

Mandell Neighborhood Safe Street Project

MONTROSE

November 14, 2022



MONTROSE
TAX INCREMENT REINVESTMENT ZONE 27



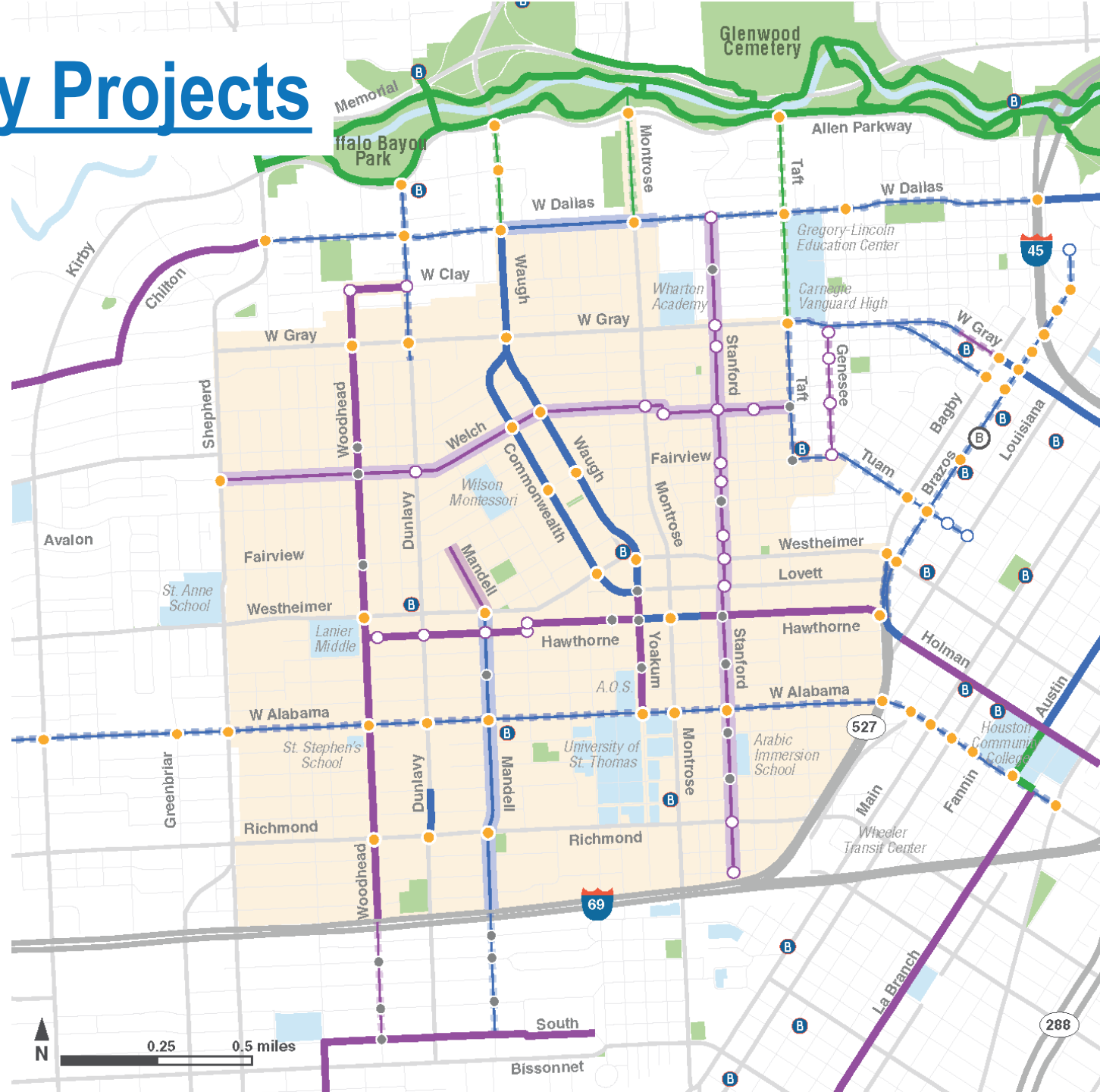
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2BR/2BA
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TIRZ 27 Walk/Bike Priority Projects

W Dallas St and Mandell St are 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.



- Signalized Intersection
- Stop-Controlled Intersection
- Local Street
- Major Street
- Highway
- Ⓑ Houston BCycle Station
- Study Area
- School
- Park
- Buffalo Bayou



Project Status Update

Safe Street projects are being implemented through a partnership between the Montrose TIRZ (TIRZ 27) and Harris County Precinct One.

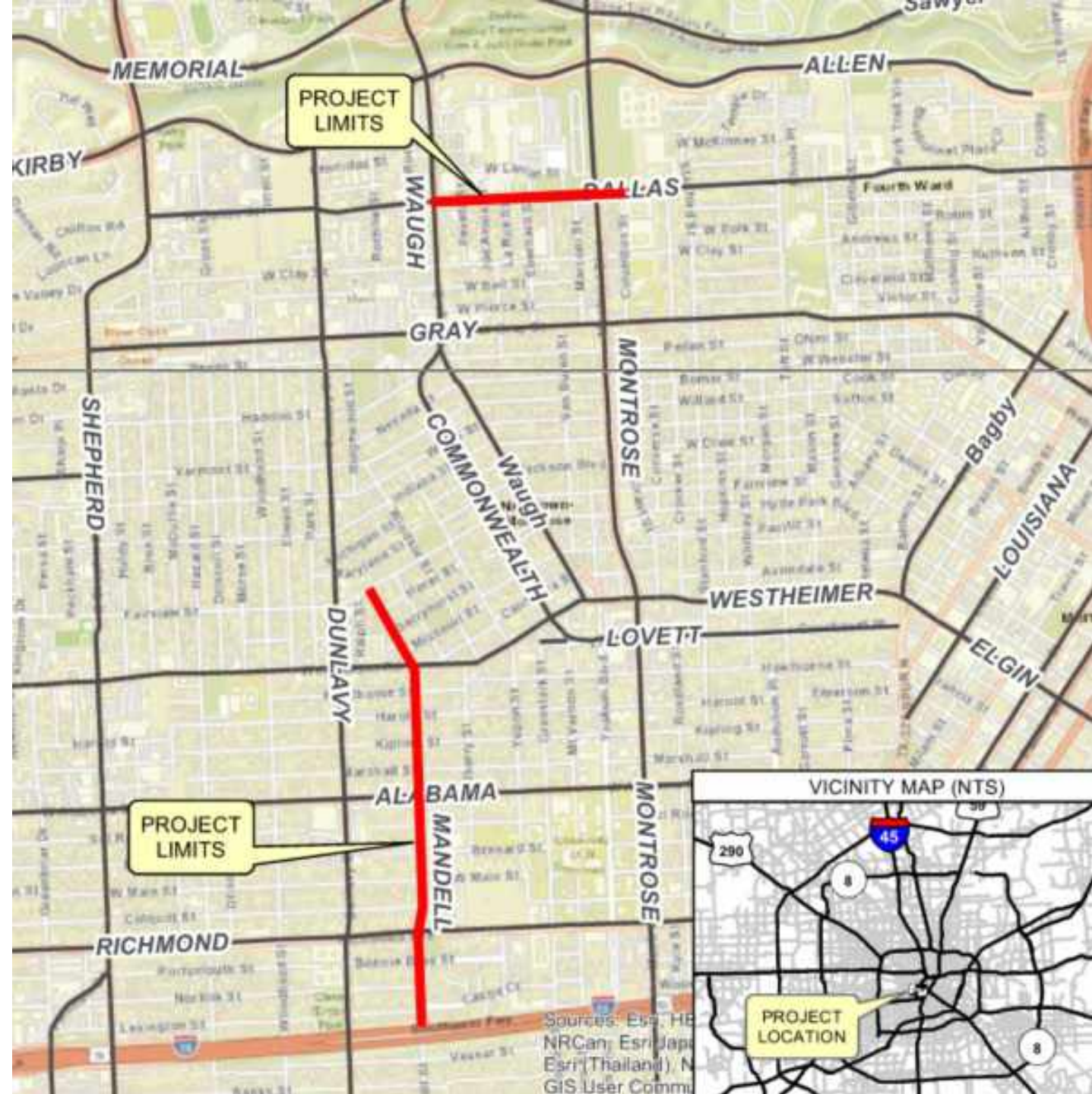
Project Status

- 1) Waugh/Commonwealth/Yoakum – Construction Complete
- 2) Woodhead & Hawthorne – In Construction; Expected Completion Spring 2023
- 3) Mandell & W. Dallas – In Design
- 4) Stanford & Welch – Future Design



Project Location

- **Mandell Street:** IH-69 Bridge to Fairview Street
- **W Dallas Street:** Waugh Dr to East of Montrose Boulevard



A photograph of a suburban street scene. In the foreground, there is a concrete sidewalk and a large, dense bush. A tree with several thin trunks stands behind the bush. To the right, a white car and the rear of a white SUV are parked on a paved area. In the background, there is a road, a green trash bin, and a wooden fence. The text "Project Objectives" is overlaid in the center of the image.

Project Objectives

Project Objectives

- **Improve Safety & Mobility:**
 - Mill and overlay existing deteriorated asphalt pavement
 - Design updates to encourage safe driving speeds
 - Provide high comfort bikeway treatments
- **Improve Pedestrian Facilities:**
 - Continuous, uninterrupted, wider sidewalks
 - Improved pedestrian accommodations at intersections with ADA ramps



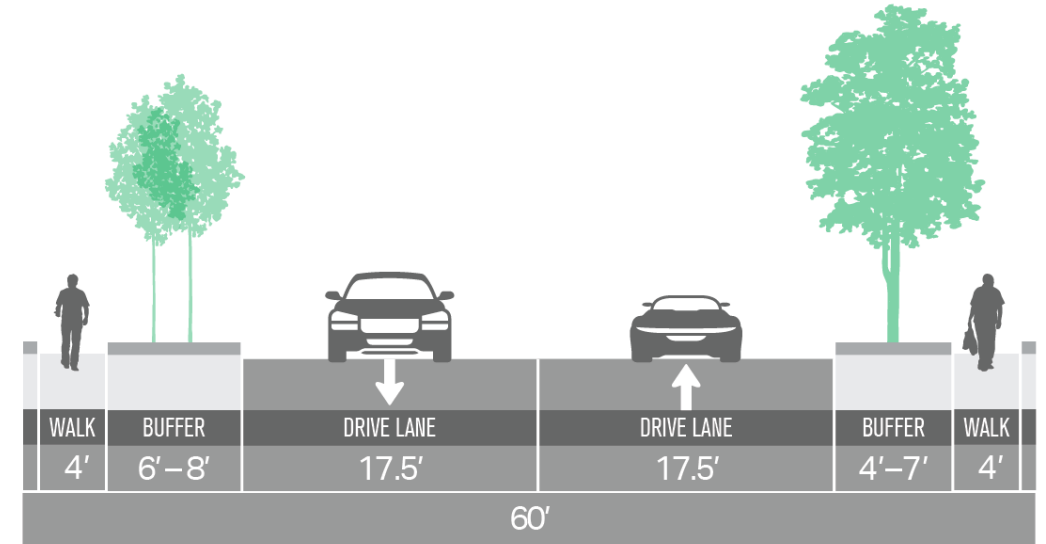


Mandell Street

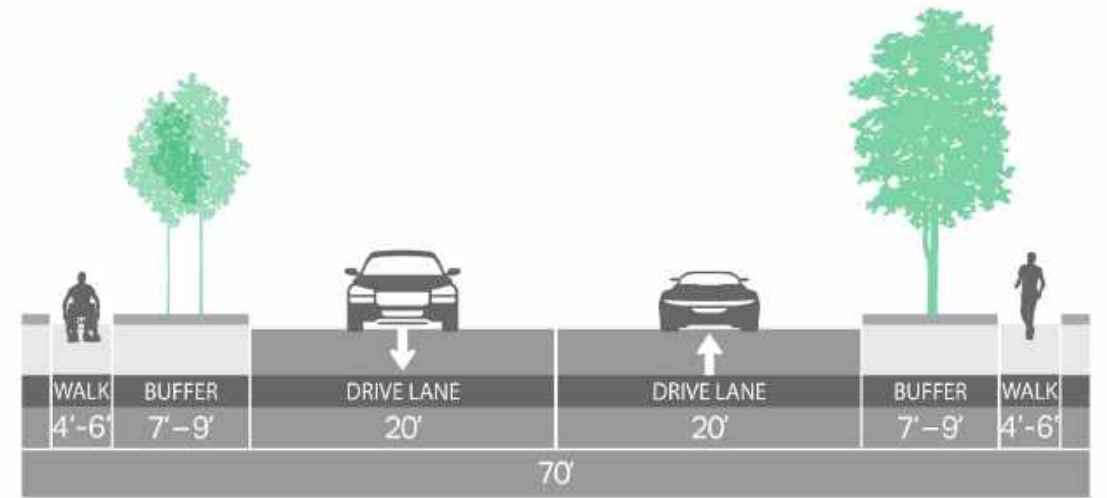
Mandell St Existing Conditions

IH-69 to Fairview St

- 30 MPH Speed Limit
- 45-70 FT Right of Way
- Approx. 3,500 Vehicle per Day
- Undivided 22 to 40 FT Asphalt Roadway
 - COH recently resurfaced Colquitt to W Alabama



Existing Typical Section between IH-69 Bridge and Richmond Ave



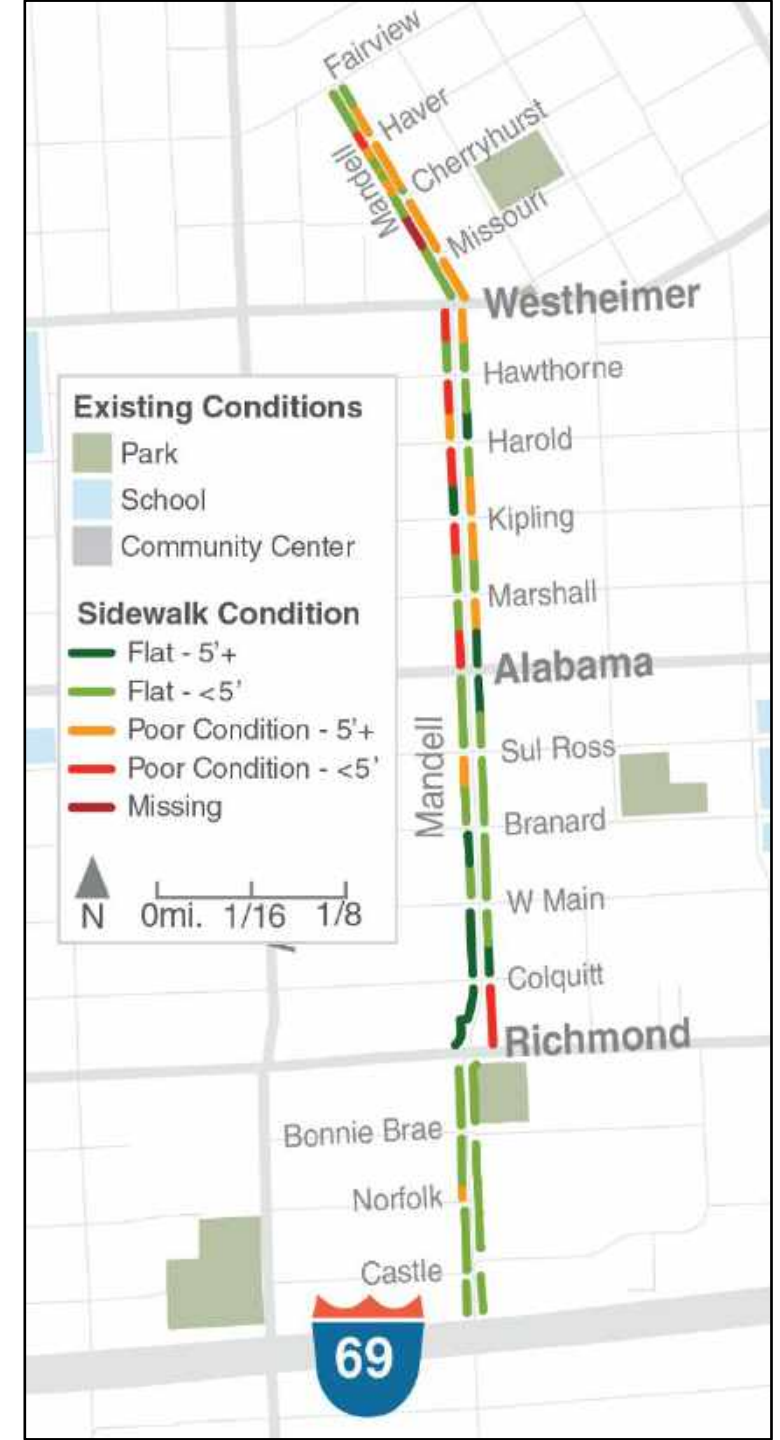
Existing Typical Section between Richmond Ave and Westheimer Rd



Mandell St Existing Conditions

IH-69 to Fairview St

- 4-6 FT sidewalks
 - Many blocks with poor, missing or narrow sidewalks
 - Some non-ADA compliant curb ramps
- Bikeway
 - Not in current Houston Bike Plan
 - Identified as key connection between Montrose and Rice area in Walk/Bike Montrose Plan
- Key Connections
 - Menil Collection
 - Mandell Park
 - Cherryhurst Park
 - Hawthorne Neighborhood Safe Street
 - US 59/IH 69 Bridge Crossing

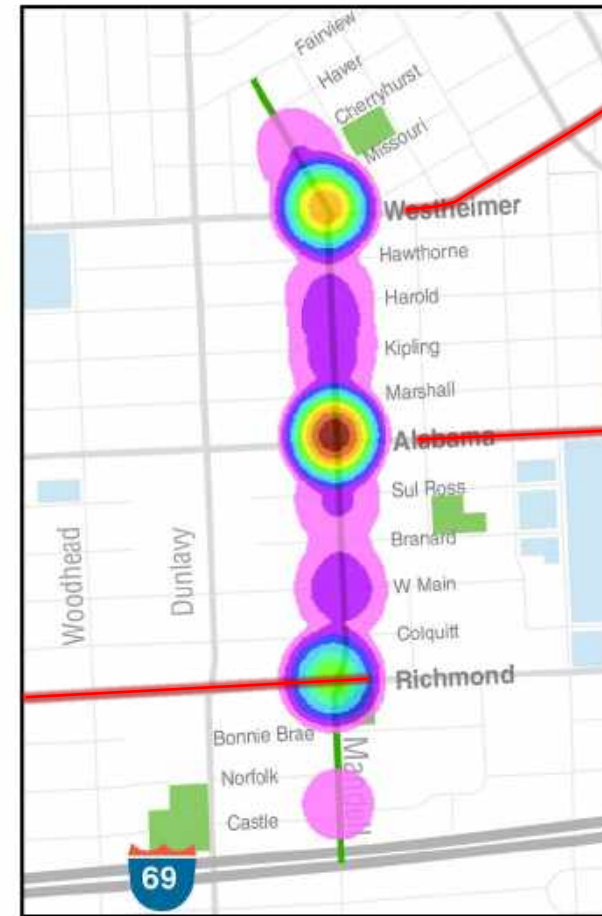


Mandell St Existing Conditions



Mandell St Crash

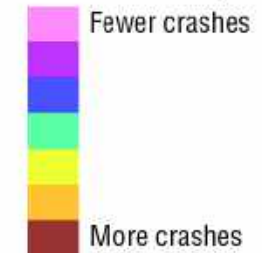
- Crashes are concentrated at the major intersection
 - Westheimer
 - Alabama
 - Richmond
- These intersections are also the location where pedestrian crashes are concentrated including several injuries and a fatality.
- Segments of each of these crossing corridors are on the City of Houston's Vision Zero High Injury Network (red lines on map)



Mandell 5-year Crash Analysis
(2016–2020)

- Mandell Study Corridor
- Park
- School

Crash Density



Mandell St Improvements

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

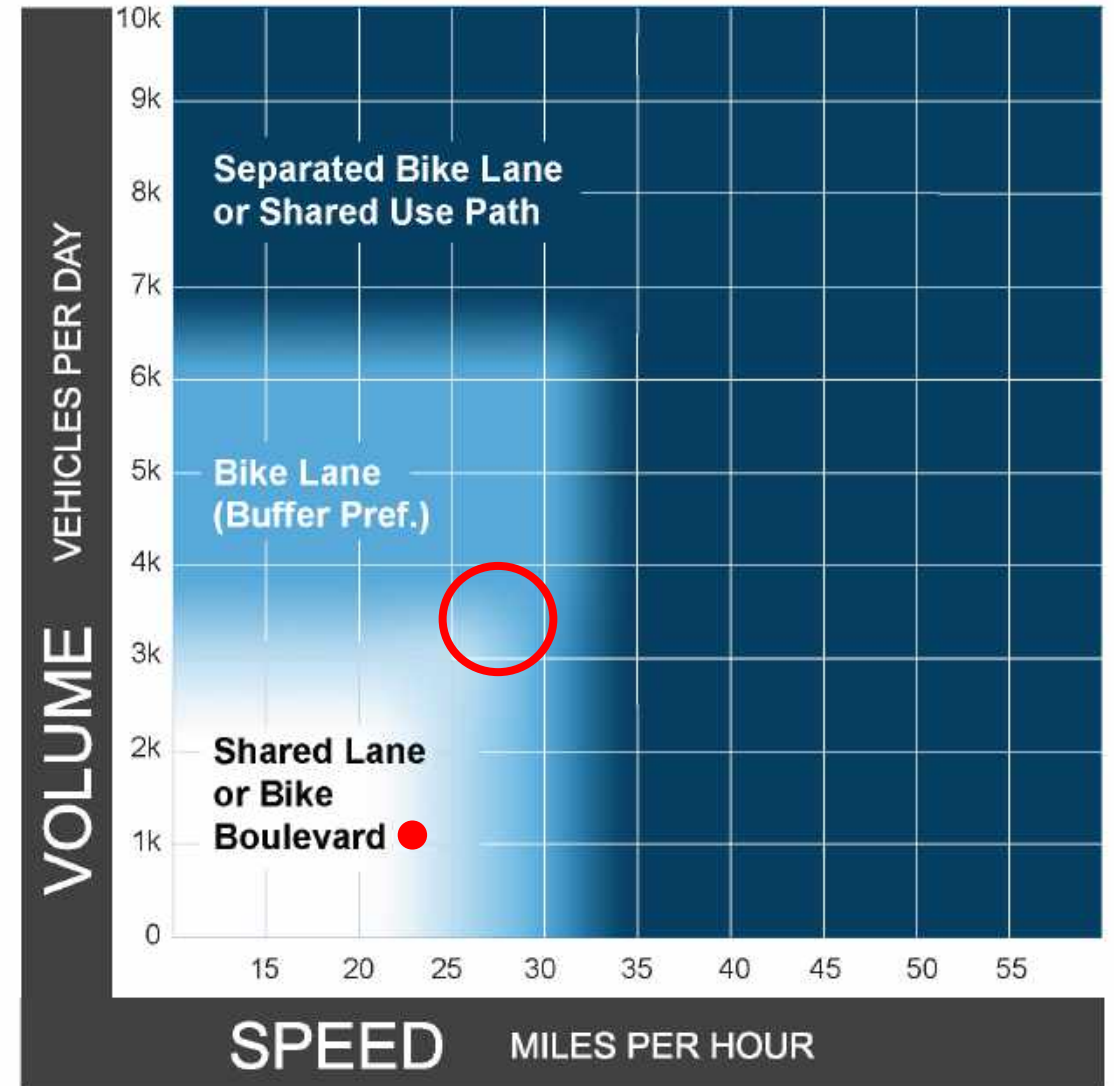
Improvements include:

- New 6 FT sidewalks with consideration of existing trees and newly paved sidewalks
- Pavement resurfacing and updated speed cushions
- High comfort bike design including both dedicated bike lanes and shared street segments
- Intersection modifications focused on safe pedestrian and bicycle connections and safe vehicle speeds
- Proposed all-way stop at Mandell St and W. Main St



Mandell St Bikeway Facility Selection

Count Location	ADT (2021)	85 th Percentile Speed (mph)
4400 Mandell, south of Bonnie Brae	3,395	29.5
3900 Mandell, south of Sul Ross	3,704	29.9
3500 Mandell, south of Harold	3,340	27.5
2500 Mandell, south of Haver	1,154	23.5



FHWA Bikeway Selection Chart



Mandell St Parking Study

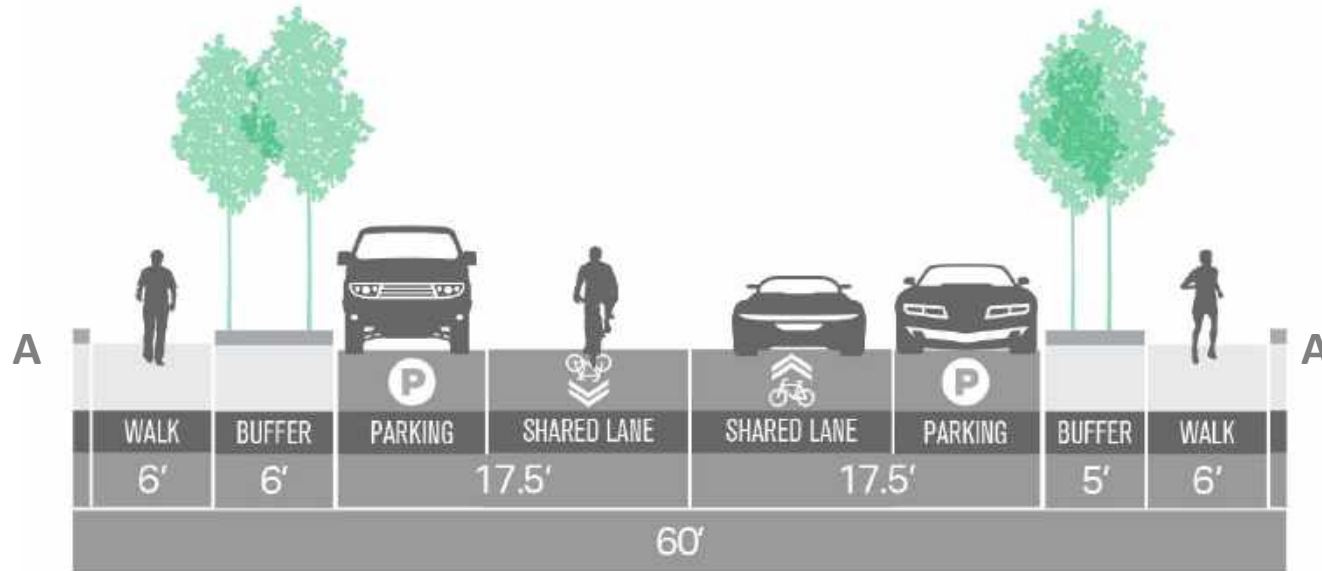
- Observed on-street parking utilization along Mandell Street and adjacent blocks on cross-streets over 3 days
- Along Mandell Street, 60% of available space was utilized at the peak times - weekday overnight and weekend mid-day
- Along cross-streets, 30% of available spaces were utilized at the peak 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



Proposed Typical Sections – Mandell St

IH-69 to Richmond Ave: 35' street width

- Shared street with improve sidewalks and traffic calming
- Maintains parking on both sides
- Intersection of Richmond Ave is on the COH High-Injury Network; dedicated bike lanes are proposed for the Mandell approaches



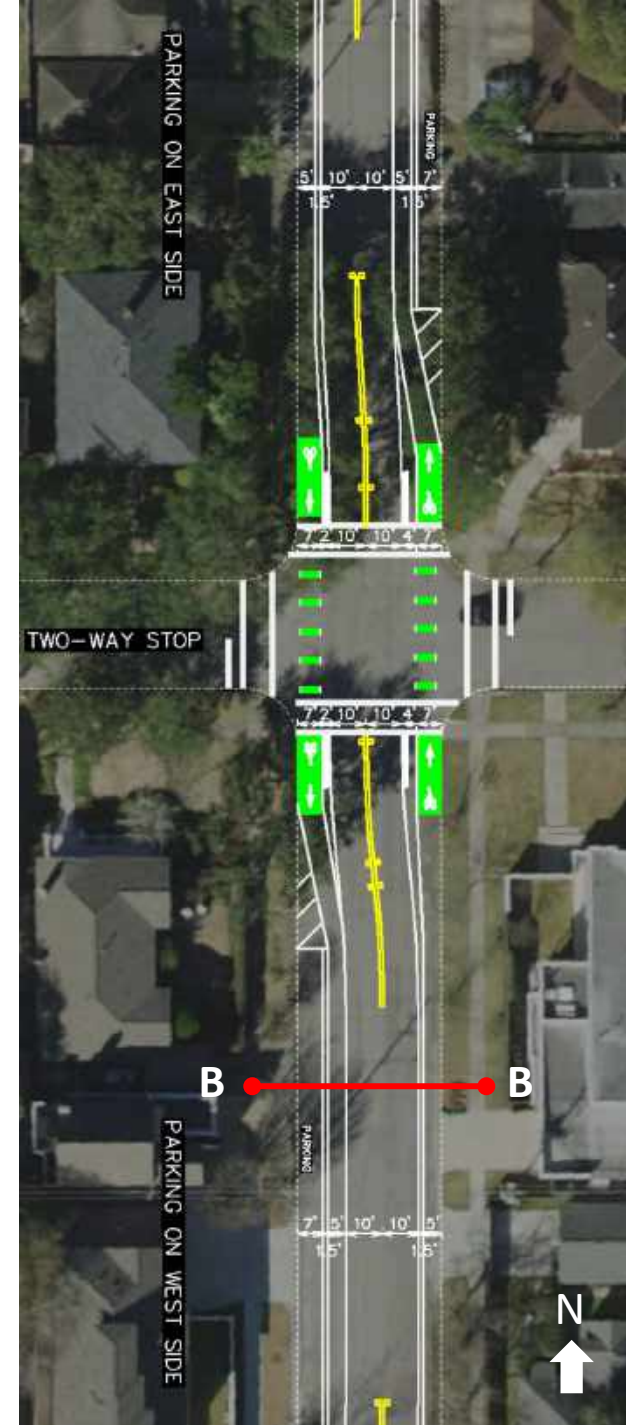
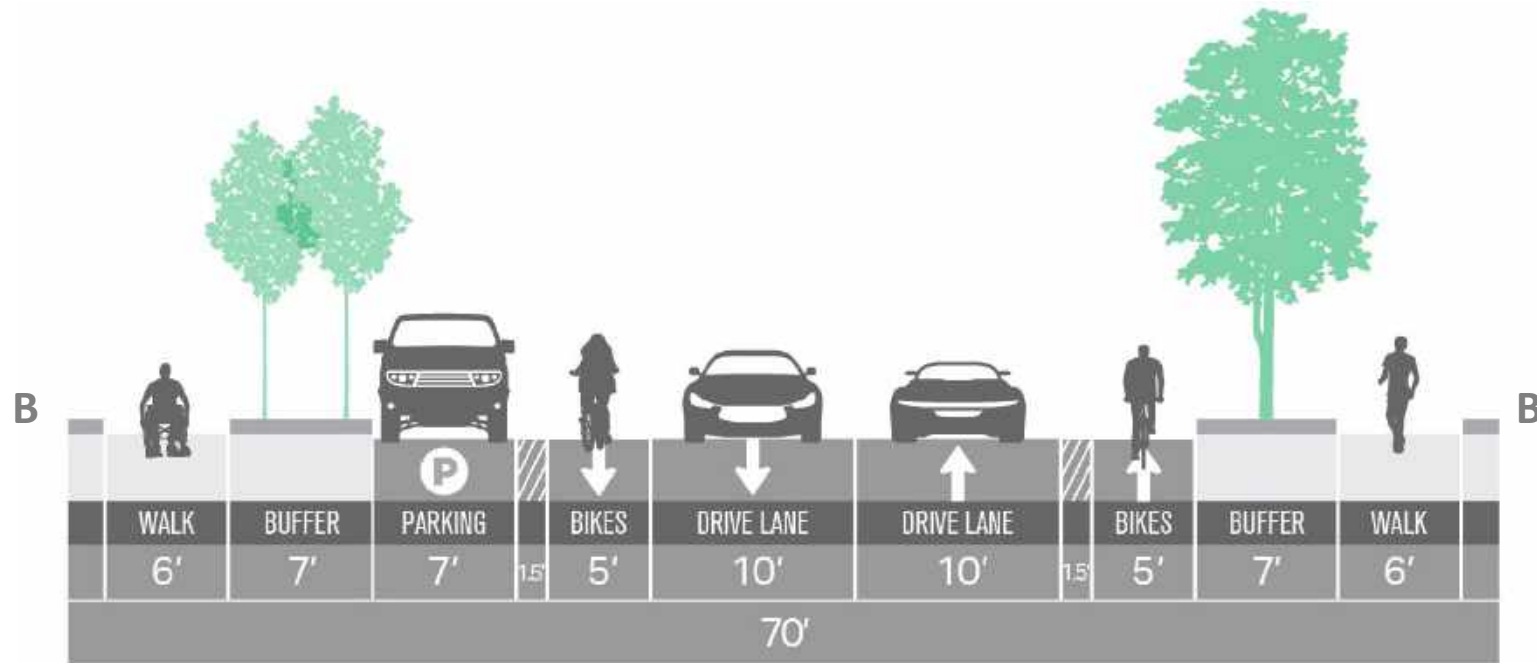
Typical Cross-Section of Mandell St between IH-69 and Richmond Ave



Proposed Typical Sections – Mandell St

Richmond Ave to Westheimer Rd: 40' street width

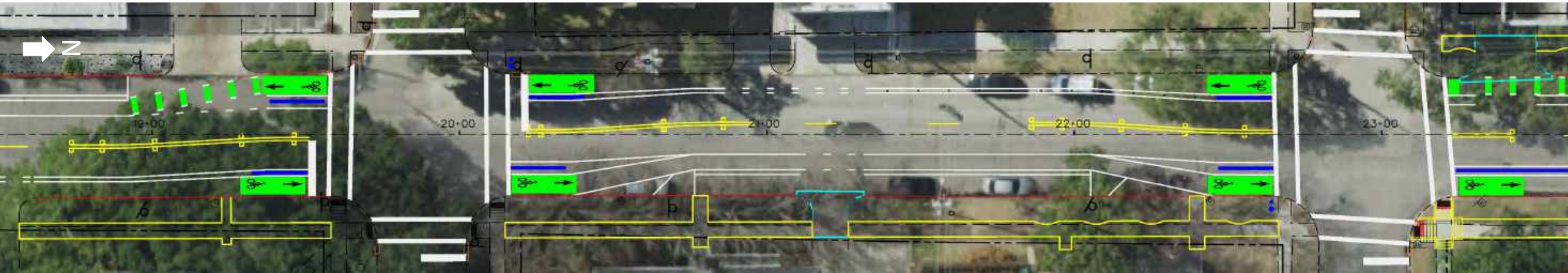
- Improved sidewalks and curb ramps
- Dedicated bike lanes with increased protection for bikes at intersections
- Maintains on-street parking on one side of the street on several blocks, dependent on driveways, curb usage, and destinations



Proposed Typical Sections – Mandell St

Richmond Ave to Westheimer Rd

- Parking reduced from 10 blocks (both sides) to 5 blocks (single side)
- Parking provided near commercial land uses such as restaurants or adjacent to currently active parking locations
 - Approx. 114 existing parking spaces between Richmond and Westheimer
 - Proposed design reduces available on-street spaces to 19 spaces
 - Parking study shows demand for on-street parking can be absorbed by adjacent side streets



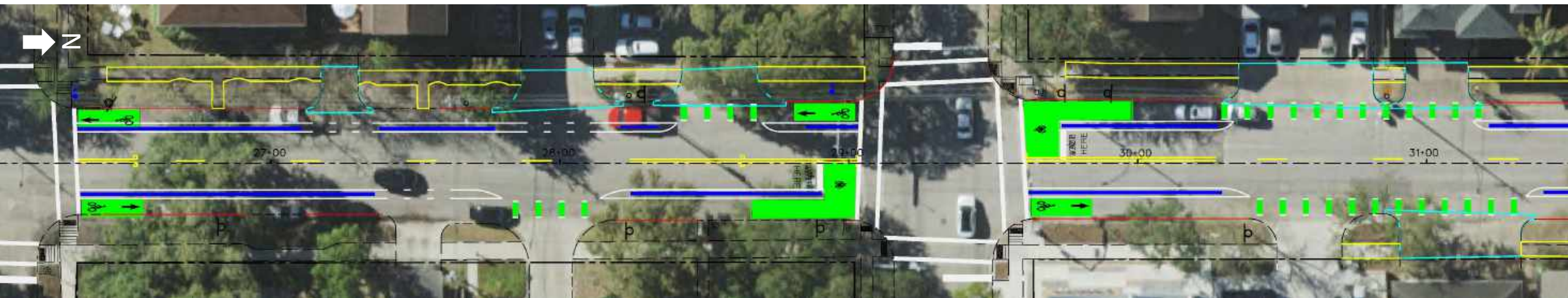
Mandell St Block with On-Street Parking on One Side



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Mandell St Block with No On-Street Parking



Questions and Next Steps

- This Presentation and Mandell Corridor Schematic Design PDF will be posted to the Montrose TIRZ website: <https://MontroseHTX.org/>
- Opportunity for comments/question during the public comment session at the end of today's board meeting
- Additional project comments can be provided via email: Info@MontroseHTX.org

