



**Addendum to the *Walk+Bike Montrose* report to include the December 2020 TIRZ 27 annexation**

# AN UPDATE TO WALK+BIKE MONTROSE

## 2020 Annexation

### TIRZ ANNEXATION

In December 2020, TIRZ 27 expanded its zone boundaries by annexing two additional areas of Montrose. The first area extends along Montrose Boulevard from W Dallas Street to Allen Parkway and Buffalo Bayou Park. The second area encompasses five blocks near the intersection of Fairview Street and Mason Street on the eastern edge of the zone.

This addendum to the *Walk+Bike Montrose* report updates the TIRZ's sidewalk condition data and recommendation maps to ensure that the zone has a complete data set available to make future strategic project and funding decisions.

Sidewalk condition data was not collected for the Montrose Boulevard annexation because that segment is included in the forthcoming TIRZ 27 preliminary engineering of Montrose Boulevard through the City of Houston's Design Concept Report (DCR) process. Design for this segment will include a new wide sidewalk or high-comfort shared-use path. This work will be developed in collaboration with METRO to incorporate BOOST elements to METRO Route 56.

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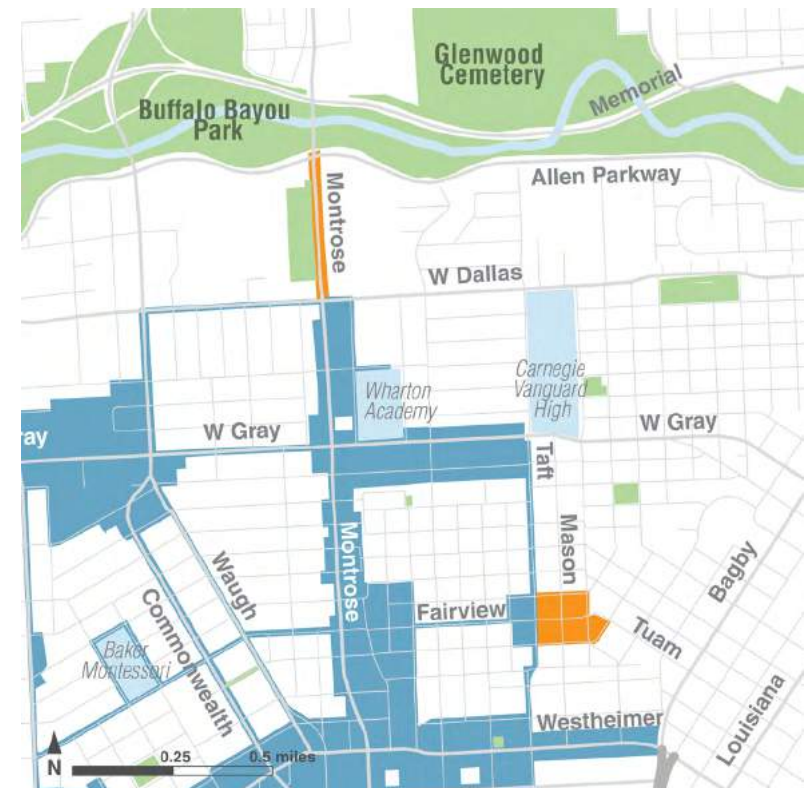
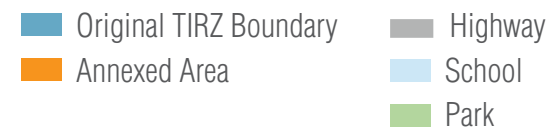


figure E.1 TIRZ Annexations



Source: Team Analysis, 2021



# UPDATED TIRZ BOUNDARY



figure E.2 Updated TIRZ Boundary

- TIRZ Boundary
- Highway
- School
- Park

Source: Team Analysis, 2021



# SIDEWALK CONDITION

## Five classifications

### 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, particularly on major thoroughfares.

### 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 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.

\*For the purposes of this analysis, “not traversable” means there was at least a one-inch vertical deflection in the sidewalk that makes it difficult or impossible to push a stroller or wheelchair.

### 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 and do not meet current standard.

### 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.

### UNDER CONSTRUCTION

Some parcels include sidewalks under construction. Parcels that were under construction during the data collection periods were not assessed for condition.

# RAMP CONDITION

## Condition and Design

### DIRECTIONAL VS DIAGONAL

**Directional** ramps (two separate ramps at a corner) are ideal in most circumstances. Directional ramps direct the person walking to cross the intersection along the crosswalk, even if not marked, instead of directing them into the middle of the intersection. Directional ramps provide benefits to all people walking, often by shortening the crossing distance, but their benefit is more impactful for people who are rolling or people who are visually impaired.

**Diagonal** ramps (one single ramp at a corner) are shared by two converging sidewalks and typically require a change of direction to follow the crosswalk. At one point, these ramps were a standard, and are therefore prevalent around Montrose. They are also typically lower cost to construct than directional ramps. Ideally, diagonal ramps should only be used if constructed in areas where physical constraints make a directional ramp infeasible.

### RAMP CONDITION

Ramps are defined by three condition categories: good, poor, and no ramp. While slopes were not calculated for each ramp, City of Houston (COH) slope standards for ramps were used as general guidelines.

**A Good Ramp** had a perceived slope that matched COH standards, indicating it would be comfortable to traverse by a person rolling. COH standards requires truncated domes for all curb ramps; for this assessment a ramp could still be classified as good condition even without truncated domes.

**A Poor Ramp** has a slope that is not to COH standard or is inaccessible for people with mobility challenges.

**No Ramp** classifications includes corners where there is no ramp and there is no contiguous sidewalks to the curb indicating lack of connectivity from the edge of sidewalk to the curb.



# SIDEWALK CONDITION ASSESSMENT

## By Parcel

Parcels in the annexed area have a range of sidewalk conditions from flat and wide sidewalks along a portion of Fairview Street to no sidewalks along parts of Genesee Street and Mason Street.



### 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

figure E.3 Sidewalk Condition Assessment by Parcel

Source: Team Analysis 2019, 2021



## Worst Parcel Condition Controls for Each Block

Most blocks were either in poor condition or had missing sections, particularly along Mason Street, Fargo Street, and Hyde Park Boulevard.

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

Source: Team Analysis, 2019, 2021





## By Intersection

Most of the intersections in the annexation have two or more impassable ramps. Only the intersections of Genesee Street at Fairview Street, and Tuam Street at Albany Street have fewer than two impassable ramps.

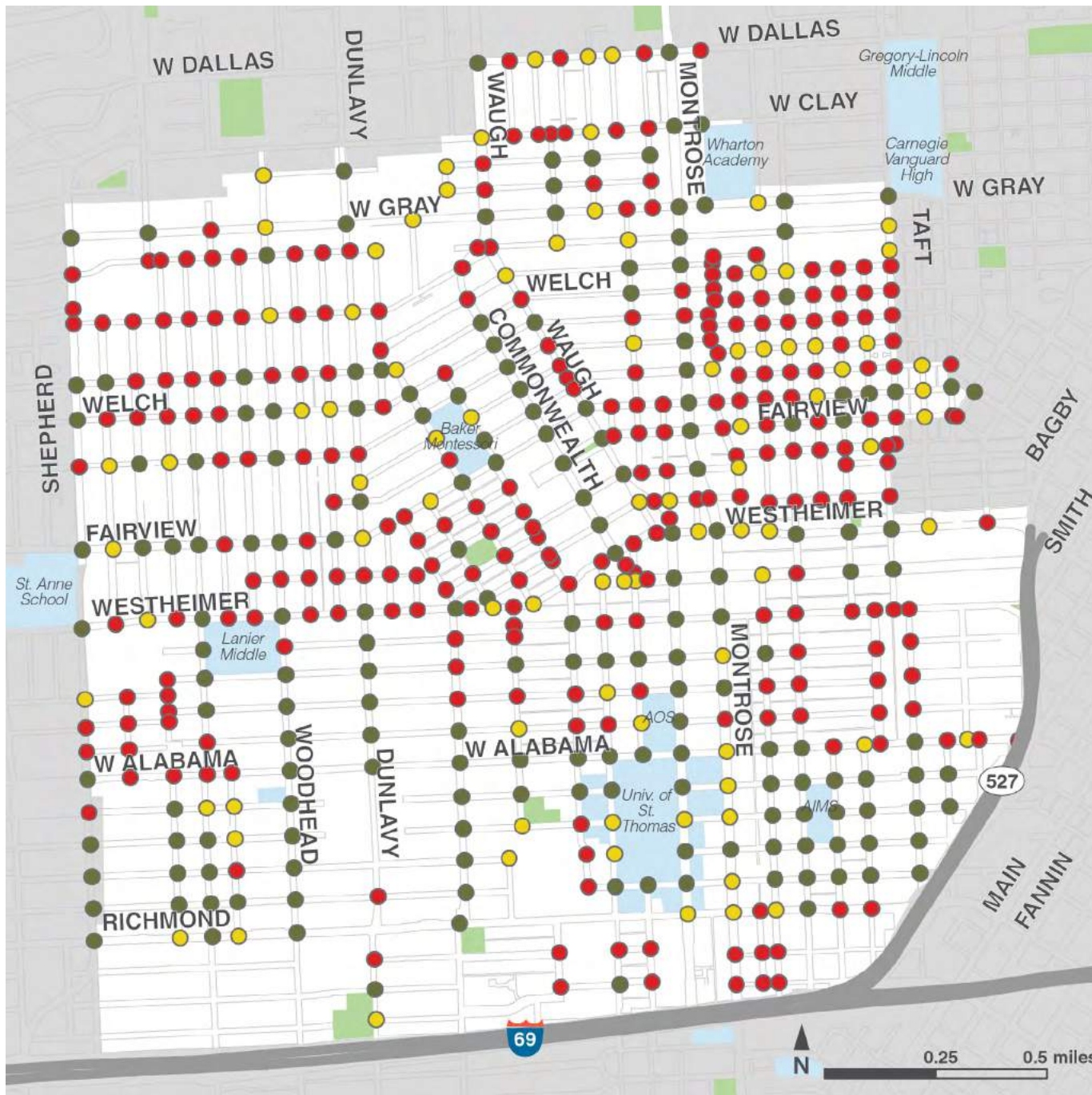






figure E.5 Intersection Condition Based on Curb Ramp Quality

### Ramp Condition by Intersection

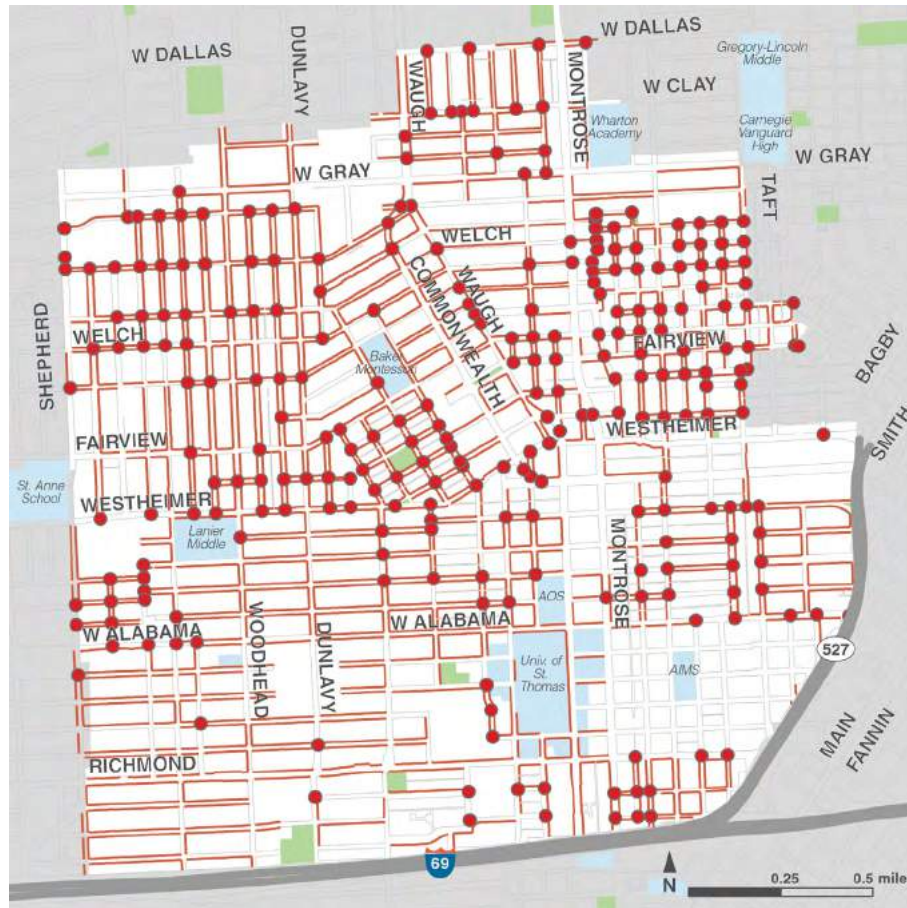
- 0-1 Impassable Ramps
- 2 Impassable Ramps
- 3-8 Impassable Ramps

-  Highway  
 Study Area  
 School  
 Park

Source: Team Analysis, 2019, 2021

## INCOMPLETE BLOCKS

Blocks with poor condition for at least one parcel + Inaccessible Intersections



### Sidewalk Condition by Block

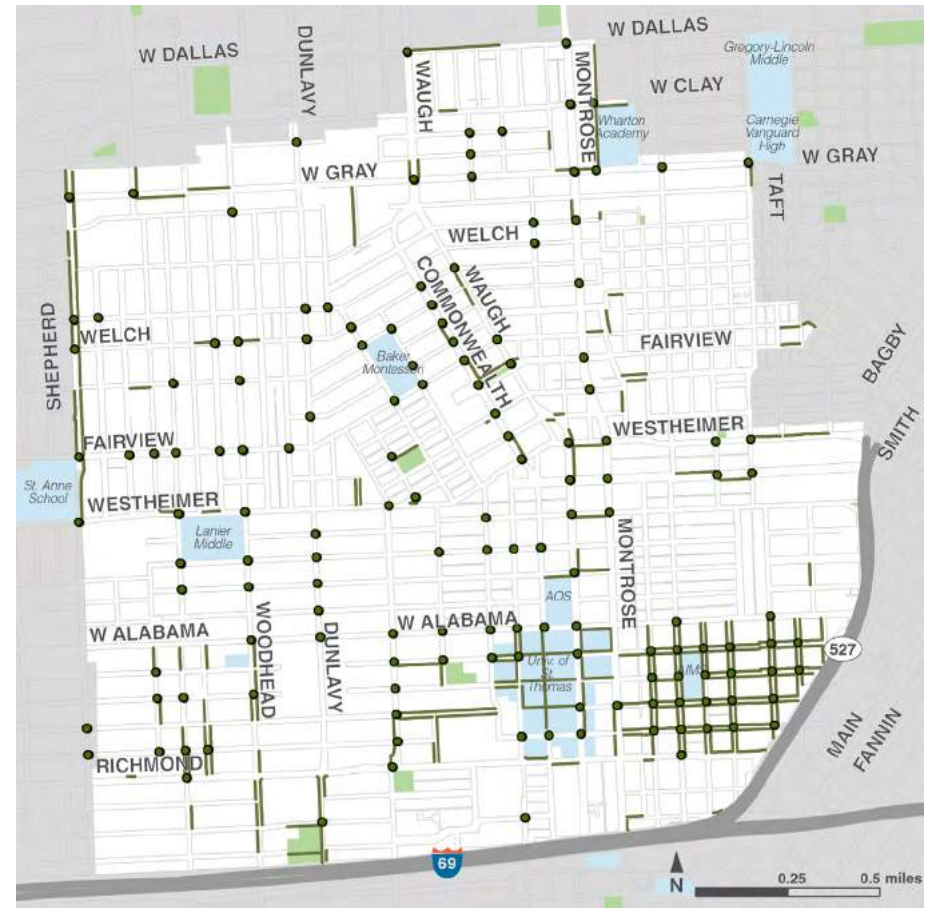
- Incomplete Block Face
- Inaccessible Intersection
- Highway
- Study Area
- School
- Park

figure E.6 Incomplete Blocks and Inaccessible Intersections

Source: Team Analysis, 2019, 2021

## COMPLETE BLOCKS

Flat sidewalks, 5'+ wide for a full block + Accessible intersections



### Sidewalk Condition by Block

- A | Flat - 5'+
- Accessible Intersection
- Highway
- Study Area
- School
- Park

figure E.7 Traversable Blocks and Intersections

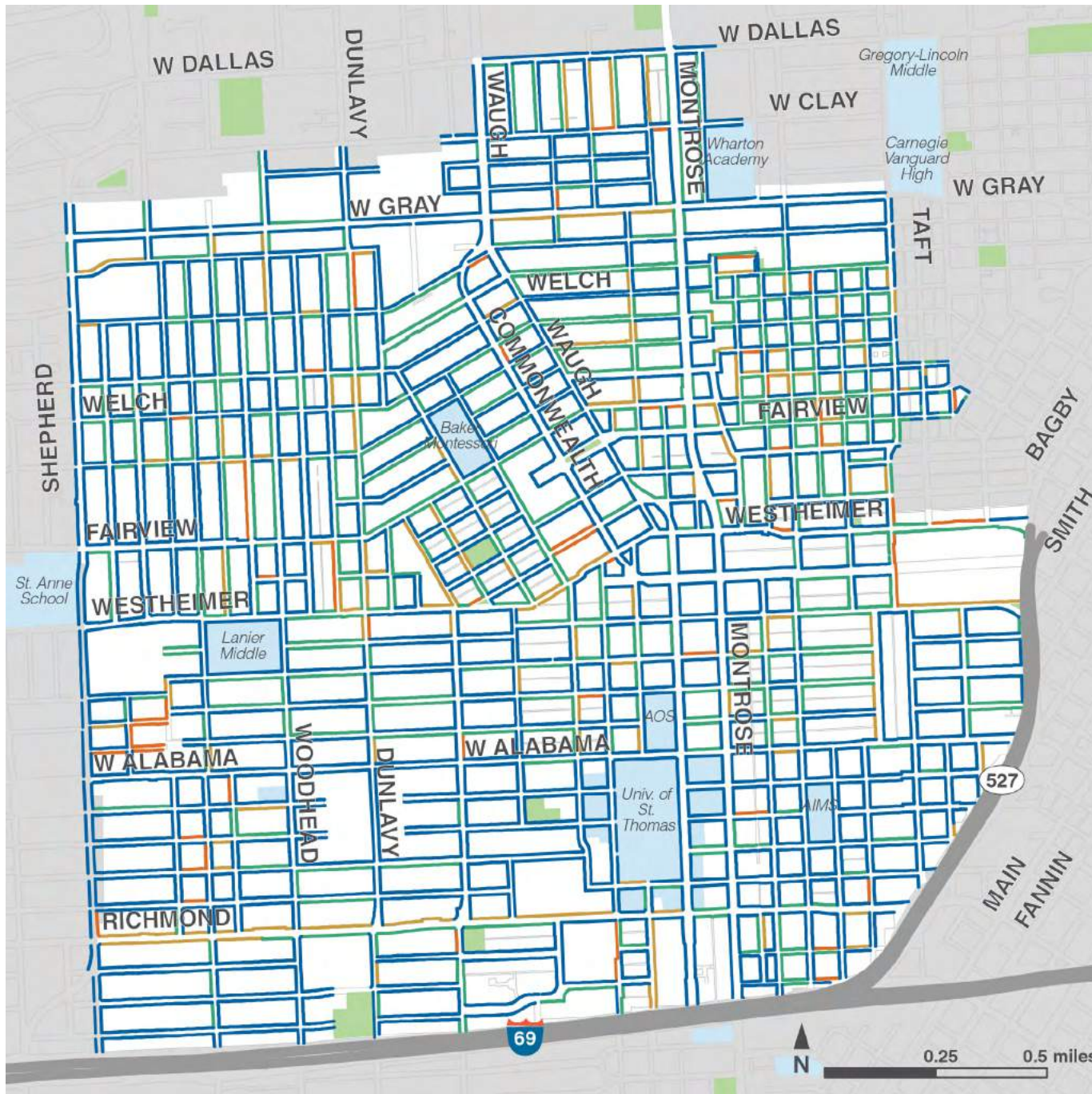
Source: Team Analysis, 2019, 2021



# CONSTRUCTION FEASIBILITY BY BLOCK

Ease of  
constructing a 5'+  
sidewalk

Most of the blocks in the  
annexed area could be  
feasibly rebuilt, but may require  
removing or designing around  
some obstructions.



## Construction Feasibility

- Appears feasible
- A few obstructions (3 or less pinch points)
- Many obstructions
- Other factors making it difficult

- Highway
- Study Area
- School
- Park

figure E.8 Perception of Reconstruction Feasibility by Block

Source: Team Analysis 2019, 2021



# BIKEWAY NETWORK VISION

The annexations alter some bikeway recommendations. In the north the off-street segment of Montrose Boulevard from W Dallas Street to Allen Parkway is re-classified from a “By Others” to a “Priority” project. The dedicated on-street bikeway section of Fairview Street from Taft Street to Genesee Street is re-classified from “By Others” to “Vision.”



## Facility Type

- Dedicated On-Street
- Neighborhood Safe Street
- Off-Street
- Walking Priority Streets
- Existing
- Vision
- Priority
- By Others
- Signalized Intersection
- Stop-Contr. Intersection (All-Way)
- Stop-Contr. Intersection (Minor Street)
- Roadway
- B Houston BCycle Station
- Study Area
- School
- Park
- Buffalo Bayou

In the Walk+Bike Montrose Plan, dedicated on-street bikeways on Waugh Drive and Commonwealth Street were shown as a priority project for the TIRZ. At the writing of this addendum, those bikeways were under construction and are shown as “Existing” for the purposes of this map.

figure E.9 Updated Montrose Vision Bikeway Network



# NEAR TERM BIKEWAY PROJECTS

## Project Status (Sept. 2021)

### Under Construction

- 1 Waugh Dr/Commonwealth St/Yoakum St

### In Design

- 2 Woodhead St
- 3 Hawthorne St

### Programmed

- 4 Mandell St
- 5 W Dallas St
- 6 Welch St
- 7 Stanford St

### Bikeway Type

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

Existing  
Programmed

— Roadway

**B** Houston BCycle Station

Study Area

School

Park

Buffalo Bayou

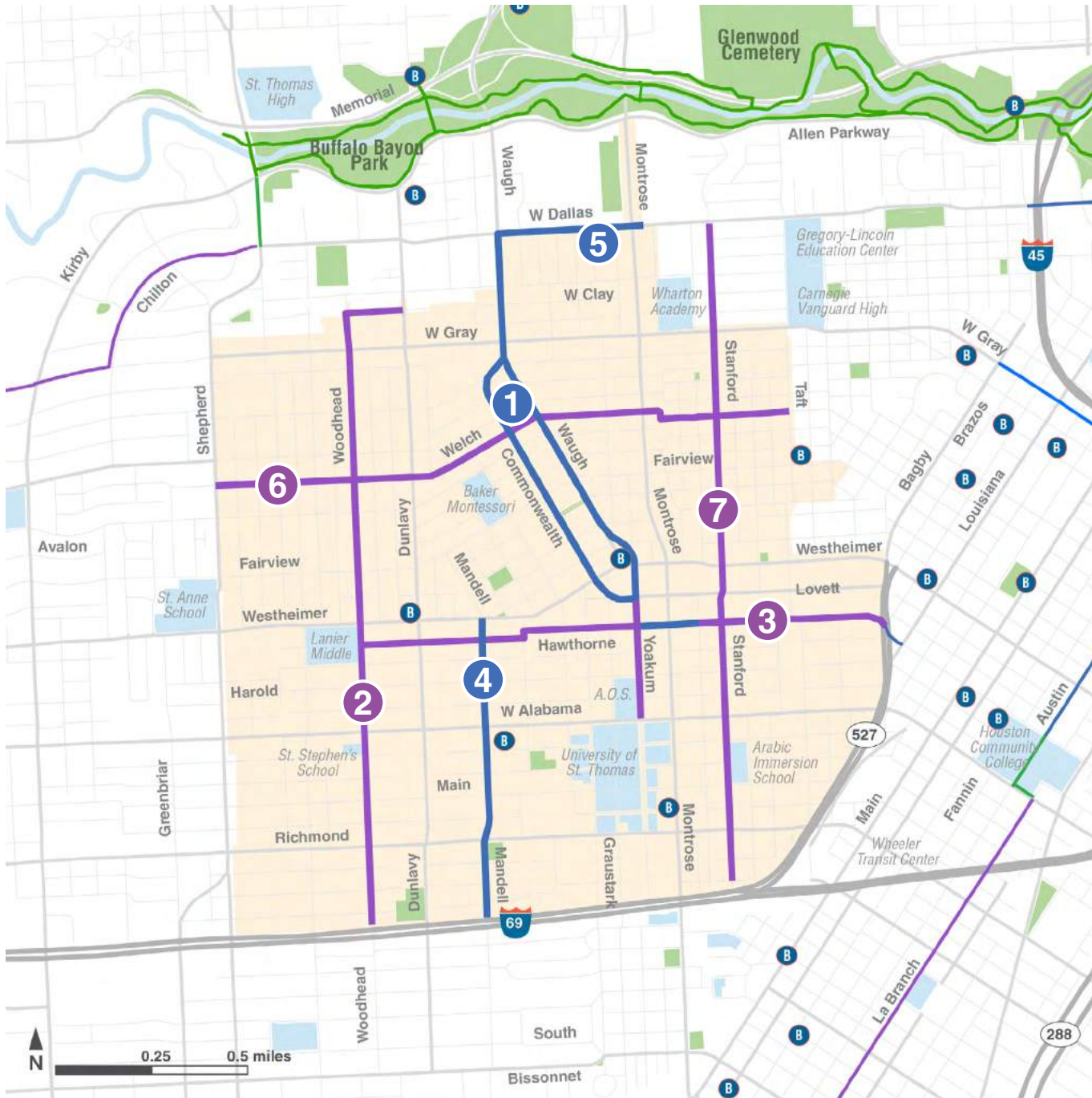


figure E.10 Montrose Vision Bikeway Network

Note: These bikeway projects are not impacted by the TIRZ annexations. This map was updated to reflect progress made toward project design and construction since the adoption of the Walk+Bike Montrose plan.

Source: Team Analysis 2021

# UPDATED LONG-TERM PROJECTS

The annexations extend two of the TIRZ's long-term recommendations. Montrose Boulevard (1 on the map) extends north from W Dallas Street to Allen Parkway. Fairview Street (3 on the map) extends east to Genesee Street.

- 1 Montrose Blvd
- 2 Dunlavy St
- 3 Fairview St
- 4 W Gray St
- 5 W Dallas St



— Long-Term Project

— Roadway

— Study Area

— School

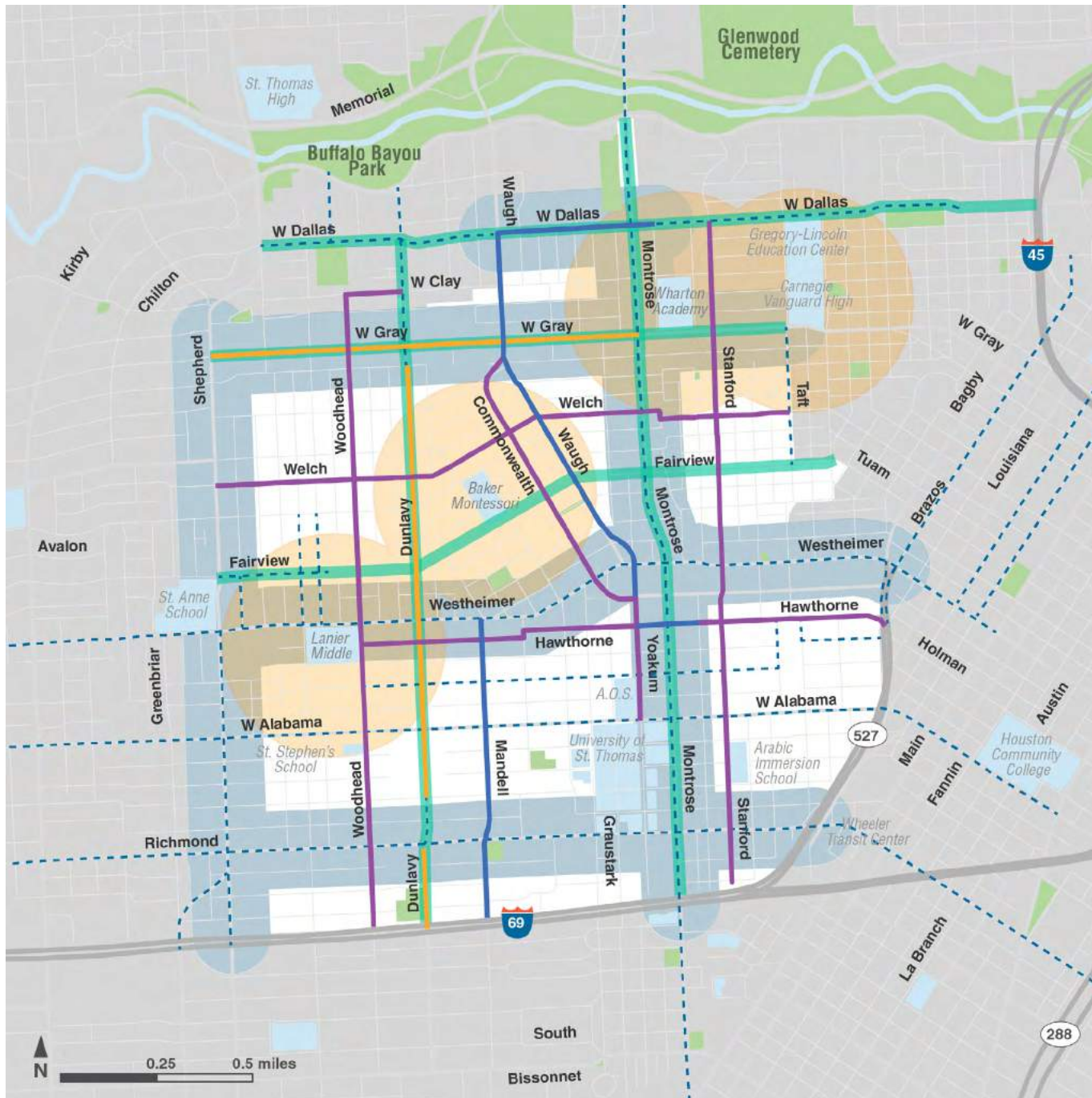
— Park

— Buffalo Bayou

figure E.11 Updated Long-Term Projects



# UPDATED RECOMMENDED PROJECTS



## Projects by Others

### Short-Term Projects

- Neighborhood Safe Street
- Dedicated On-Street Bikeway
- Walkable Street Retrofit
- Safe School Access
- Safe Transit Access

### Long-Term Projects

- Roadway
- Study Area
- School
- Park
- Buffalo Bayou

figure E.12 Updated Walk+Bike Montrose Recommended Projects

Source: Team Analysis 2020, 2021