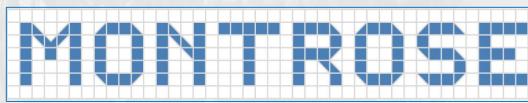
#### MANDELL AND W. DALLAS NEIGHBORHOOD SAFE STREETS

#### **COMMUNITY BRIEFING**



June 27, 2022

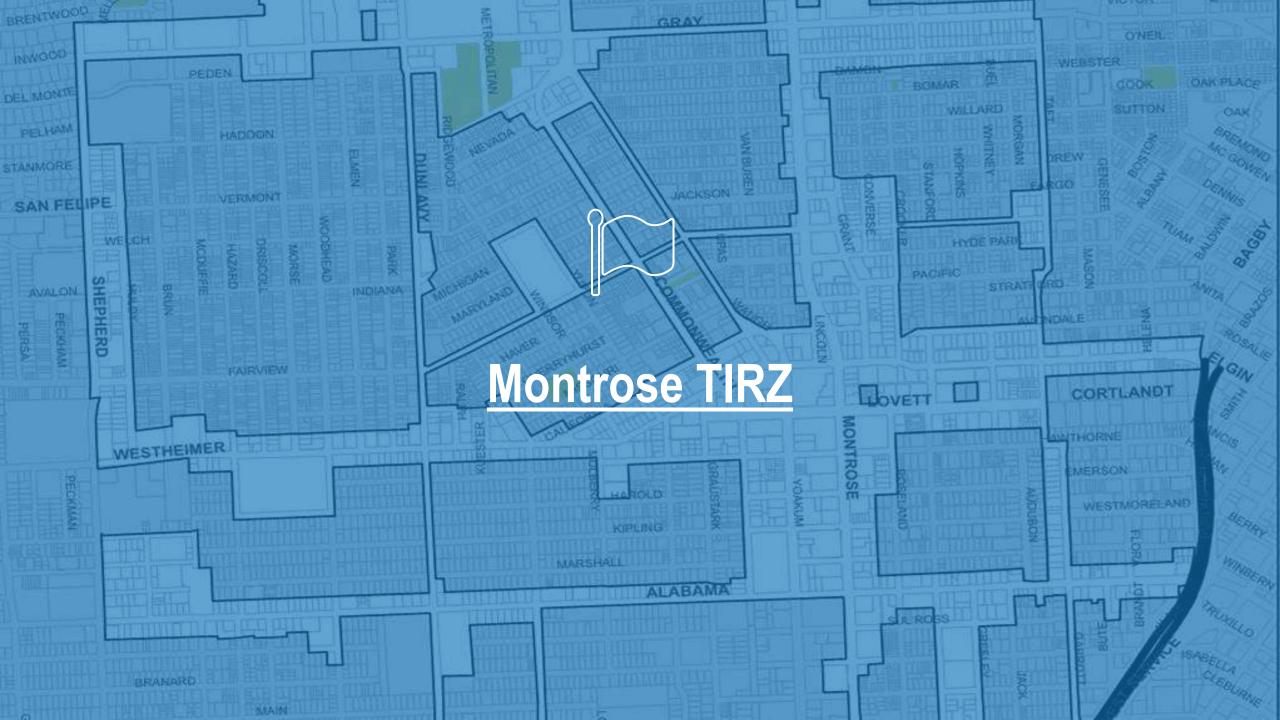




- Montrose Redevelopment Authority/TIRZ 27
- Funding Partners
- Completed/Ongoing Projects
- Mandell and W. Dallas Streets
- Questions/Comments







# **Montrose Redevelopment Authority**

# **Mission**

The purpose of Montrose Redevelopment Authority and City of Houston TIRZ No. 27 is to finance construction of public facilities and infrastructure necessary to catalyze residential and commercial development and redevelopment within the Zone boundaries.



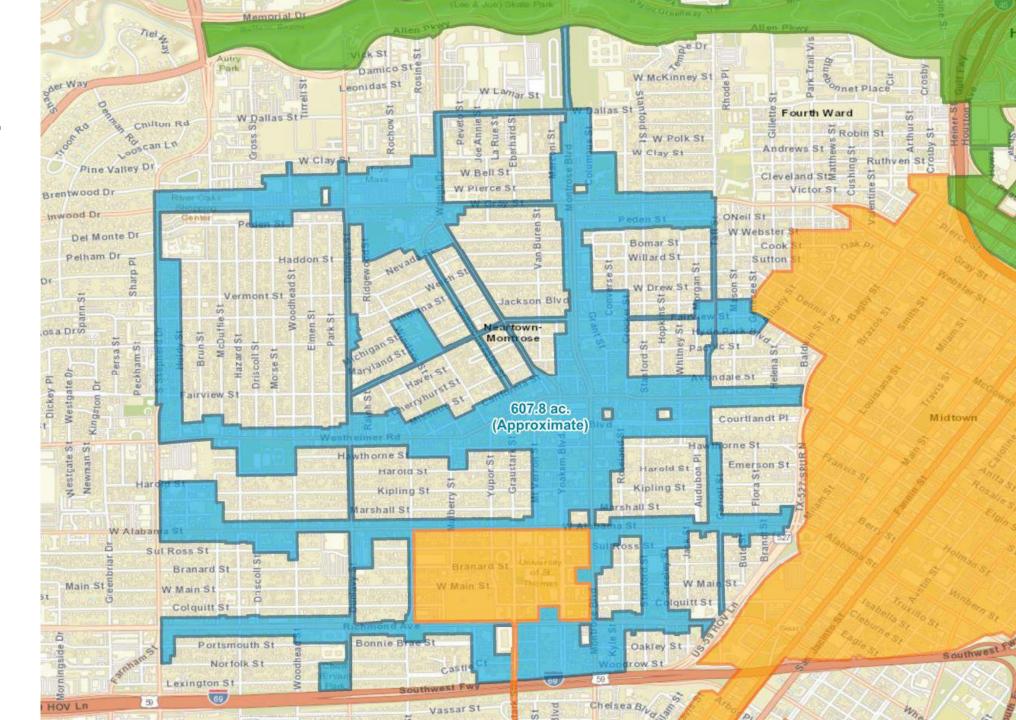
# TIRZ Boundaries

#### Legend

#### Existing Boundaries







### **Board of Directors**



Joe Webb - Chair

Ray Valdez – Vice Chair

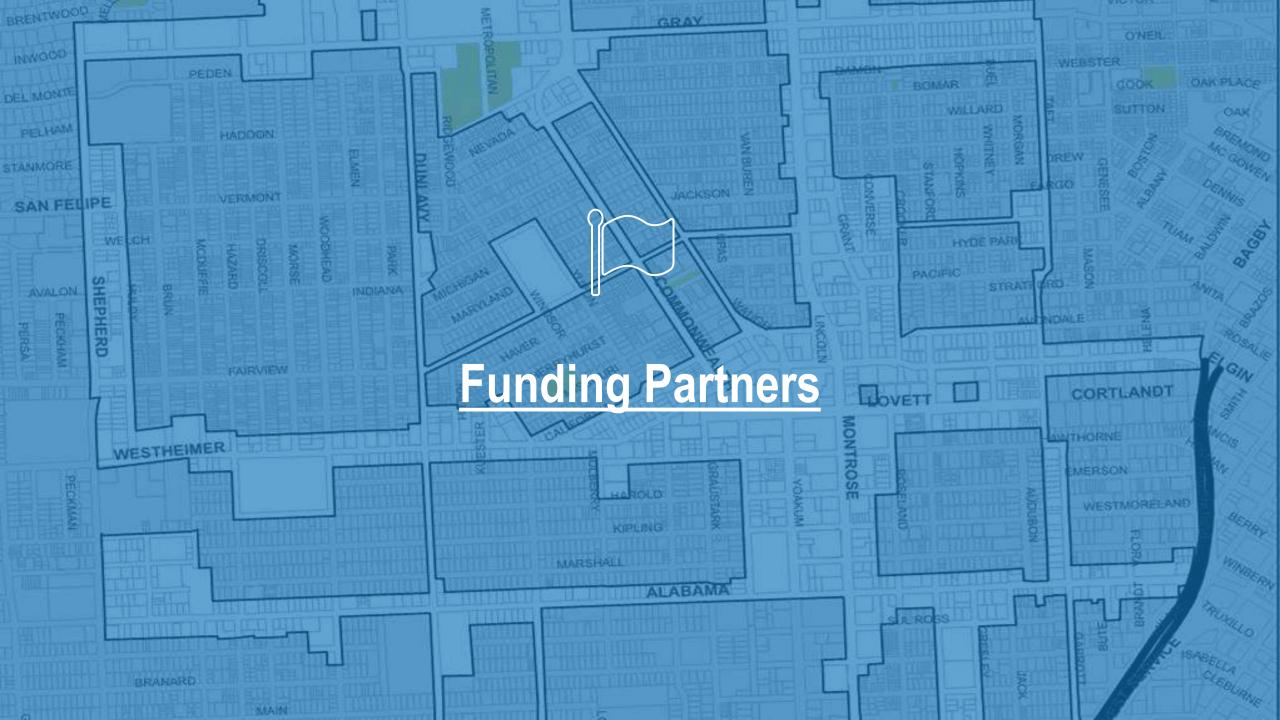
Rev. Lisa Hunt - Secretary



Abby Noebels

Eureka Gilkey







# Walk/Bike Improvement Projects

- Harris County Precinct 1 (\$4.5 Million)
- City of Houston Council District C
- Public Works







# **Completed/Ongoing Projects**

# Waugh Drive and Commonwealth St. Pedestrian & Bike Improvements

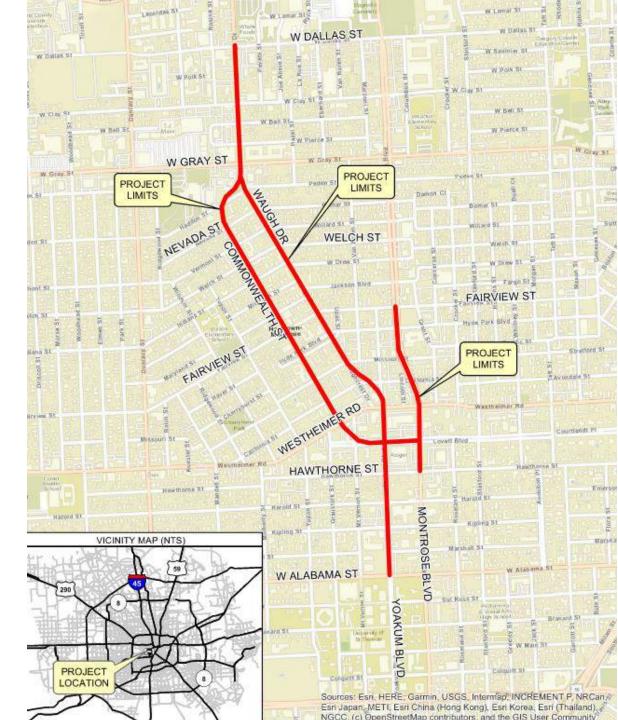
# **Project Location**

#### Limits:

- 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 Length:**

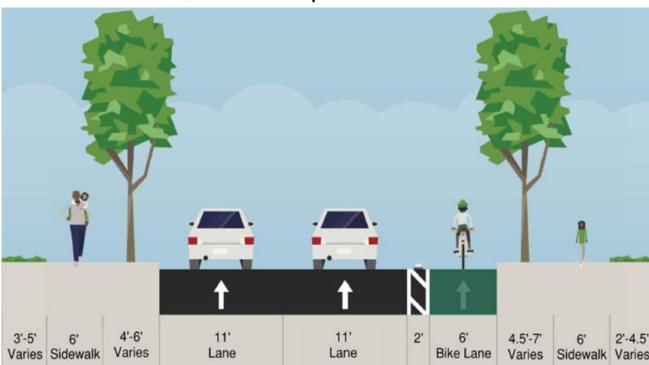
• Over 2.2 miles of improvements





# **Project Objectives**

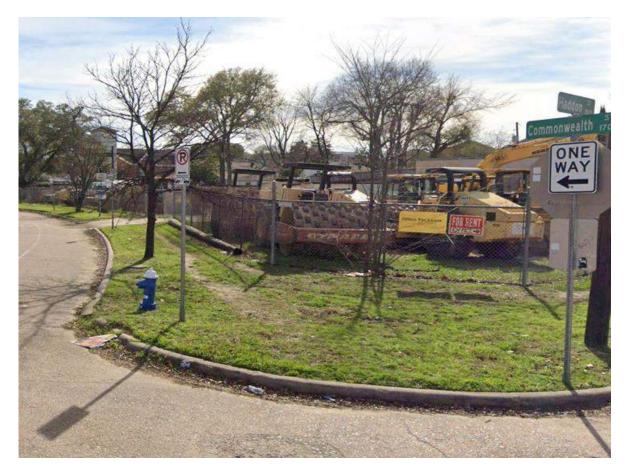
- Improve Safety & Mobility:
  - Mill and Overlay Existing Deteriorated Asphalt Pavement
  - Re-stripe Roadway to Provide Wider On- Street Bike Lanes
- Improve Pedestrian Facilities:
  - Continues, Uninterrupted & Wider Sidewalks





# **Project Update**

#### <u>Construction Substantially Completed</u>





Before Construction Intersection of Haddon St and Commonwealth St

After Construction Intersection of Haddon St and Commonwealth St





#### **Before Construction**

**After Construction** 



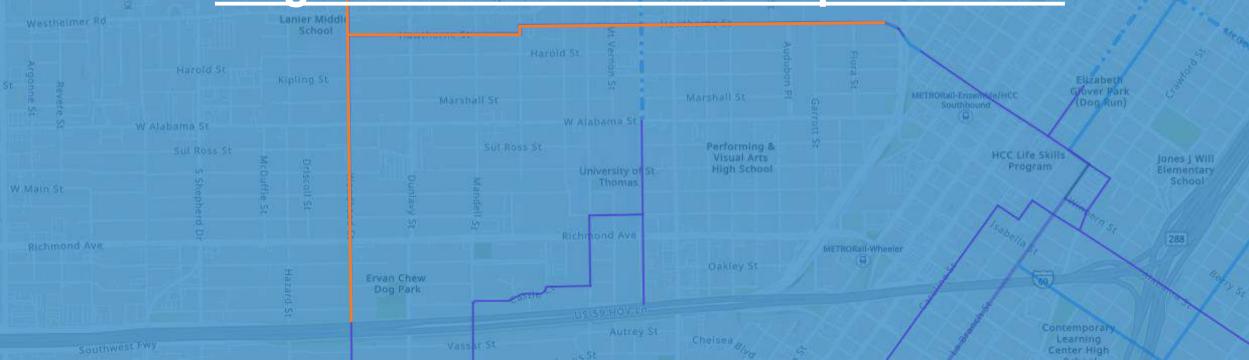


Before Construction Commonwealth - South of Welch St <u>After Construction</u> Commonwealth - South of Welch St



#### ham Dr ham Dr ham Dr ham Dr ham St Haddon St ham Dr ha

Brentword Dr



### **Project Location**

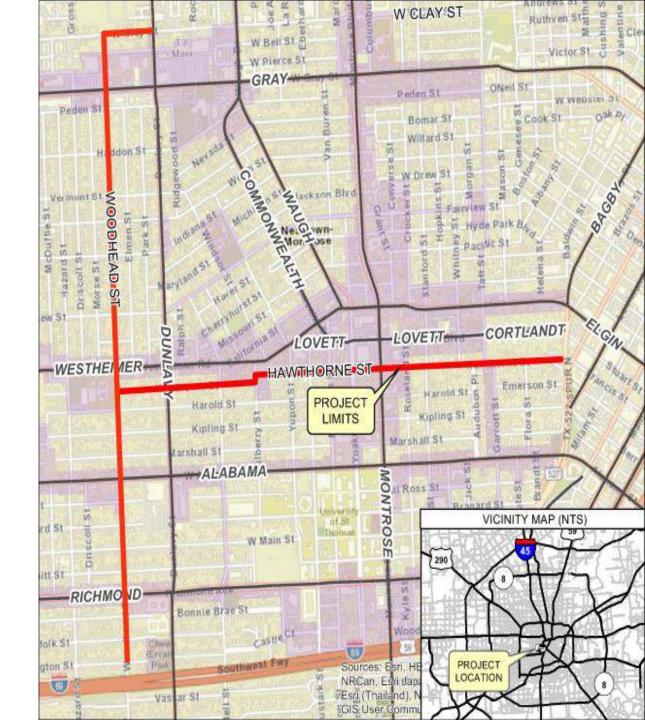
#### Limits:

- Hawthorne St.: Woodhead St to Burlington St.
- Woodhead St.: US 59 to W Clay St.
- W Clay St.: Woodhead St. to Dunlavy St.

#### **Project Length:**

MENT REINVESTMEN

• Over 3.2 miles of improvements



# **Existing Conditions**

# **Existing Conditions**

- Asphalt Pavement:
  - Deteriorated/Poor Condition

#### Existing Sidewalks

- Poor Condition
- Inadequate (not City Compliant)
- Settled
- <u>Ramps</u>
  - Poor Condition
  - Does Not Exist at Some Locations
  - Not ADA & City Compliant





### **Existing Conditions**

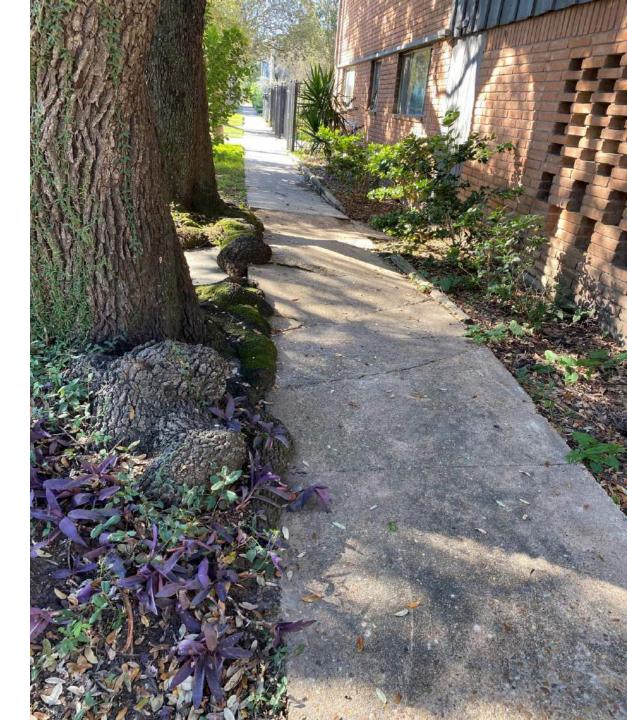


# **Proposed Improvements**

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# **Proposed Improvements**

- Mill and overlay of existing asphalt pavement.
- Pavement Markings
- Streetlights
- Intersection Improvements
- Bicycle Safety Improvements
- Construct Sidewalks with City compliant Ramps







# **Project Status**

# **Project Status**

#### • Construction:

- Started– End of March 2022
- Current Work- Hawthorne St
- Duration: 12 months



# Mandell St. and W. Dallas St

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SPEED HUMP

# **TIRZ 27 Priority Projects**

Part of the Neighborhood Safe Streets Initiative, developed through the *Walk+Bike Montrose* Study, providing safe infrastructure for bicyclists, pedestrians, transit riders, and drivers within TIRZ 27.

**Bikeway Facility Type** 

---- Off-Street

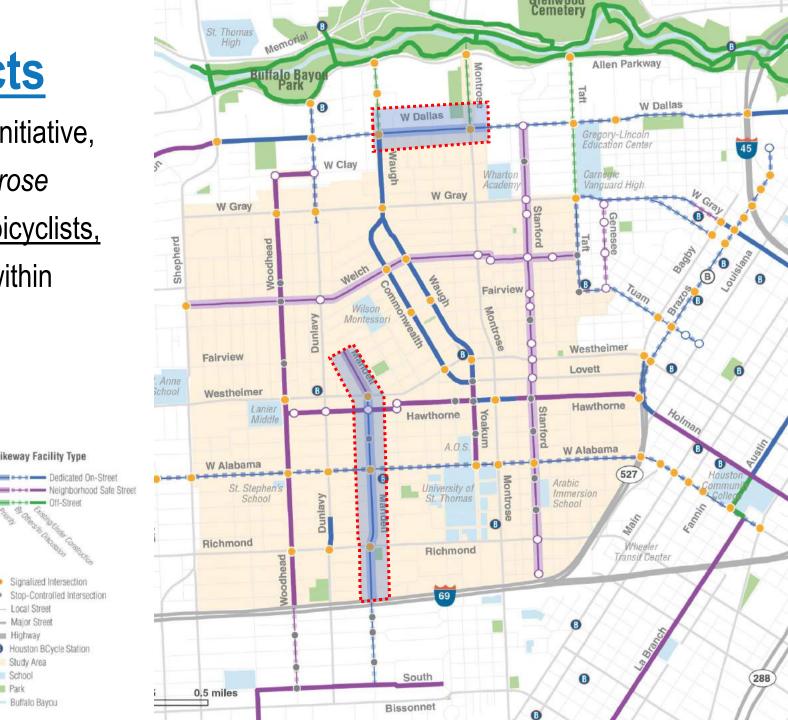
Signalized Intersection

B Houston BCvcle Station Study Area School

Local Street Major Street Highway

Park

- Butfalo Bayou





# **Project Location**

- Mandell St:
  - IH-69 Bridge to Fairview St
- W Dallas St:
  - Waugh Dr. to E of Montrose Blvd





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# **Project Objectives**

# **Project Objectives**

- Improve Safety & Mobility:
  - Mill and overlay existing deteriorated asphalt pavement
  - Re-stripe roadways to provide all ages and abilities bikeways
- Improve Pedestrian Facilities:
  - Continuous, uninterrupted & wider sidewalks
  - Improved pedestrian accommodations at intersections





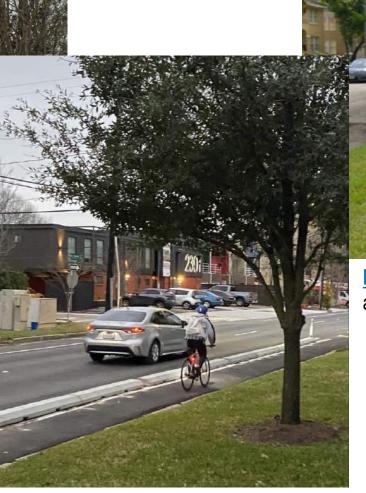
# **Project Objectives**

#### **Building Upon Previous TIRZ 27 Improvement Projects**



Commonwealth Dr Improvements: Protected bike lanes similar to that proposed on W. Dallas







Hawthorne St Improvements: Improved Sidewalk and Bikeway similar to that proposed on Mandell

# **Safe Neighborhood Streets**

### • Definition:

A Neighborhood Safe Street is a corridor designed so that roadway users of All Ages and Abilities, no matter their mode of travel, will feel safe and comfortable traveling along that corridor.

### • Why these Corridors?

- Support a larger bikeway network
- Both Corridors is currently signed as bicycle routes.





# **Designing for All Ages and Abilities**

- <u>Safe travel speeds</u> so roadway lanes can be shared by motor vehicles and bicyclists
- Improved pedestrian realms, accessible curb ramps and <u>safe intersection</u> <u>treatments</u>
- Examples:
  - Curb Extensions
  - Raised Crosswalks



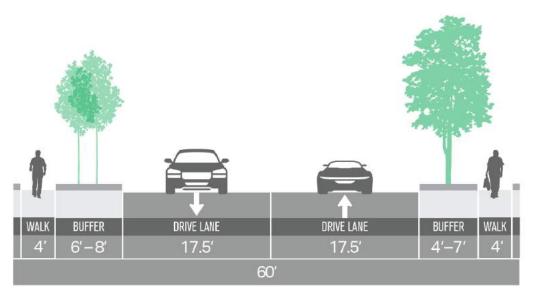




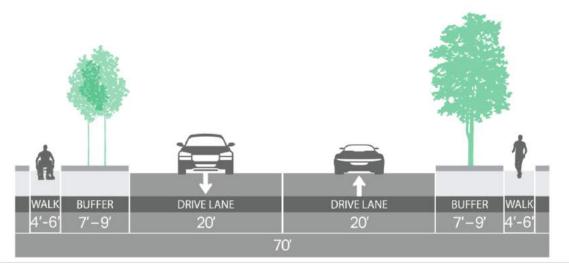
# **Existing Conditions – Mandell St**

#### **IH-69 to Fairview St**

- 30 MPH Speed Limit
- 3,500 Average Daily Traffic
- 45-70 FT Right of Way
- Undivided 22 to 40 FT Asphalt Roadway
  - COH recently resurfaced Colquitt to W Alabama
- 4-6 FT sidewalks
- Key Connections
  - Menil Collection
  - Mandell Park
  - Hawthorne Neighborhood Safe Street



#### Existing Typical Section between IH-69 Bridge and Richmond Ave



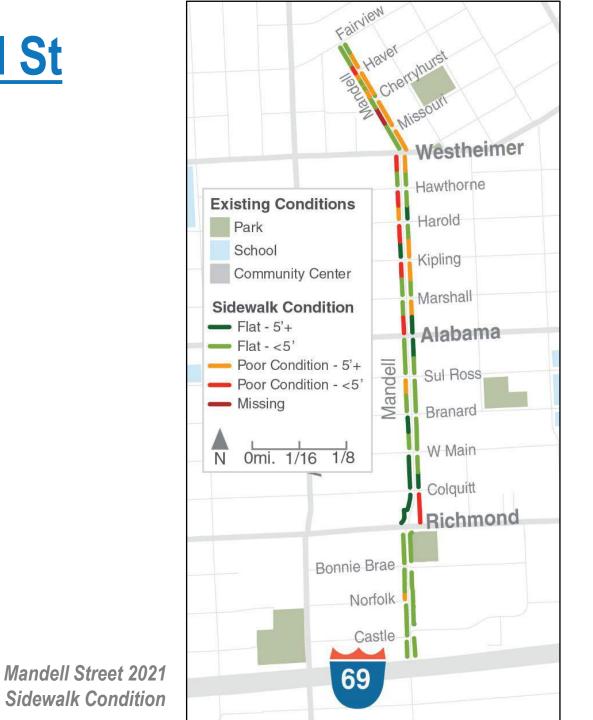
Existing Typical Section between Richmond Ave and Westheimer Rd



# **Existing Conditions – Mandell St**

#### **IH-69 to Fairview St**

- 30 MPH Speed Limit
- 3,500 Average Daily Traffic
- 45-70 FT Right of Way
- Undivided 22 to 40 FT Asphalt Roadway
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  - Mandell Park
  - Hawthorne Neighborhood Safe Street

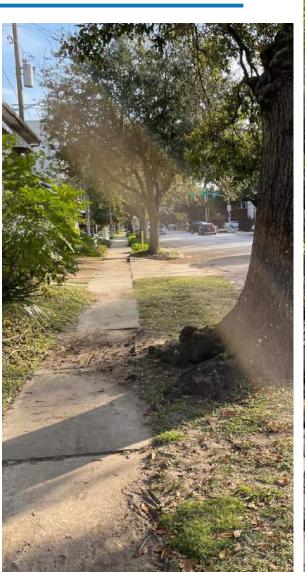


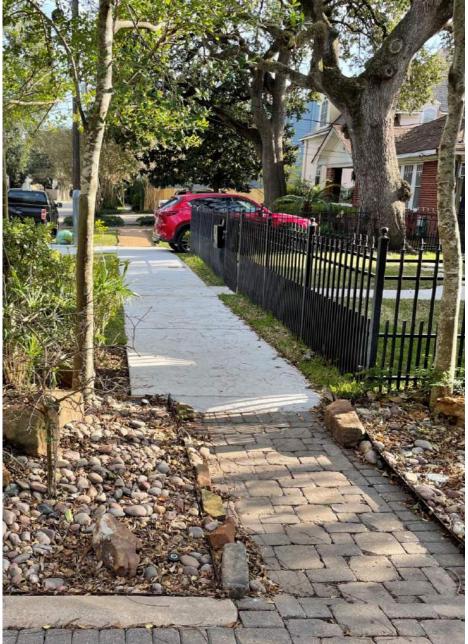
MONTROSE TAX INCREMENT REINVESTMENT ZONE 27

## **Existing Conditions – Mandell St**











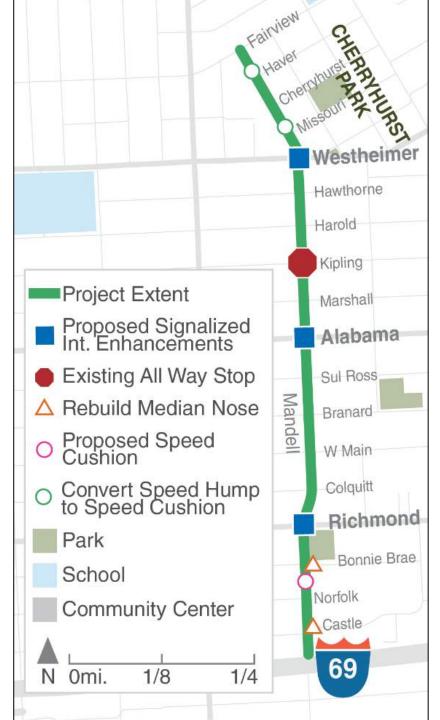
## Mandell St Improvements

Improvements to roadway and sidewalk infrastructure on Mandell Street from IH-69 Bridge to Fairview Street.

#### Improvements include:

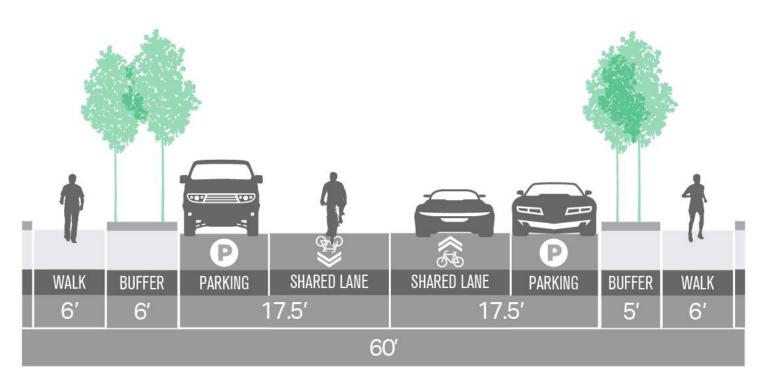
- New 6 FT sidewalks with consideration of existing trees and newly paved sidewalks
- Pavement resurfacing
- High comfort bike design including both dedicated bike lanes and shared street segments
- Intersection modifications focused on safe pedestrian and bicycle crossings and safe vehicle speeds





## Proposed Typical Sections – Mandell St IH-69 to Richmond Ave

- Shared street with parking on both sides
- Intersection of Richmond Ave is on the COH High-Injury Network and dedicated bike lanes are proposed for the Mandell approaches to Richmond Ave

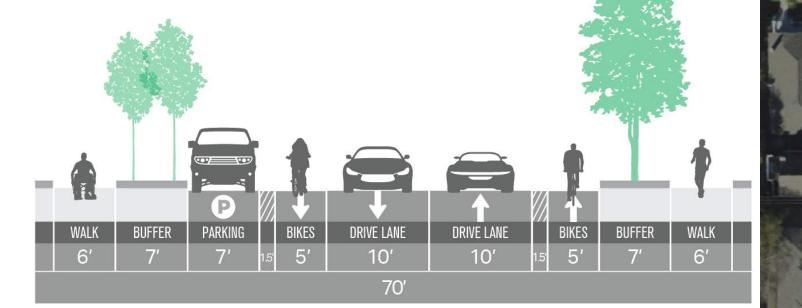




# **Proposed Typical Sections – Mandell St**

#### **Richmond Ave to Westheimer Rd**

- Dedicated bike lanes
- Maintain on-street parking on one side of the street, dependent on driveways, curb usage, and destinations
- Increased protection for bike lanes at intersection
- Travel lane shift to reduce travel speeds throughout the corridor



EAST

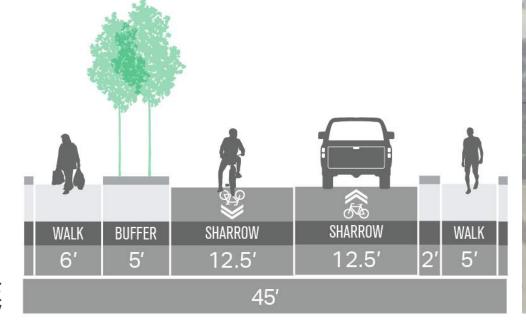
WO-WAY STOP

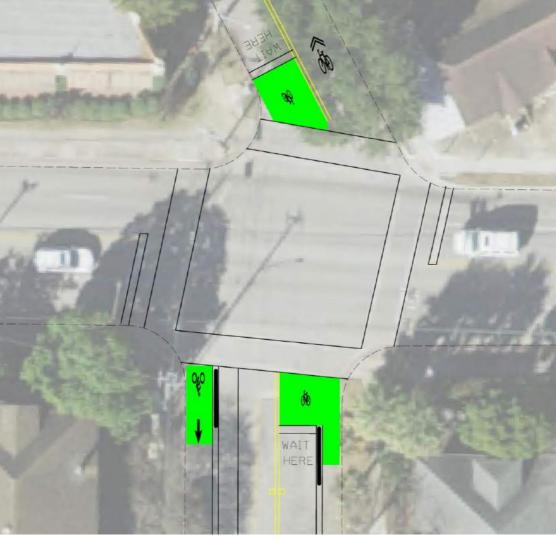


# **Proposed Typical Sections – Mandell St**

## Westheimer Rd to Fairview St

- Shared street
- Bike box designed for the approaches to Westheimer Rd
- Remove four parallel parking spaces at the Mandell Street southbound approach to Westheimer Road to improve visibility





# **Mandell St Parking Study**

- Observed on-street parking utilization along Mandell Street and cross-streets over 3 days
- Along Mandell Street, 60% of available space was utilized at the peak times, weekday overnight and weekend mid-day (peak usage times)
- Along cross-streets, 30% of available spaces were utilized at the peak times, weekday overnight and weekend mid-day
- All parking demand affected by the bikeway design can be absorbed into unutilized spaces along Mandell and adjacent cross-streets

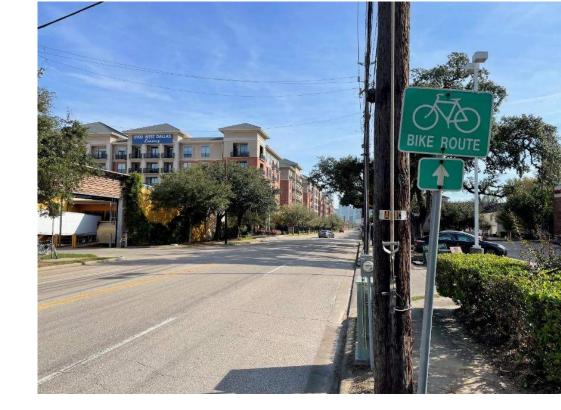


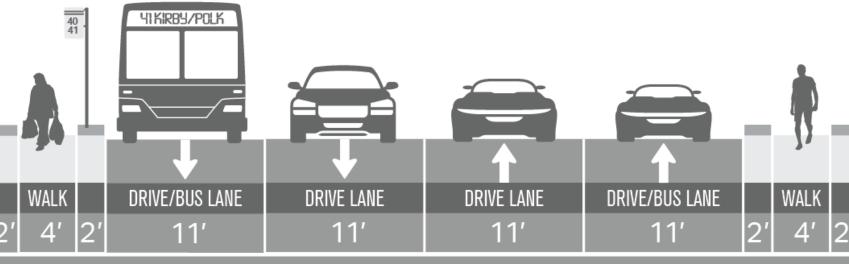


# W Dallas Street

# **Existing Conditions – W. Dallas**

- MTFP Major Collector (MJ-4-60)
- 30 MPH Speed Limit
- 10,000 ADT
- 60 FT Right of Way
- Undivided 44 FT Asphalt/Concrete Roadway
- 4-9 FT sidewalks
- COH High Injury Network





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# **Existing Conditions – W. Dallas**

- North Side Sidewalks & Ramps
  - Good Condition
- <u>Waugh Drive to Eberhard Street:</u>
  - Recently constructed as part of the Apartment Complex and the Whole Food Store
- Eberhard Street to Columbus:
  - Under construction as part of the Lumen Apartment Complex
  - To be coordinated with the Ismailli Center

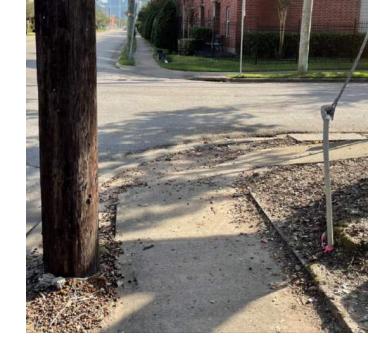




## **Existing Conditions – W. Dallas St.**

## South Side:

- Existing Sidewalks
  - Poor Condition
  - Inadequate (Not City Compliant)
  - Settled
- Ramps:
  - Poor Condition
  - Does Not Exist at Some Locations
  - Not ADA & City Compliant



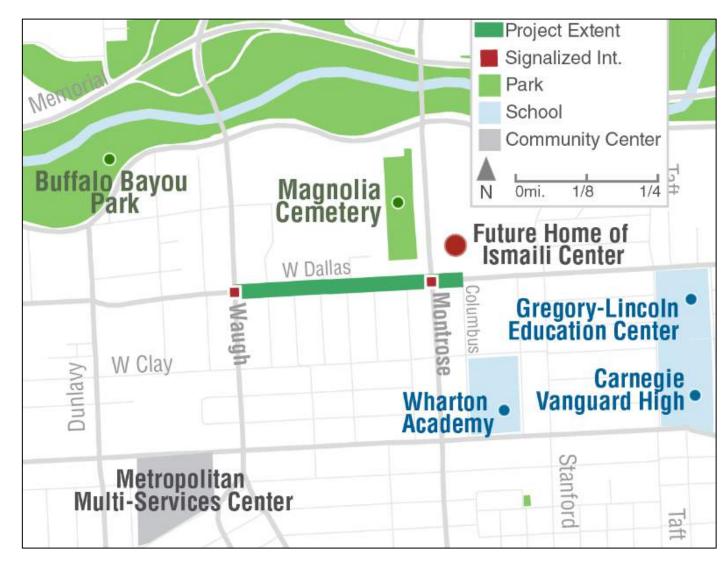




# W. Dallas St Improvements

#### Improvements Include:

- Three-lane cross-section to match new project west of Waugh
- Protected bike lanes to create high comfort, AAA, bike experience
- Improved bus stops and spacing
- Sidewalk widening where applicable

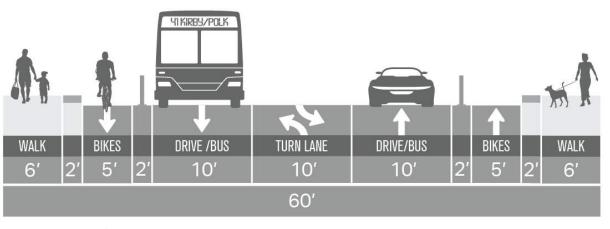


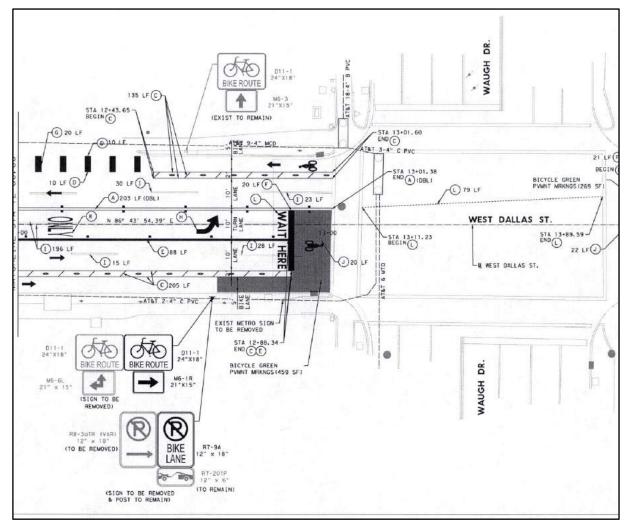


# **Proposed Typical Section – W. Dallas St**

## Waugh Drive to Montrose Blvd

- Proposed roadway configuration aligns with the approved W. Dallas St project west of Waugh Drive
- Three-lane roadway with a two-way center turn lane
- Protected bike lanes and wider sidewalks





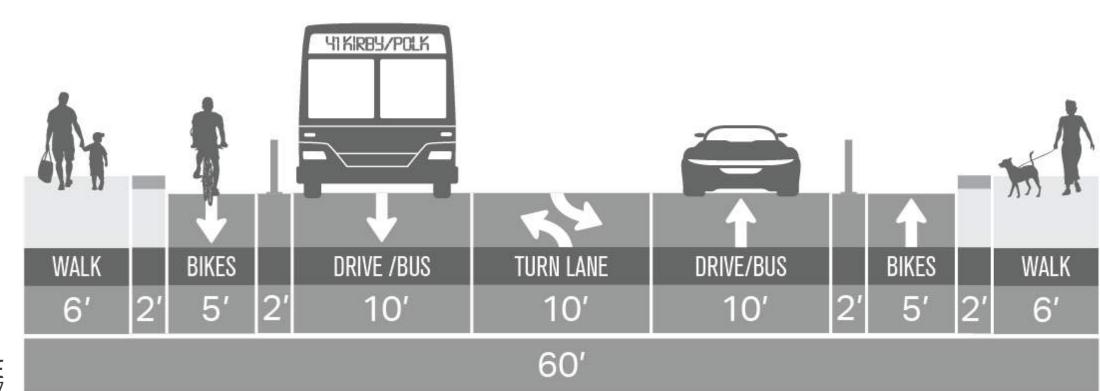
W. Dallas Restriping Project west of Waugh Dr.



## **Proposed Typical Section – W. Dallas St**

## W. Dallas from Waugh Drive to Montrose Blvd

- Three-lane roadway
- Protected bike lanes
- Wider sidewalks



# **Proposed Typical Section – W. Dallas St**

## W. Dallas at Montrose Blvd Intersection

- On-going coordination with the Ismaili Center
- Transition to bike lanes east of WB approach
- Protected bike lanes at the approaches
- Relocated and improved bus stops including floating bus stops

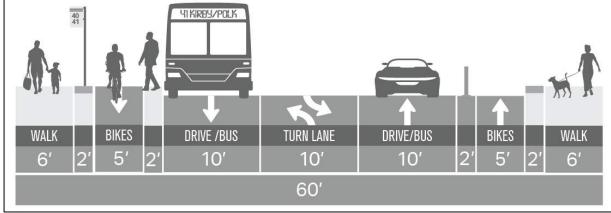




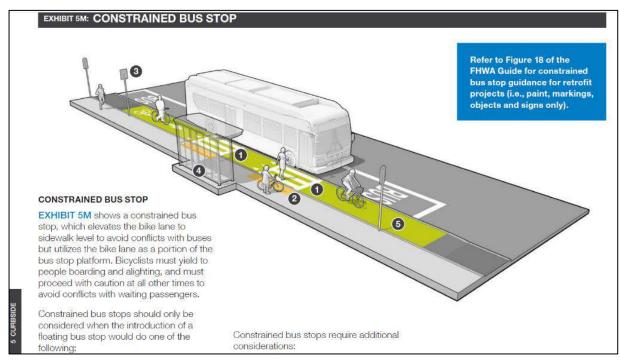
## **Proposed W. Dallas St Bus Stops**

## **Constrained Bus Stop Design**

- Elevates bike lane through the bus stop
- Maintains bus stop infrastructure within the sidewalk
- Eliminates Bus-Bike conflicts
- Bicycles must yield to pedestrians boarding and alighting the bus



Typical Constrained Bus Stop + Elevated Bike Lane Section





## **Schedule**

- June 2022 Design Concept Report Completed
- June 2022 Public Meeting
- July 2022 March 2023 Detail Design
- April 2023 April 2023 Bid Phase
- Summer 2024 Construction











# Thank You!

## **Contact Us**

- Info@MontroseHTX.org
- <u>https://MontroseHTX.org/</u>

