

12/5/2022

Subject: Questions/comments received from the community on the Mandell Street Schematic presentation conducted on 11/14/2022.

Notes: Comments/questions were documented during the meeting, and some were emailed to the TIRZ 27 website

Comments/Questions:

From William R. Johnson:

1. Can more parking spaces on Mandell be provided for, i.e., no parking between Branard and W. Alabama? Can you share the findings of the Parking Study? Can parking restrictions be implemented for the side streets "No parking 11PM-6AM Wed-Sun except with valid permit this block"; and safety measures "No parking to corner signage on side streets" to improve sight lines and visibility at intersections?
 - a. Mandell St is a multi-modal corridor. This project is trying to accommodate all mobility demands, using safe, best-practice designs. This does result in a loss in on-street parking spaces, which our parking analysis indicates can be absorbed by the side streets.
 - b. A detailed parking study was presented as part of the Mandell Street Neighborhood Safe Street Improvements Technical Memorandum/preliminary engineering report which was shared and approved by the COH. This report will be provided on the TIRZ website.
 - c. Parking restrictions comment will be shared with City of Houston Public Works to see what can be implemented.
 - d. Additional signage can be added to indicate parking zones and reduce parking at corners.
2. Why not mark the crosswalks at these locations [Mandell at Haver, Missouri, and Cherryhurst] given the distance between Westheimer & Fairview Streets?
 - a. The design team will evaluate the addition of crosswalks at these locations.
3. Why then, for this "Safe Streets Project", not reduce the speed limit of Mandell to 25 mph from 30 mph between Hwy 59 bridge and Westheimer? Also, why not expand the "No Thru Trucks" on this segment given the emphasis on safety and shared use with cyclists?
 - a. The design team has identified many street design elements that have been shown to reduce vehicle speeds, these include adding an All-Way Stop at W Main St and Mandell St, speed cushions, and narrowing the vehicle lanes. While the speed limit will not be reduced, these proposed design elements should create a safe roadway for all users.

- b. The design team will investigate if limiting large trucks is possible on Mandell St.
4. Has the COH Traffic Department approved this, and if not, why not.
 - a. Technical Memorandums were developed for each corridor, W. Dallas and Mandell. These have been approved by the COH. The design plans are going through a review process with the COH. Currently the COH is reviewing the 60% plans.
5. Why is [the “no right on red” sign being removed from Mandell at W. Alabama?
 - a. This sign will not be removed. The project will be removing the time-of-day plaque to create an all-day “No Right Turn On Red” condition. The design team is proposing to add “No Right Turn On Red” signs on all Mandell approaches at signalized intersections within this project.
6. Are these [Hawthorne curb] extensions and bollards being removed?
 - a. Yes, a design change has been submitted for the Hawthorne project to remove those curb extensions from the design to accommodate the proposed Mandell design.
7. When will the remaining project drawings/documents be posted and available for public comment?
 - a. The 90% draft roadway schematic will be provided in January 2023. Full project plans will be provided when they are fully permitted by City of Houston (approx.) early summer 2023.
8. Will the timing of this waterline project impact the final completion of the Woodhead/Hawthorne Safe Streets Project?
 - a. The design team has coordinated with this project and are making sure the proposed improvements are constructed by the waterline project. No existing infrastructure within the waterline project on Woodhead has been touched.

Mandell Roll Plot Public Comment

1. Block between Castle and Norfolk – Concrete Bulb-outs on Castle
 - a. The design team will consider this design change.
2. Block between Colquitt and W. Main – Please replace flex posts with concrete barrier between drivers and bikes
 - a. The proposed design aligns with the FHWA AAA bikeway design for a street with average speeds of 30 mph and volumes around 3,500 vpd. At the most critical conflict points, intersections, the design provides fully protected, with concrete

barrier, directional bike lanes. Where the design must balance parking needs of the surrounding community, striped bike lanes are necessary due to the constraints of the roadway width.

3. Block between Colquitt and W. Main – With Menil Hotel can we get full protection at this [illegible] and less parking [illegible] (driveway)
 - a. The design team will work with the Menil to understand the expected site plan and driveway locations and design the proposed bike lanes to provide an AAA bike facility.
4. Block between W. Main and Branard – Replace flex post with concrete
 - a. The proposed design aligns with the FHWA AAA bikeway design for a street with average speeds of 30 mph and volumes around 3,500 vpd. At the most critical conflict points, intersections, the design provides fully protected, with concrete barrier, directional bike lanes. Where the design must balance parking needs of the surrounding community, striped bike lanes are necessary due to the constraints of the roadway width.
5. Block between Marshall and Kipling – Check taper and see if we can squeeze additional parking space or two.
 - a. The design team will review the taper length designs to make sure they meet COH design requirements.
6. Block between Hawthorne and Westheimer – Insufficient street lighting in this area, i.e. very dark at night! Consider additional lights on the existing power poles.
 - a. The current design already proposes to add one extra streetlight within the section between Hawthorne and Mandell.

Menil Collection Comments

1. Why are you keeping the parking on the Mandell block between West Main and Branard? While I know Menil staff and visitors use the convenient street parking on Mandell we might consider it as a sacrifice to ensure bike safety.
 - a. The design team identified this block for parking due to the short off-street driveways and the very common occurrence of parked vehicles extending into the street (or blocking the sidewalk). The driveways would make it so that the bike lane could not be barrier protected and the design team wanted to move the bikeway away from the vehicles and trash bins that are often in the area.
2. The Mandell block in front of the future hotel (between Colquitt and W Main) is going to be modified and only has one driveway in the plans. Will this be coordinated in your design plans? My same question above applies to this block.

- a. The design team will work with the Menil to understand the expected site plan and driveway locations and design the proposed bike lanes to provide an AAA bike facility.
3. My husband and I ride our bikes almost daily with our children both to school on Kipling and to the park on Dunlavy. I consider us a part of a growing group of parent bike commuters who both have kids in bike trailers, and seats and riding their own bikes to school and the park. We intentionally have centered our lives in a place where we can walk and, potentially, bike to school, work, the park, and the grocery store. While solo adult cyclists may not mind shifting to a shared lane (I don't without my kids), I would not feel safe allowing my children to ride in a shared lane on a street like Mandell. Considering the location of Baker Elementary, the number of neighborhood preschools, and Cherryhurst, Mandell, and Dunlavy Park, I would hope there would be a study of bike routes that are safe for parent-accompanied children.
 - a. Agree, the design team is working to make streets as safe as possible for everyone. The TIRZ is trying to follow best practice design approaches for the streets for all users, taking all of the context into consideration. Because of the narrow streets and varied development pattern (all good things) it will be challenging to have an exclusive network of dedicate bike lanes everywhere but in those shared street situations, the design should attempt to manage vehicle speeds.

Email From Douglas Steinbach

1. We need concrete barriers for both directions of cycling traffic on Mandell south of Westheimer.
 - a. The proposed design aligns with the FHWA AAA bikeway design for a street with average speeds of 30 mph and volumes around 3,500 vpd. At the most critical conflict points, intersections, the design provides fully protected, with concrete barrier, directional bike lanes. Where the design must balance parking needs of the surrounding community, striped bike lanes are necessary due to the constraints of the roadway width.
2. Mandell should remove right turns on read at Mandell and Richmond and Mandell at Westheimer.
 - a. The design team is proposing to add "No Right Turn On Red" signs on all Mandell approaches at signalized intersections within this project.
3. Full protection for cyclists and pedestrians should be added next to the new Menil hotel between W Main and Richmond

- a. The design team will work with the Menil to understand the expected site plan and driveway locations and design the proposed bike lanes to provide an AAA bike facility.
4. Traffic calming south of Richmond should be improved at confusing and thus accident-prone intersections like Mandell and Castle Court.
 - a. The design team will consider additional traffic calming measures in this section.

Email from Chen-Yang Lin

1. Are you able to improve the safety of Mandell. From my perspective, I would like to contend that the bridge on Mandell Street across the freeway is somehow not friendly for pedestrians and bicycles. If the sidewalk can be expanded, it would be more friendly for citizens to use it.
 - a. Thank you for your comment, unfortunately the scope of work for this project starts/ends at the bridge limits which is where the TIRZ 27 boundary is located.

Email from Alana Mellers

1. I would like the Montrose TIRZ to put concrete barriers for both directions of cycling traffic on Mandell south of Westheimer.
 - a. The proposed design aligns with the FHWA AAA bikeway design for a street with average speeds of 30 mph and volumes around 3,500 vpd. At the most critical conflict points, intersections, the design provides fully protected, with concrete barrier, directional bike lanes. Where the design must balance parking needs of the surrounding community, striped bike lanes are necessary due to the constraints of the roadway width.
2. Mandell should remove right turns on red at the Richmond and Westheimer intersections.
 - a. The design team is proposing to add "No Right Turn On Red" signs on all Mandell approaches at signalized intersections within this project.
3. Full protection for cyclists and pedestrians should be added next to the new Menil hotel between W Main and Richmond.
 - a. The design team will work with the Menil to understand the expected site plan and driveway locations and design the proposed bike lanes to provide an AAA bike facility.
4. Traffic calming south of Richmond should be improved at dangerous intersections like Mandell and Castle Court.
 - a. The design team will consider additional traffic calming measures in this section.