose Study
- Partners
- Recommended Project
- Questions/Comments

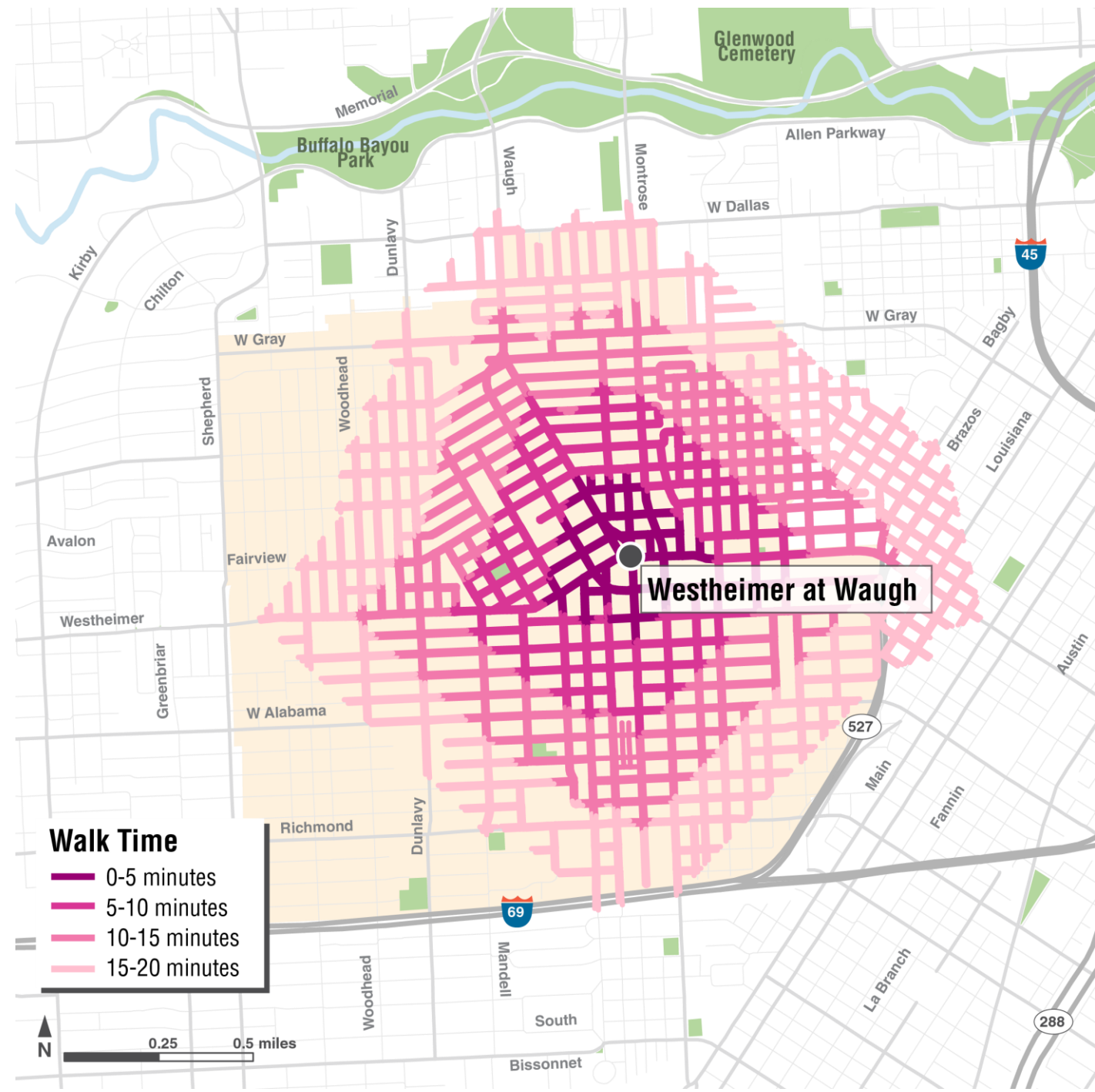




Study Overview

Case for Action

- Montrose has the foundation of a 20-minute neighborhood where a diverse group of people can access all their daily needs using a safe and connected street grid.



SIDEWALK CONDITION CLASSIFICATIONS

Five classifications of sidewalk condition

CONDITION A

FLAT AND 5+ FEET WIDE

These sidewalks are flat (traversable) and allow people to walk side-by-side. This should be the minimum standard for new sidewalks, with wider than 5 feet where possible.



CONDITION B

FLAT AND LESS THAN 5 FEET WIDE

These sidewalks are flat (traversable), but built to the prior 4-foot standard. These are too narrow for people to walk, or use a wheelchair side-by-side.



CONDITION C

POOR CONDITION AND 5+ FEET WIDE

Although these sidewalks meet minimum width standards, they are in poor condition (not traversable), making it difficult for people with mobility challenges.



CONDITION D

POOR CONDITION AND LESS THAN 5 FEET

These sidewalks are both too narrow and in poor condition (not traversable). They present physical barriers, especially for those with mobility challenges.



CONDITION E

NO SIDEWALK PRESENT

While not common in Montrose, segments with no sidewalk create major barriers to connectivity. Often "goat tracks" are present along these parcels.



UNDER CONSTRUCTION

Some parcels include sidewalks under construction. Data was collected between August and October 2019. Parcels that were under construction were not assessed for condition.



SIDEWALK CONDITION ASSESSMENT By Parcel



Sidewalk Condition by Parcel

- A | Flat - 5'+
- B | Flat - Less than 5'
- C | Poor Condition - 5'+
- D | Poor Condition - Less than 5'
- E | No Sidewalk Present
- Under Construction

- Highway
- Study Area
- School
- Park

GOAL

DESIGNING FOR ALL AGES + ABILITIES

BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.










**LOW STRESS
TOLERANCE**

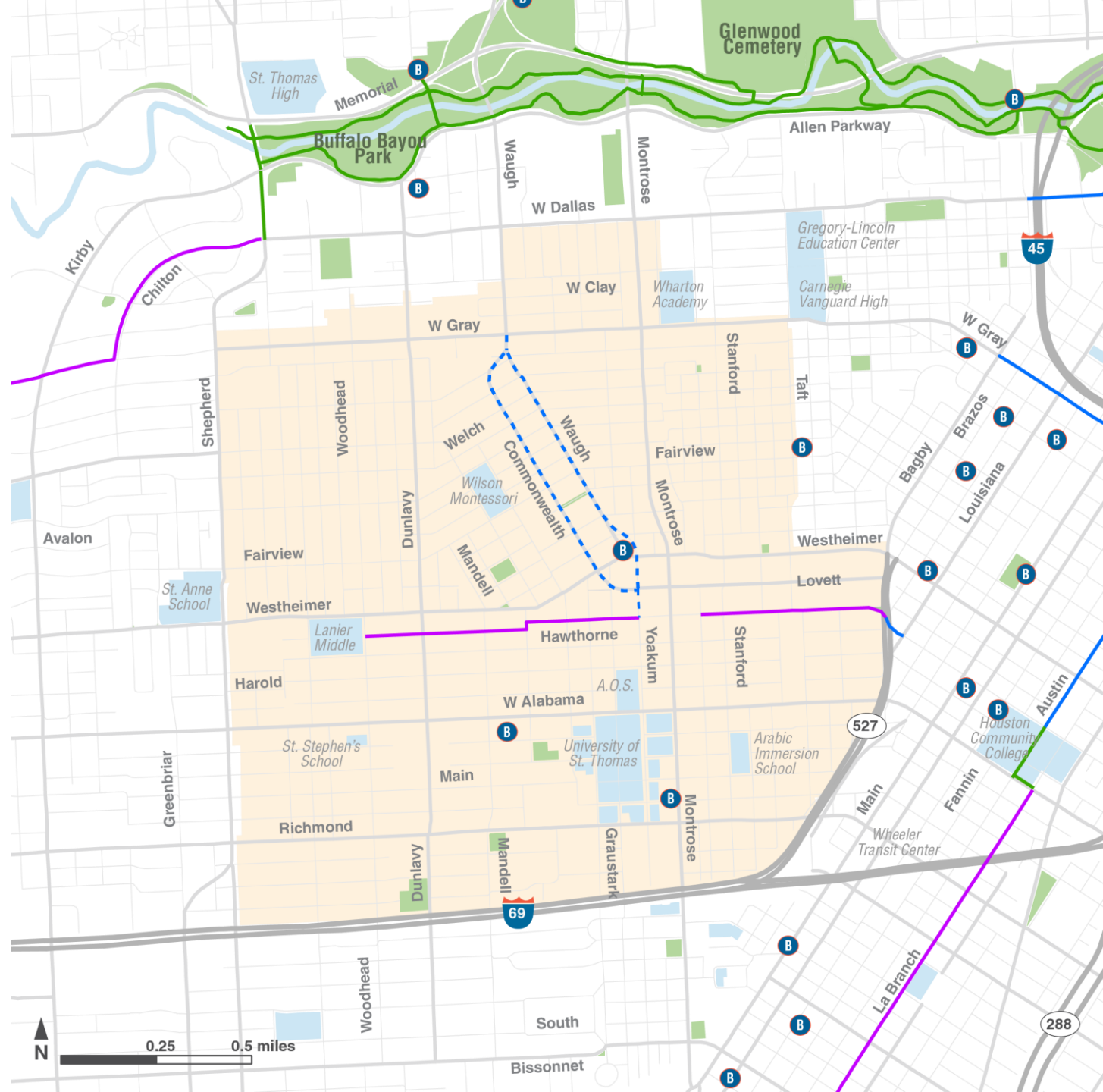
**HIGH STRESS
TOLERANCE**

Designing a bikeway network to serve the most vulnerable users benefits every type of bicyclist and encourages more people to ride for the first time.

Bike Montrose

Existing Network




- Off-Street Bikeways 
- Dedicated On-Street Bikeways 
- Neighborhood Safe Street 
- Waugh/Commonwealth TIRZ 27 Project 
- BCycle Station 
- School 
- Park 






Bike Montrose

Priority Network




Existing/Programmed







- Off-Street Bikeways 
- Dedicated On-Street Bikeways 
- Neighborhood Safe Street 

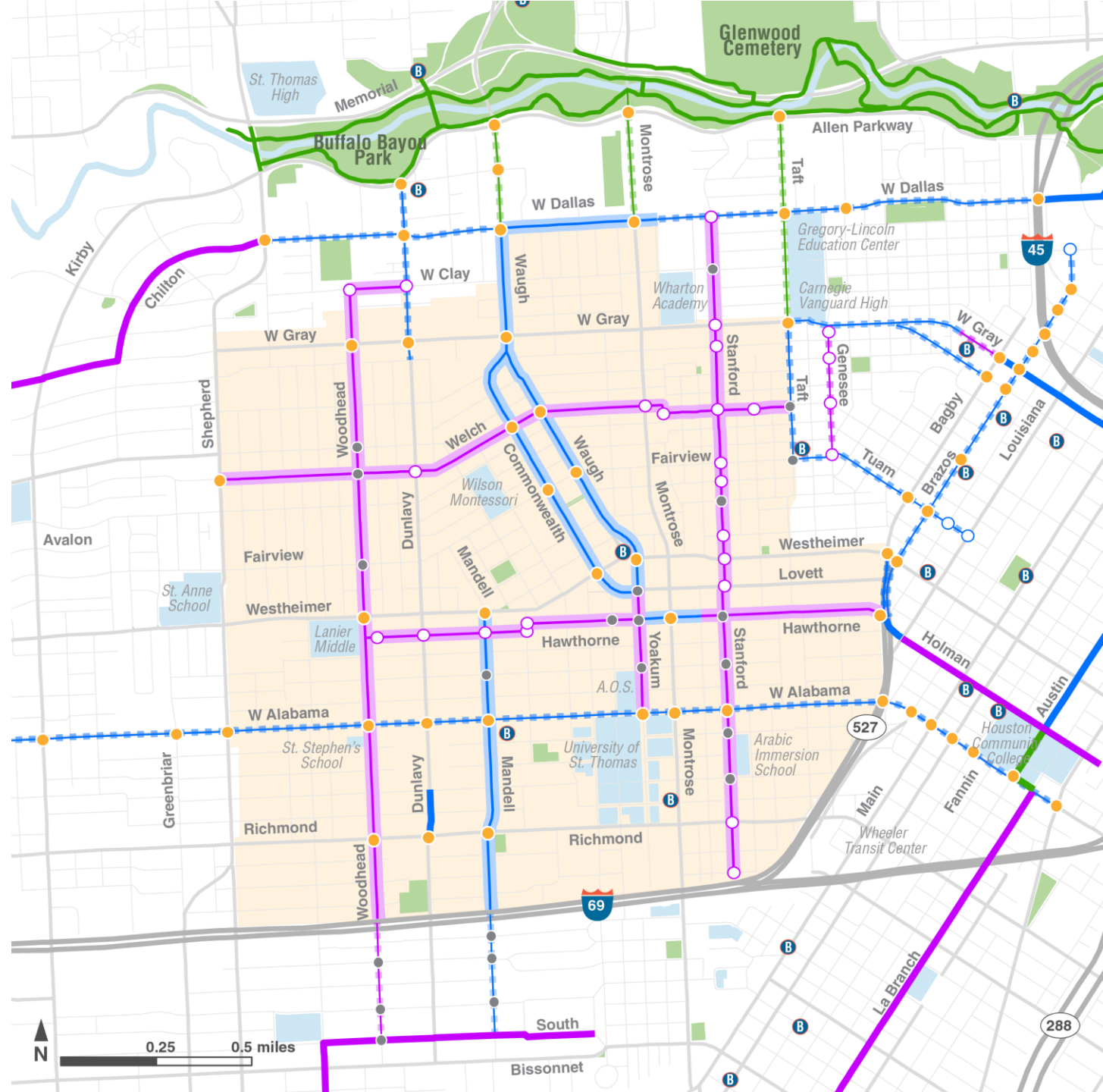
TIRZ 27 Priority

- Off-Street Bikeways 
- Dedicated On-Street Bikeways 
- Neighborhood Safe Street 

Non-TIRZ Projects

- Off-Street Bikeways 
- Dedicated On-Street Bikeways 
- Neighborhood Safe Street 

- Signalized Intersection 
- All-Way Stop Intersection 
- Two-Way Stop 
- BCycle Station 
- School 
- Park 



Proposed Project

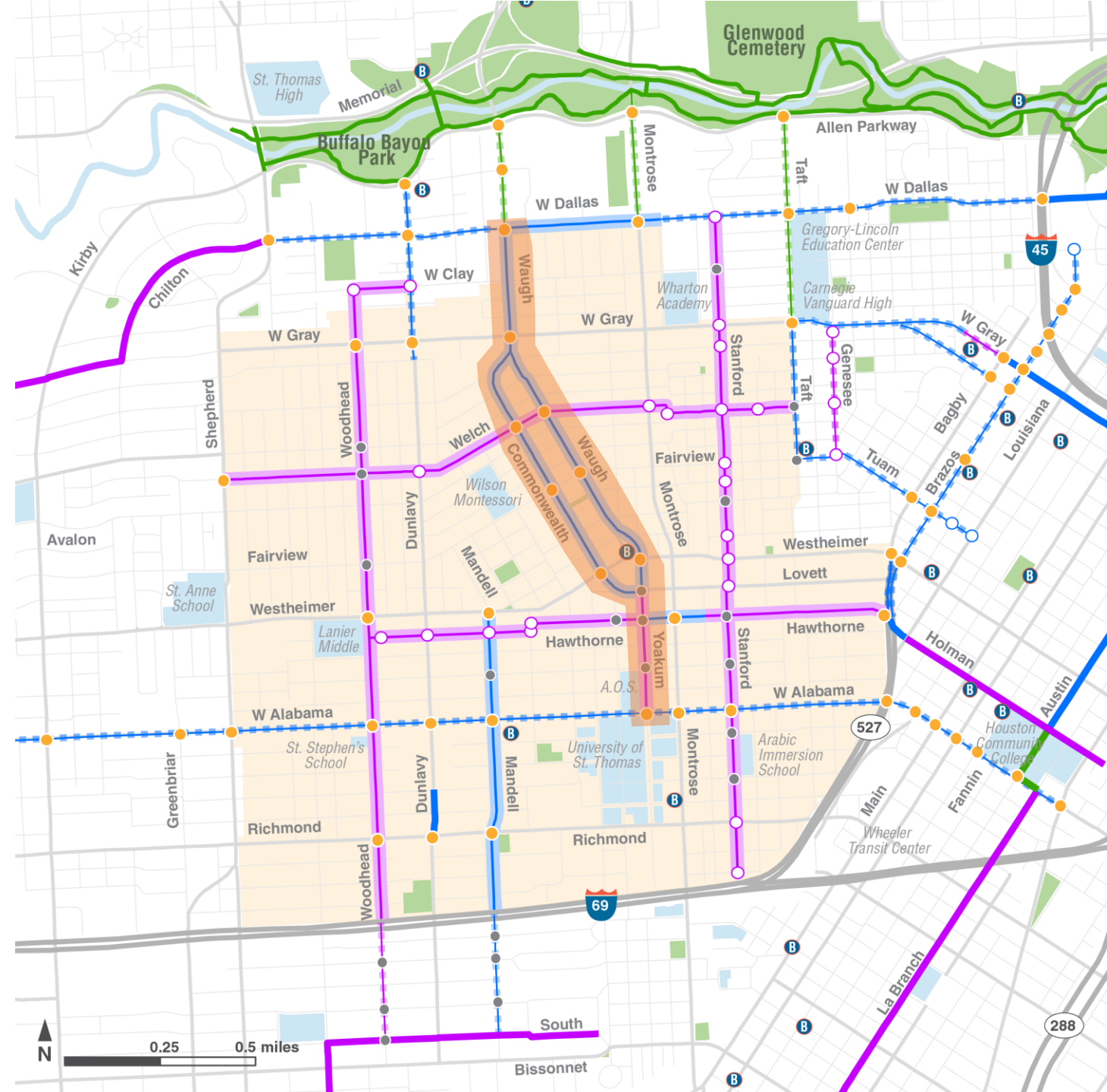
Priority Network

- Existing/Programmed**
- Off-Street Bikeways —
- Dedicated On-Street Bikeways —
- Neighborhood Safe Street —

- TIRZ 27 Priority**
- Off-Street Bikeways —
- Dedicated On-Street Bikeways —
- Neighborhood Safe Street —

- Non-TIRZ Projects**
- Off-Street Bikeways —
- Dedicated On-Street Bikeways —
- Neighborhood Safe Street —

- Signalized Intersection ●
- All-Way Stop Intersection ●
- Two-Way Stop ○
- BCycle Station B
- School
- Park





PARTNERS



Funding Partners

- Harris County Precinct 1
 - 50% of Construction Cost
 - Performing Walking/Biking Projects
 - Funding Commitment capped at \$4.5 M
 - Accelerate the implementation of the Walk/ Bike Study

- City of Houston – Council District C
 - \$30,000
 - Sidewalk Improvements



IMPLEMENTATION PLAN FOR PED/BIKE PLAN

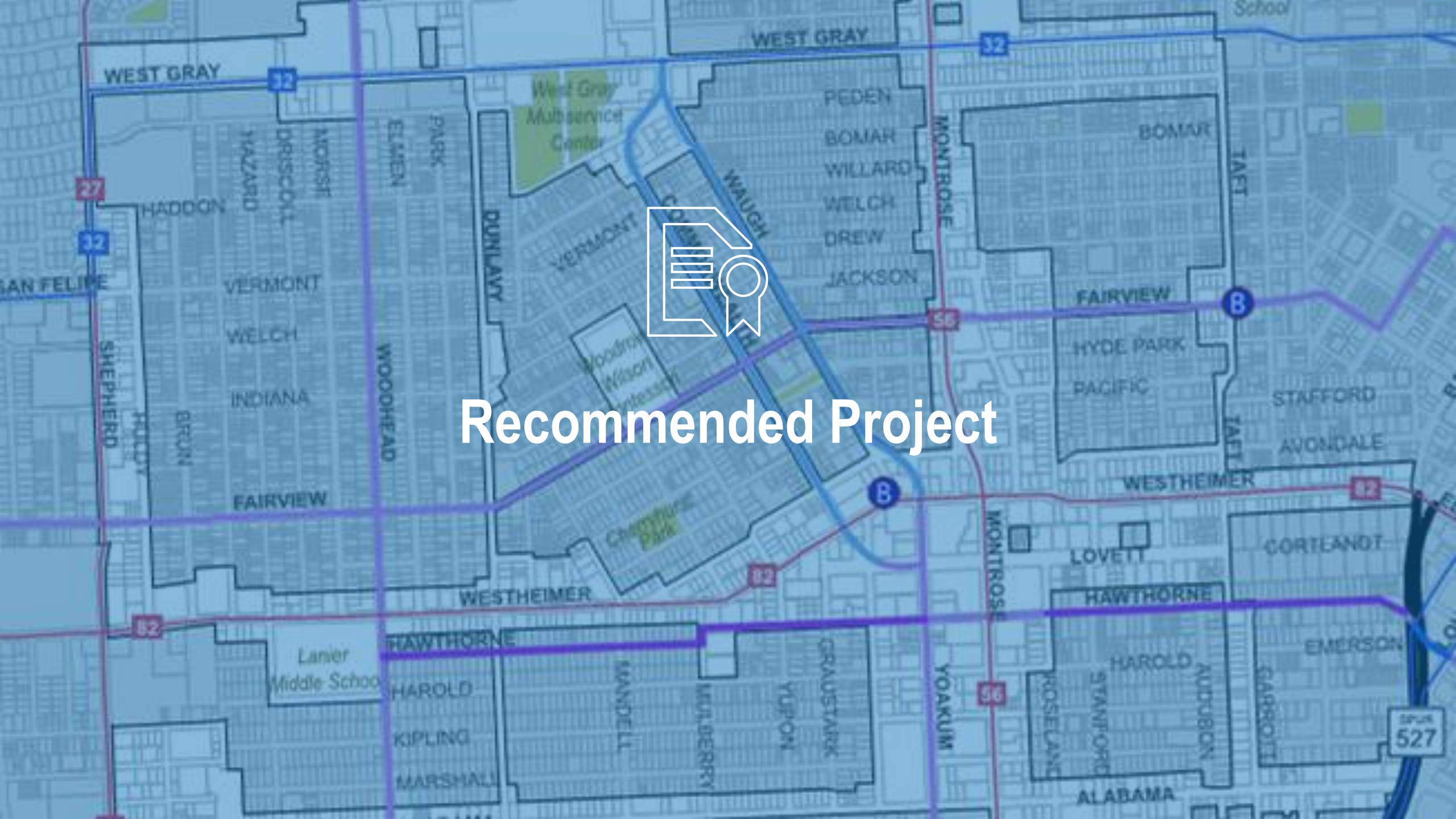
Upcoming Projects

- 4 Separate Projects

Project	Street	From	To	Facility Type	Length (miles)	
1	Waugh and Commonwealth Protected Bikeway	COMMONWEALTH	WAUGH	YOAKUM	Dedicated On-Street	0.80
		WAUGH	DALLAS	LOVETT	Dedicated On-Street	1.05
		YOAKUM	LOVETT	ALABAMA	Neighborhood Safe Street	0.33
					Total	2.18
2	Hawthorne Neighborhood Safe Street	HAWTHORNE	WOODHEAD	YOAKUM	Neighborhood Safe Street	0.72
			YOAKUM	ROSELAND	Dedicated On-Street	0.16
			ROSELAND	BURLINGTON	Neighborhood Safe Street	0.47
					Total	1.35
3	Woodhead Neighborhood Safe Street	CLAY	WOODHEAD	DUNLAVY	Neighborhood Safe Street	0.15
		WOODHEAD	CLAY	IH69	Neighborhood Safe Street	1.64
					Total	1.79
4	Dallas Bikeway	DALLAS	WAUGH	COLUMBUS	Dedicated On-Street	0.42
					Total	0.42
5	Welch Neighborhood Safe Street	WELCH	SHEPHERD	TAFT	Neighborhood Safe Street	1.55
					Total	1.55
6	Stanford Neighborhood Safe Street	STANFORD (N of Study Area)	DALLAS	GRAY	Neighborhood Safe Street	0.26
		STANFORD	GRAY	WOODROW	Neighborhood Safe Street	1.45
					Total	1.71
7	Mandell Bikeway	MANDELL	WESTHEIMER	IH69	Dedicated On-Street	0.78
					Total	0.78
					Total (ALL)	9.78

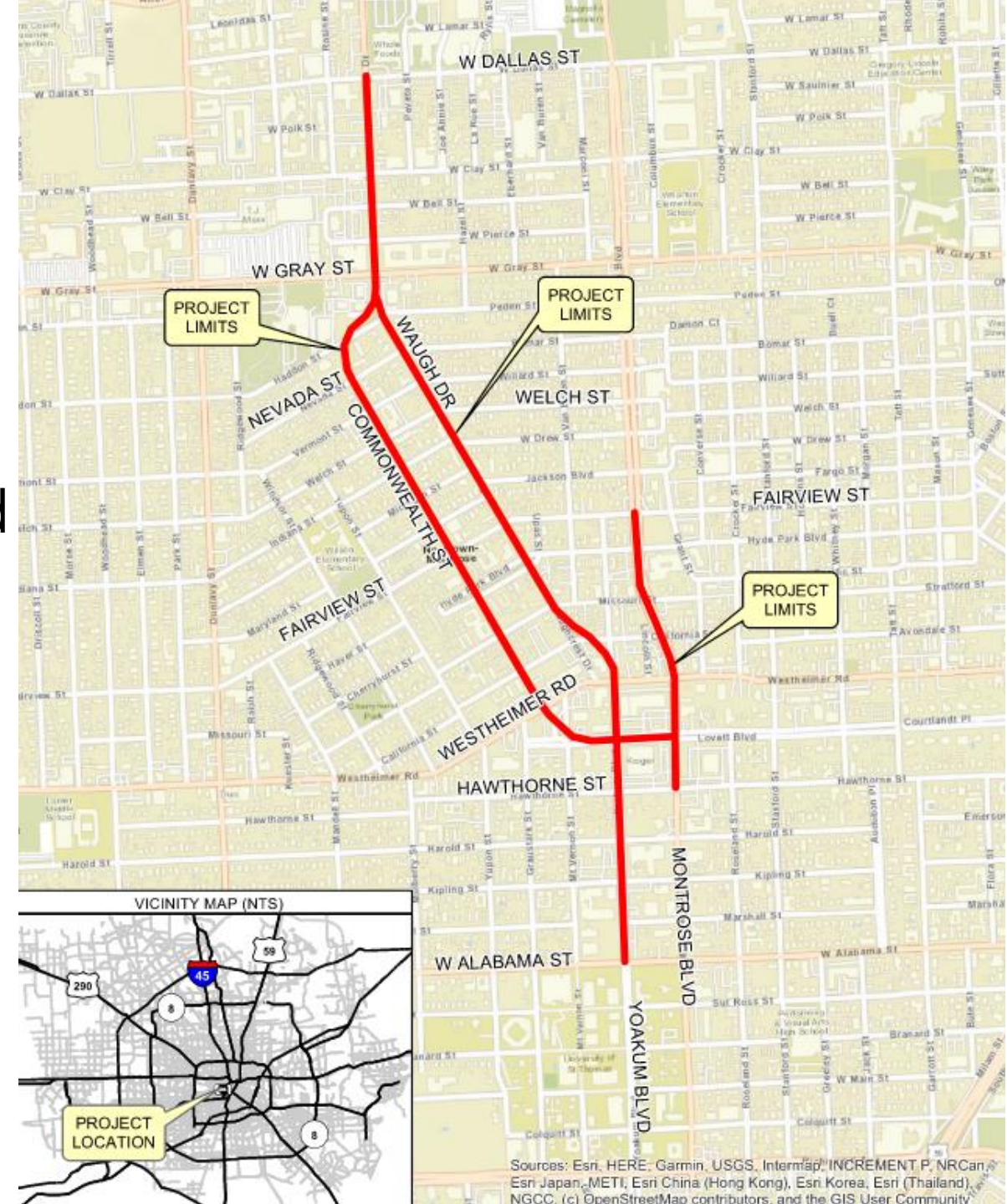


Recommended Project



Project Location

- Yoakum Blvd: W Alabama to Westheimer Rd
- Waugh Dr: Westheimer Rd to W Dallas St
- Commonwealth St: Haddon St to Yoakum Blvd
- Montrose Blvd: Hawthorne St to Fairview St



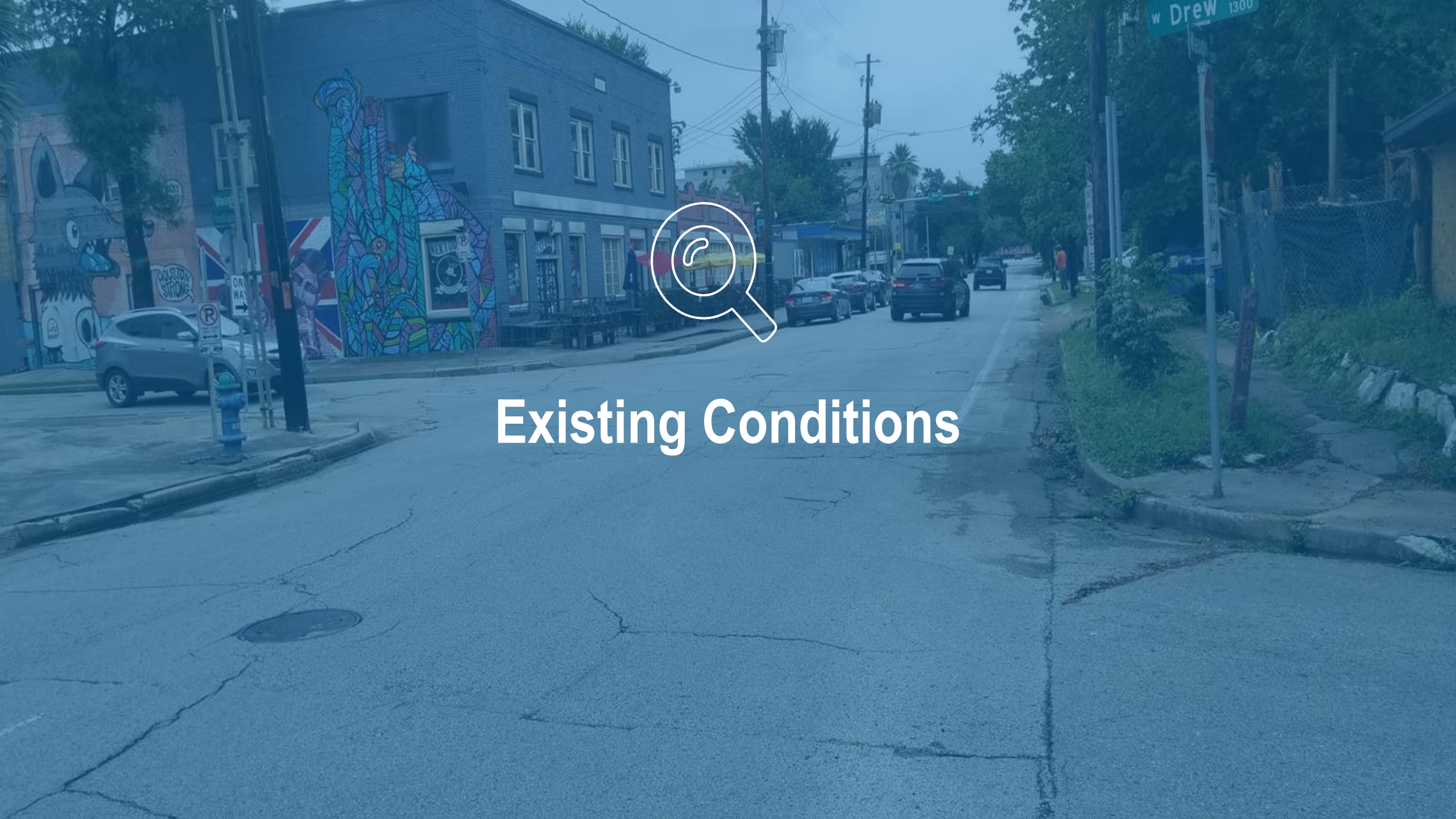


Project Objectives

Project Objectives

- Improve Bicyclists Safety & Mobility
- Improve Pedestrian Facilities





Existing Conditions



Existing Conditions

- Asphalt Pavement: Deteriorated and in Poor Condition.
- Current Bike Lane Width:
 - Inadequate
 - No Buffer between the Travel Lane and Bike Lane Creating an Unsafe Condition.

Existing Conditions

- Existing Sidewalks

- Poor Condition
- Narrow
- Settled
- Doesn't Exist in Some Locations

- Ramps

- Poor Condition
- Not ADA & City Compliant





TAS/ADA 1:12 (8.333%)



FIELD PICTURES

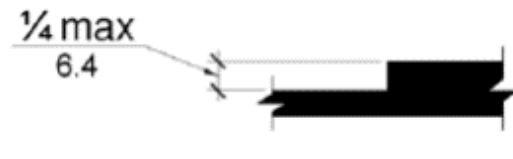


Figure 303.2 Vertical Change in Level

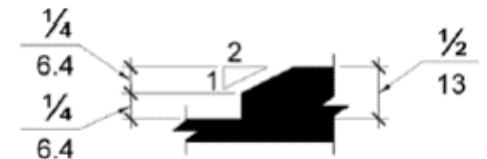


Figure 303.3 Beveled Change in Level





Project Objectives

- **Improve Bicyclists Safety & Mobility:**
 - Mill and Overlay Existing Deteriorated Asphalt Pavement
 - Re-stripe Roadway to Provide Wider On-Street Bike Lanes
- **Improve Pedestrian Facilities:**
 - Continuous, Uninterrupted & Wider Sidewalks
 - Montrose Blvd and Westheimer intersection





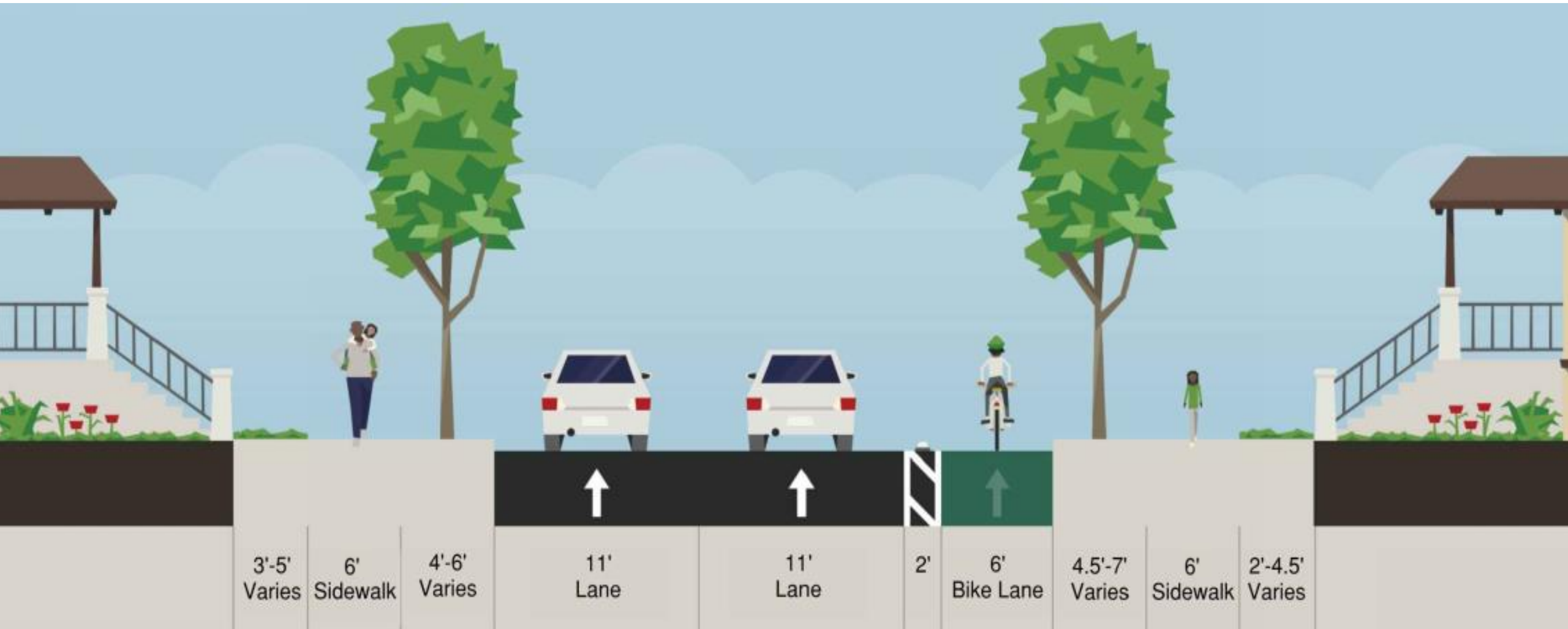
Proposed Improvements

Proposed Improvements

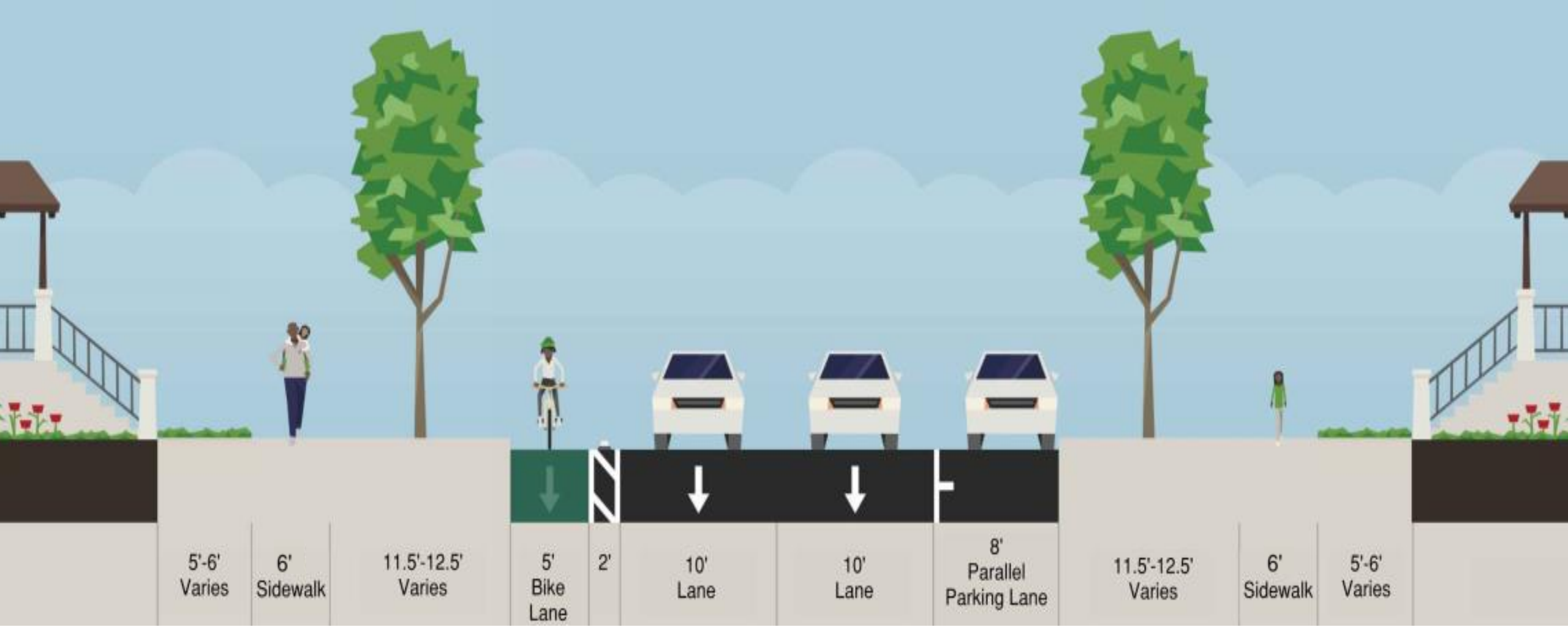
- Mill and Overlay Deteriorated Asphalt Roads
- Protected Wider Dedicated On-Street Bike Lanes
- Continues Wider Sidewalks
- City/ADA Complaint Ramps



Proposed Improvements – Waugh Drive



Proposed Improvements – Commonwealth Street



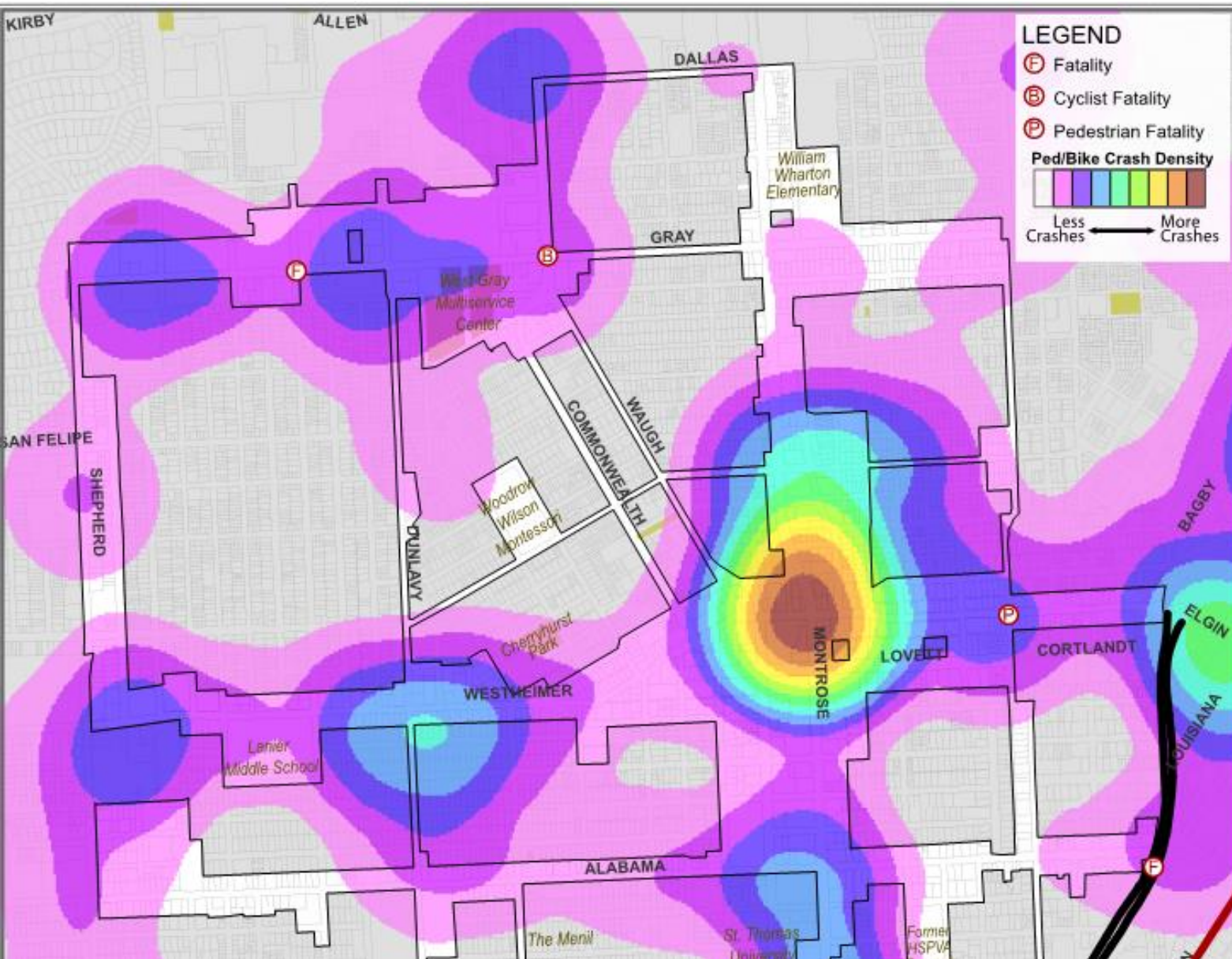
Traffic Separator





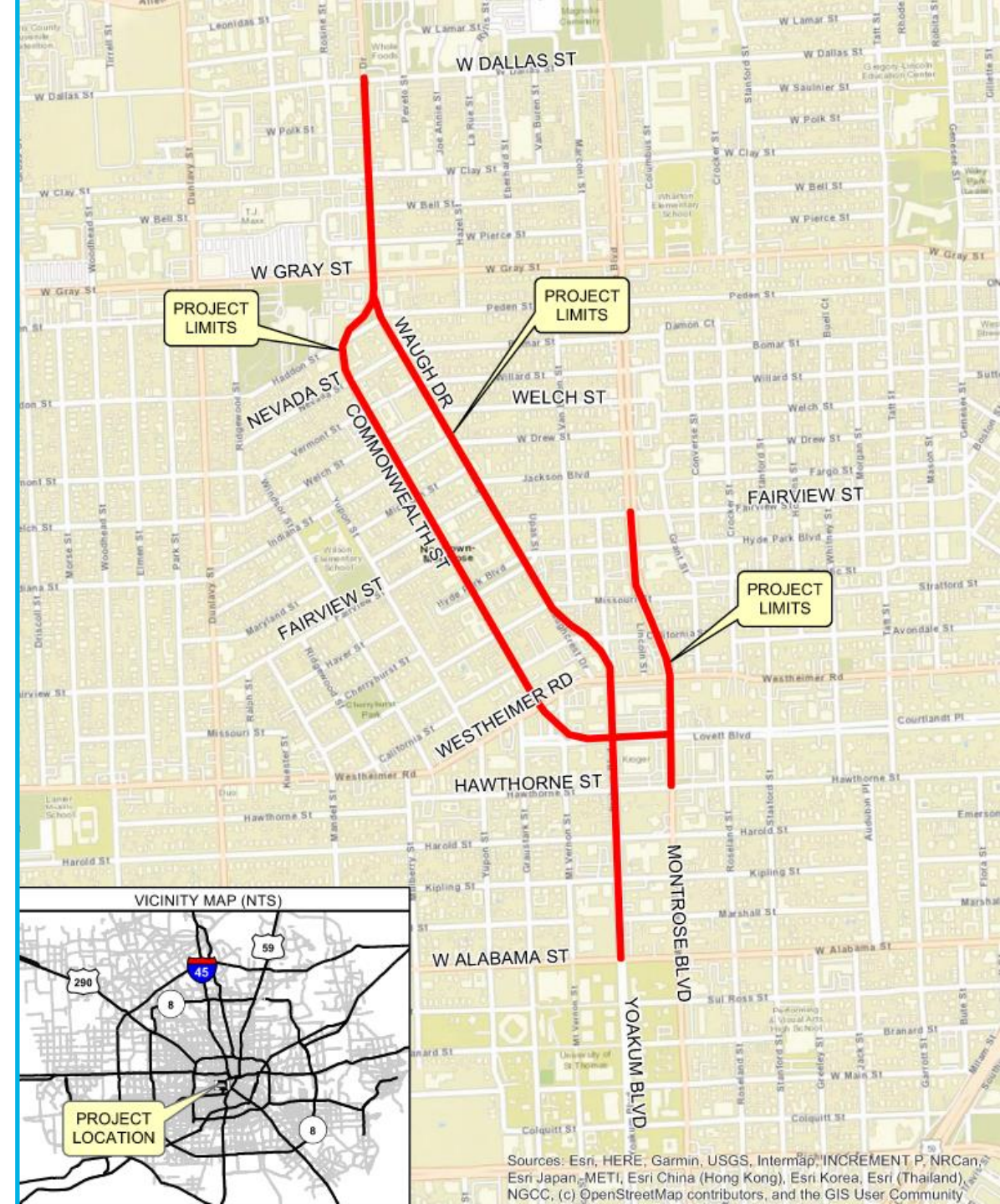
Montrose Blvd

Proposed Project - Montrose



Proposed Project - Montrose

- Reapplying Pavement Markings
- Adding City Compliant Ped Ramps
- Spot Fixes of Major Sidewalk Issues
- Median Nose Modifications





Timeline

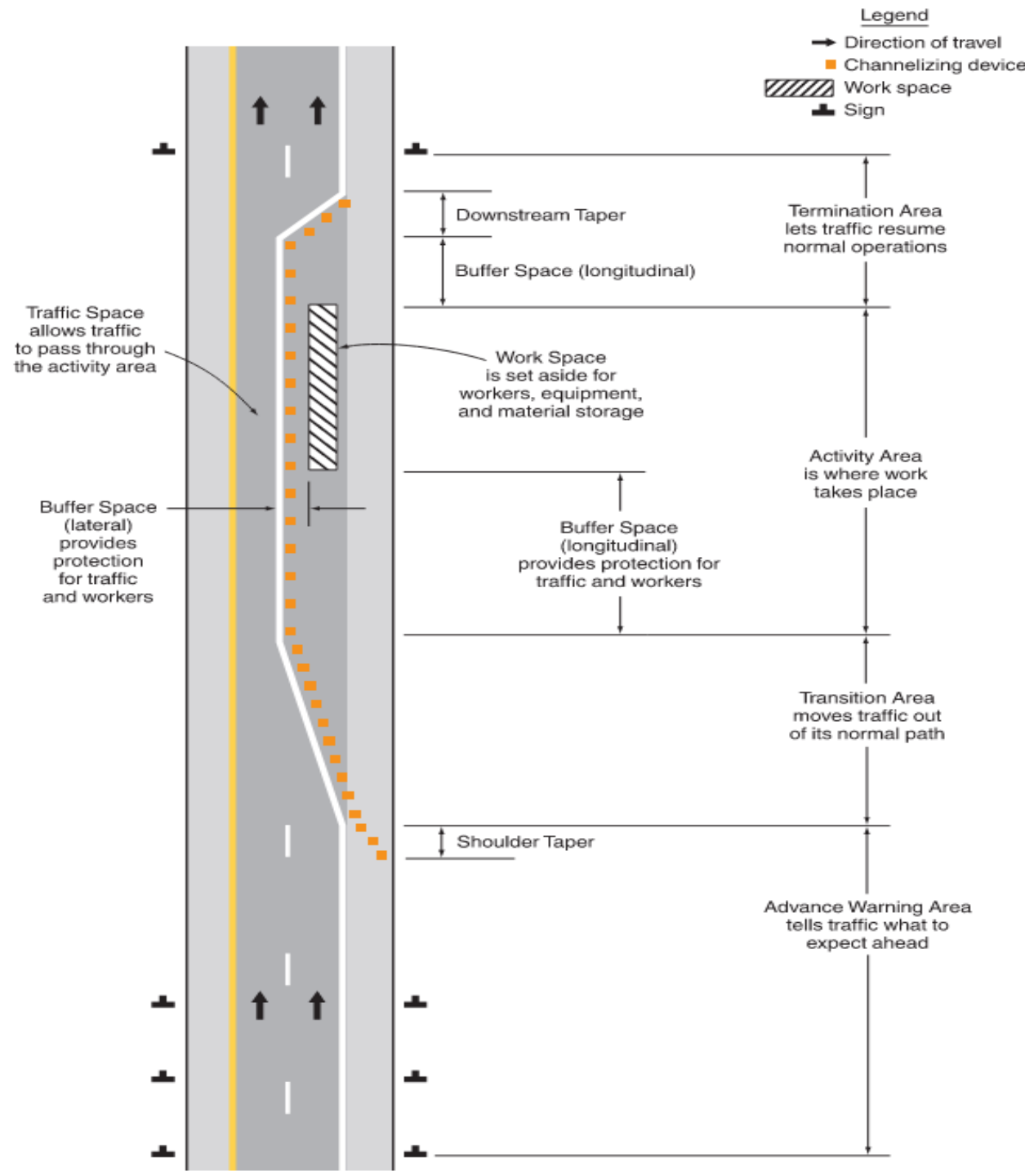
Construction Timeline

- **Start Date:** April 2021
- **Duration:** Approx. 6 months
- **Construction Manager:**
- **Contractor:**



Traffic Control Plan

- Phase 1: Sidewalk Replacement
 - One Lane Closure



Traffic Control Plan

- Phase 2: Roadway Mill Operation
 - Slow Moving Operation with Truck Mounted Attenuators (TMA) Trucks with Police Officers



Traffic Control Plan

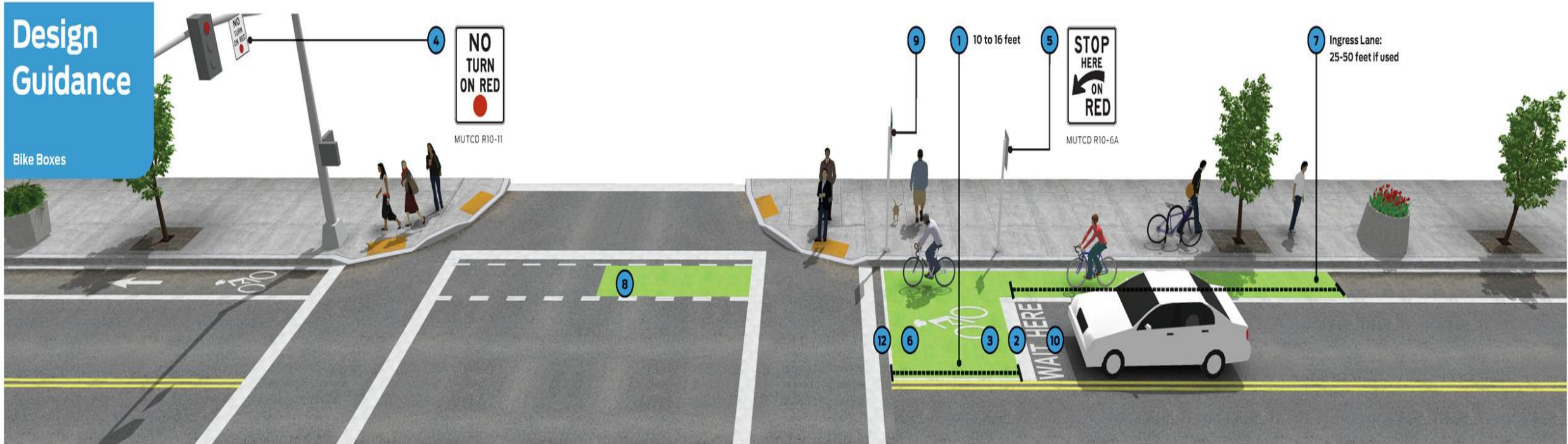


- **Phase 3:** Asphalt Overlay Operation
 - Night Work at specific sections
 - Noise Mitigation will be implemented
 - Detour at Intersections



Traffic Control Plan

- **Phase 4:** Pavement Marking and signs



Q&A





Thank You!

Contact Us

- WMorris@MontroseHTX.org
- <https://MontroseHTX.org/>



MONTROSE
TAX INCREMENT REINVESTMENT ZONE 27