MONTROSE BOULEVARD IMPROVEMENTS
From Allen Parkway to US-59
WBS No. N-T27000-0005-7
December 2022
MONTROSE BLVD - MEETING AGENDA

01. Introduction
02. Roadway Design
03. Drainage Analysis
04. Construction Cost
05. Next Steps
INTRODUCTION
PROJECT OVERVIEW
ALLEN PARKWAY TO US 59

TYPE
FULL ROADWAY RECONSTRUCTION
2 miles

EST. BUDGET
$52 Million

PHASE
DESIGN
PROJECT OBJECTIVES

Proposed conditions will achieve the following

- Improve Roadway Mobility & Safety for all users
- Promote a Pedestrian – Friendly Environment
- Drainage Improvements
PROJECT SCOPE

- Full Roadway Reconstruction
- Improve Pedestrian Realm
- Upgrade Intersection Safety
- Improve Traffic Signal
- Improve Storm Sewer System
- Utility Replacement, as required
- METRO Improvements
- Street Lighting
- Tree Protection & Preservation
- Improve Multimodal Transportation
PROJECT BACKGROUND
KEY CORRIDOR

- North-south vehicular artery
- Transit Corridor
- Center of community activity
SUPPORT FOR A GROWING MONTROSE NEIGHBORHOOD
RECENT MONTROSE PLANS

Livable Centers Montrose (2021)

METRONext BOOST Corridor Plan Route 56: Montrose

Walk+Bike Montrose (2020)
WALK+BIKE MONTROSE: WALKING PRIORITY STREET

- Supports dense urban development and a 20-minute neighborhood
- Parallel All Ages and Abilities bikeways
- Connecting streets with improved pedestrian and bicycle Infrastructure

Source: Walk+Bike Montrose, 2020
WALKING PRIORITY STREET DESIGN

- Wide, comfortable walking area
- Supports transit-riding experience
- Integrate trees and amenities into hardscape design
- Minimizes impacts of existing utilities
MONTROSE BOULEVARD ASPIRATIONS

- Wide sidewalk supporting active commercial corridor
- Mature oak trees (old and new) to shade sidewalk
- Safe pedestrian + bicycle crossings every 2–3 blocks
- First- and last-mile bicycle infrastructure
- METRO BOOST bus stops and signal priority for faster more reliable transit service
- Maintain vehicular capacity within existing ROW
EXISTING/PROPOSED ROADWAY CONDITIONS
EXISTING CONDITIONS – US 59 TO WESTHEIMER

- Poor pavement conditions
- Untapped back of curb potential
- Continuous center two-way-left-turn-lane
- Beautiful, large, mature trees
EXISTING CONDITIONS – WESTHEIMER TO DALLAS

- Poor pavement conditions
- Insufficient back of curb space to support vibrant commercial corridor
- Large transmission poles
- Large median with trees
**EXISTING CONDITIONS – DALLAS TO ALLEN PKWY**

- Insufficient sidewalks to support the connection to Buffalo Bayou Park; no sidewalk on west side of street.
- Median present only at intersection approaches
- Few existing trees
- Borders new Ismaili Center development along the east

<table>
<thead>
<tr>
<th>BUFFER</th>
<th>DRIVE/BUS LANE</th>
<th>DRIVE LANE</th>
<th>DRIVE LANE</th>
<th>DRIVE/BUS LANE</th>
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<tr>
<td>Varies Min. 2'</td>
<td>12'</td>
<td>12'</td>
<td>4'</td>
<td>12'</td>
<td>5'</td>
<td>4'</td>
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<tr>
<td>Varies Min. 2'</td>
<td>Roadway: 52'</td>
<td>23'</td>
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<td>ROW: 80'</td>
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</tbody>
</table>

![Diagram of road conditions](image)
DESIGN CONSIDERATIONS

• Right-of-way limitations (80-ft to 100-ft)
• Existing mature trees
• Transmission poles
• Connecting Montrose neighborhood networks
  • Sidewalks
  • Bikeways
  • Transit
PROPOSED CONDITIONS – US 59 TO WESTHEIMER

- 4 travel lanes with new pavement
- Left turn lanes at key cross streets
- New continuous median

- New signals with bus priority technology
- 10-ft sidewalk on the both sides of the street
- Opportunity for new trees

Green indicates opportunities for new trees/landscaping

* Buffer may be used as flex space, alternating between tree and sidewalk space
PROPOSED CONDITIONS – US 59 TO WESTHEIMER

- New Median
- Median Closure
- Tree Wells
PROPOSED CONDITIONS – WESTHEIMER TO DALLAS

- 4 travel lanes with new pavement
- Left turn lanes at key cross-streets
- New signals with bus priority technology
- 10-ft sidewalk on both sides of the street
- Opportunity for new trees

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PROPOSED CONDITIONS – WESTHEIMER TO DALLAS

Median Modifications

Tree Wells

Signalized Intersection Improvements
PROPOSED CONDITIONS – DALLAS TO ALLEN PKWY

- 4 travel lanes with new pavement; new access point for Ismaili Center
- 11-ft shared use path on the east side and 6-ft sidewalk on the west side
- Connections to Buffalo Bayou Park
- Improved, continuous median
- New signals with bus priority technology
- Opportunities for new trees and landscaping

Green indicates opportunities for new trees/landscaping

* Buffer may be used as flex space, alternating between tree and sidewalk space
PROPOSED CONDITIONS – DALLAS TO ALLEN PKWY

- New Sidewalk
- Improved Connections to Buffalo Bayou
- New Median
- Shared Use Path
SAFE CORRIDOR CROSSINGS

• Corridor crossings every 2–3 blocks
• Median closures to accommodate safe crossings
  • Rectangular Rapid Flashing Beacons (RRFBs) to aid crossing
SAFE CORRIDOR CROSSING
OTHER IMPROVEMENTS

Traffic Signal Improvements
All traffic signals to be replaced along project limits

Public Utilities Improvements
Replacing aging sanitary and water lines that exceed 30-year useful service life.
PROPOSED DRAINAGE SYSTEM

50% Rainfall Event

Criteria Evaluation

• Water level stays below gutter

• Most benefit near W Alabama St

50% Annual Chance Rainfall Event Proposed Ponding
PROPOSED DRAINAGE SYSTEM
CONSTRUCTION COST
<table>
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<th>Item</th>
<th>Cost</th>
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<td>General Items</td>
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<td>Traffic Control Items</td>
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<td>Water Line Items</td>
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<td>Sanitary Sewer Items</td>
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<td>Landscaping Items</td>
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**CONSTRUCTION SUBTOTAL** $41,154,361

**CONTINGENCY (25%)** $10,288,591

**CONSTRUCTION TOTAL** $51,442,952

**Funding Sources**
- Montrose TIRZ 27
- Federal grants will also be pursued
**PROJECT SCHEDULE**

**Segment I:** West Clay St to Allen Parkway

- **Design Phase Thru October 2023**
- **Construction Begins December 2023**
- **Construction Complete Fall 2024**

**Segment II:** US-59 to West Clay St

To Be Determined

*Timeline subject to change based on funding*
PROJECT PAGE ON MONTROSEHTX.ORG/PROJECTS/
thank you!

Contact Us
• info@montrosehtx.org
• montrosehtx.org

Next Public Meeting
January 23rd, 2023