

Montrose Boulevard Project Community Feedback

Below are all the questions received on or before February 03, 2023, from members of the public regarding the Montrose Boulevard public meeting on January 23, 2022. The responses provided are to the best knowledge of the design engineers and consultants at this point in time during the preliminary engineering phase of the project. This document, as well as electronic versions of the presentation boards from the January 23, 2023, meeting will be made available at montrosehtx.org.

Comment Cards and Emails

Questions:

- 1) Has anyone communicated with the Houston Marathon Committee? Montrose is currently the path for the half marathon. They will need time to determine an alternate route.
TIRZ 27 is aware of the impact to the Houston marathon and will communicate with them. The Board chair is an avid runner and marathoner so we will ensure that this is handled
- 2) Will there be additional benches other than the bus stops?
Unless the City incorporates these as a "standard element" within their maintenance plan, we cannot install benches without a maintenance partner. We will discuss with the city what can be included as a non-standard item
- 3) On the portion of Montrose Blvd between W. Alabama and Westheimer, will there be a desiccated left turn lanes onto Harold, Hawthorne, and Lovett? (I missed the 1/23 meeting and did not see a complete schematic on the website).
**Harold has a left turn lane for northbound traffic.
Hawthorne has a traffic signal with left turn lanes for northbound and southbound traffic.
Lovett has a left turn lane for southbound traffic.**
- 4) I read that Kipling would be closed off as a safe corridor crossing. Why? The Annunciation School already causes a traffic nightmare throughout our Mandell Place neighborhood. Why restrict access to and from the school, forcing it back into our neighborhood? In the ten years I've lived on Harold, rarely have I seen pedestrians trying to cross this segment of Montrose anywhere other than Hawthorne Street.
Thank you for your comment. The design team believes that Kipling could be a great place for pedestrians to cross because of the proximity to the school who currently find this location dangerous. Given the proximity to the school and the pedestrian traffic it generates, it was identified as a key crossing that could become much more pedestrian friendly and the Annunciation School circulation patterns were reviewed during the study phase and are expected to be accommodated by the nearby Montrose median openings at Harold and Marshall.
- 5) Also, why is there no provision to bury the power lines? (Not the high tension transmission lines but the telephone pole lines) The Upper Kirby District has done an exemplary job of decluttering the landscape by burying the lines. If one goal is to have a beautiful tree canopy flanking the street, we all have seen how CenterPoint butchers the trees to keep branches away from the lines.
Burying the power lines is extremely expensive, which make it unaffordable. Initial estimates were around \$2,000 per linear foot which would add \$20,000,000 to the cost of the 2 mile long project.

- 6) In the event, that you do get federal funding to allow for other projects, would you take on Westheimer between Shepherd and Montrose and not wait For COH to perpetually postpone a rebuild of it?
Currently, Westheimer is not part of the TIRZ 27 capital improvement plan, but as discussed at a few board meetings, the City is exploring options for Westheimer currently
- 7) Is there any thought to have majority of the power lines on Montrose Blvd put underground while we do the major redo on Montrose?
Please see the response to Question 5.
- 8) Can the Montrose Blvd. “roll plots” that were presented at the public meeting on January 23rd for viewing and comments be posted on the TIRZ 27 website? This will help the public better understand the proposed project details and provide additional feedback.
Yes, it will be included on the website.
- 9) The new signalized intersection will have bus priority technology. To increase safety at intersections, will other smart intersection technologies be employed for re-timing of traffic signals to reduce congestion and extend “green times” for pedestrians needing extra time to cross the street?
Leading pedestrian intervals (an initial few seconds of walk time for pedestrians before vehicles get the green light) have been recommended at each intersection. Additionally, “No Right Turn On Red” is proposed at each signalized intersection.
- 10) Studemont St, just north of Montrose Blvd from Allen Parkway to I-10, is a very congested section of roadway and impacts the flow of traffic entering and exiting Montrose Blvd. Does the CoH have plans to make roadway improvements and coordinate the signalization of traffic lights on this segment to improve travel times/level of service on this key transit corridor.
The design team and the TIRZ is not aware of any COH plans to improve Studemont St. It should be noted that corridors, such as this, are periodically reviewed by the COH to better understand and potentially make improvements to coordination of signals and signal timings. The TIRZ 27 project can recommend to the COH to review this signal coordination upon completion of the project, but ultimately all signal phasing and timing is up to the COH.

Comments:

- 11) Reference question 23 of your handout. Your answer does not take into account that the driveway between Colquitt and West Main is the only driveway to two private residences being affected by this project. I feel that the lack of a left turn cut through for southbound traffic in the West Main intersection will negatively affect the value of these two homes. These homes are currently valued at over \$500K. A U-turn at Colquitt is not safe nor likely to be possible in even light traffic. Please reconsider this unique situation.
Noted, a median opening will be considered to facilitate entry to the properties during the design phase.
- 12) I have noticed other projects (like Shepard) where it SEEMS that traffic signals haven’t been adjusted DURING CONSTRUCTION to reflect the change in the number of lanes. If DURING CONSTRUCTION lanes are closed, the traffic signals shouldn’t be as long as they currently are. Keep traffic moving!
During construction traffic will be evaluated to see if signal timing adjustment would be needed. This would be coordinated with the City of Houston.

- 13) Overall great. It would be nice to have raised crosswalks parallel to Montrose on side streets and to have public bike parking in front of businesses. Also, lots of shade trees for pedestrians between the road and sidewalk.
Thank you for your comment. Vulnerable user safety is a top design consideration. All safety design measures will be investigated during the design phase, including raised crosswalks, which final design to be approved by the COH.
The project proposes to add a net increase in shade trees along the corridor.
- 14) Please consider longevity in regard to tree selection. For example, a street lined with live oaks looks beautiful now, but in 40-50 years all these beautiful new sidewalks will be torn up. Let's plant the correct species to provide shade and be sustainable.
Best practice measures will be used to sustain normal tree growth without disrupting adjacent sidewalk paving. An arborist is part of the design team and will provide recommendations on how to best build a tree canopy for 50 years from now.
- 15) Wonderful maps – I wish we could get a revision for Montrose – Gilem/W.Gray – Fairview for our newsletter.
Thank you.
- 16) Please increase ways to improve safety for pedestrians & cyclists at intersections in addition to the current schematics' offerings. I'd really like reducing to one lane and adding bike lanes.
Four lanes are needed to accommodate vehicular volumes. Montrose Boulevard is a key north-south vehicular, transit, and walking corridor. The Walking Priority Street cross-section meets the street's vehicular capacity needs while also providing a wide, tree-shaded sidewalk for pedestrians and First- & Last-Mile bicycle trips. Recent and future bikeway projects on parallel streets such as Yoakum and Stanford provide parallel routes for bicyclists on lower-volume, lower-speed streets.
The proposed design will provide more controlled pedestrian and bicycle crossings at proposed median closures, with median refuge islands.
- 17) Would love to see a dedicated bike path on the crosswalk. Love that this project will catalyze a more active Houston and encourage residents & others to explore the area more. I think it'll attract more economic opportunities as well. Public bike parking would be great. Also, a great opportunity to invite local Houston artists to draw/paint on the sidewalks to "Keep Houston Weird".
Certain intersections will have a dedicated bike path that is part of the closed median. W Dallas Street also has dedicated bike paths at the crosswalks.
Because there isn't a management district or a partner to maintain any non-standard elements, the project must be built to meet City standards, which does not currently include bike parking.
- 18) Yes, love the ideas for safer pedestrian crossings and improved drainage. It's a shame to not have a pedestrian safe and friendly area with so many lovely local businesses and restaurants. Please help people walk and enjoy proximity in Montrose!
Thank you for the comment.
- 19) Wheelchair ramps only on straight aways through intersections. Grooved texture along intersections to guide blind pedestrians so they don't walk into oncoming traffic – all crosswalks. Audible traffic signals and beeps where the buttons are placed.
Grooved texture will be further investigated during design. COH requires Audible Pedestrian Signals (APS) at all, new construction, signalized intersections. The COH standard requires directional pedestrian ramps, which will guide visually impaired persons on a direct route across the street.

- 20) Understand the limitations of not have a Management District to partner with yet, I would like to see some things that can be done to set the tone and look of Montrose Blvd apart from “any city USA or the suburbs”.
- a) Quarts sprinkled on the sidewalks to give an artistic fun flair.
TIRZ 27 is open to working with local artists to install art along the corridor as long as there is an entity or partner that can maintain it.
 - b) Blue tiles for street names in the curbs
Blue tiles have not been discussed yet. A decision is yet to be made.
 - c) Electrical stub outs for hopefully future pedestrian and holiday lighting.
There are discussions about the possibility of empty conduits to allow for future pedestrian lighting.
 - d) Unique signage.
Unique signage has not been discussed yet. This will be further investigated during design.
 - e) Partnering with The Historical society and the LGBTQ museum housed at U of H to chronicle historical events since the beginnings of Montrose over 100 years ago with signage on light posts, QR codes, sidewalks or other technology available.
How to incorporate community history into the project is currently being explored by the Authority.
 - f) Avoid pavers in the street that look nice but invariably become unstable and ugly over time and difficult to repair or maintain.
There are no plans for pavers in the street.
 - g) Partner with a foundation for public art
Preliminary discussions with the Houston Arts Alliance are taking place to incorporate public art in the project. Like some of the other non-standard elements, this requires putting together a program that will be adopted by the City.
- 21) Cyclists are dying, this project does not take vision zero seriously. We need to prioritize bus, bike, ped more than is provided. We need a protected bike lane now. Cyclists will use Montrose, accommodate them or They’ll go on the sidewalk or in the road. Don’t design, propose dangerous roads.
Please see the response to question No. 16
- 22) Please make sure the no parking signs of West Main are correctly placed. Their current placement has parking available too close to Montrose, which is a traffic hazard for those turning east on West Main. Residents need parking available for vendors on West Main, just not so close to Montrose.
Thank you for the comment. Signage will be designed during the design phase.
- 23) “Since the December presentation, some small modifications have been made to the plan. Plans for the sidewalk on the west side of Montrose between Westheimer Road and Dallas Street were tweaked from one 10-foot sidewalk to two 6-foot walkways separated by a 6-foot planting space for trees.” This sounds nice for the addition of shade and greening the space. However, isn’t this going to be an ongoing issue with tree roots that cause the sidewalks to be buckled and essentially unsafe? It may be a way down the road but just a thought. Thanks for allowing public input.
The sidewalks have not been changed since December. The typical sections on the display board showed how the sidewalk would accommodate a protected tree.
Discussions about tree species and their effect on sidewalks will be further evaluated during the design phase with the arborist that is part of the design team.
- 24) There is a considerable community interest to include public art installations to enhance and activate the pedestrian and streetscape experience. Can the design team identify specific areas that would be best suited for public art installation based on visual sight lines, location of trees, available lighting, and safety considerations.
Preliminary conversations with the Houston Arts Alliance are being had to address these concerns.

25) Although it will be discussed with the City of Houston (CoH), Its understood that pedestrian or sidewalk lighting is not currently in the project scope because there is no maintenance district or partner. One solution to consider and discuss with the CoH is to use the new street lighting poles for mounting an area light fixture to illuminate the sidewalks. I spoke with a major manufacturer of commercial light poles, and they recommended adding a simple-mounted single bullhorn bracket at 12 ft. mounting height (positioned 180 degrees from the street light mast arm) and installing a fixture to provide sidewalk lighting. This low-cost solution eliminates the added infrastructure (light poles, foundation, conduit, controls, etc.) and requires only the factory mounted bracket, LED light fixture, and wiring connection. The downside is the light fixture spacing will be greater than ideal, however, it is better than having no sidewalk lighting at all.

We are discussing options for pedestrian lighting with the City of Houston including the use of similar methods utilizing one pole as you described.

26) As irrigation of the median and buffer zone will not be included in the project scope, there ought to be a collaborative effort by the design team to incorporate a variety of low-maintenance hardscaping and groundcover features, along with a selection of suitable native trees. This will greatly enhance the overall aesthetics of Montrose Blvd and provide more character than just grass and live oak trees. Some hardscaping/landscaping recommendations for consideration include:

- a) Interrupting the median landscaping (grass) with varying sections of hardscaping. This could include concrete pavers, stamped concrete, and black Mexican beach pebbles embedded in concrete.
- b) Adding berms and mounds in the median landscaping. Even if it's just grass, the elevation change adds visual interest.
- c) Incorporating medium-large moss rock or Mexican landscape boulders in the median design. These design elements are relatively inexpensive in install and maintenance free.
- d) Planting a variety of hardwood trees – such as Bur Oak, Mexican White, Shumard Oak, Mexican Sycamore, and Red Oaks, depending on soil conditions and location. The section between W. Dallas and Allen Parkway plans for all new trees and provides an excellent opportunity to make an impact at the entrance of Montrose Blvd. A continuous line of Live Oaks, for example, is frankly, uninspiring.

For hardscaping, we will evaluate options like concrete stamping with the City during the design phase.

For softscape, bald cypress species is being considered for the segment between W Dallas Street and Allen Parkway since it is in Buffalo Bayou's shadow.

- e) Identifying select areas for drought-resistant plant beds or groundcover, i.e., Asian Jasmine, Andy Leaf Fig Ivy, Liriope, etc., instead of grass.

Landscape and hardscape decisions will be further discussed during the design phase with SWA as the landscape architect team working with the Authority.

27) There are two sizable residential and mixed-use developments planned on either side of Lovett Blvd on the west side of Montrose Blvd. There will certainly be an increase in vehicles crossing this uncontrolled intersection at Lovett and Montrose; as well as pedestrians, cyclists, and nearby Metro BOOST users. The intersection capacity analysis for this intersection was not shared; however, has an impact of these developments near this intersection been fully studied to determine if a signalized intersection for traffic control is warranted versus the proposed Median Refuge + Pedestrian Crossing design?

The Lovett at Montrose intersection was analyzed through a Traffic Signal Warrant Analysis as part of the preliminary engineering. This analysis looked at existing and 2040 future volumes, which includes the ongoing development in the area. While the future traffic projections do not warrant a signal, the TIRZ is aware of these projects and will make efforts to coordinate this intersection with the private developments. Detailed design of this intersection will happen during the design phase of Segment 2, in the latter half of 2023 and at that time even more information about these private developments will be known.

- 28) As a follow-up to question 8, black painted or powder-coated signal. Light poles, and accessories are generally cost competitive with hot-dipped galvanized steel. Performance benefits include improved corrosion protection, enhanced abrasion and chemical resistance, and graffiti more easily wipes free. It also is an aesthetic enhancement, which is why other Houston metro roadway improvement projects – including TIRZ 5, selected this finish option over galvanized for Shepard Drive. Montrose Blvd Improvement Project certainly deserves similar distinction. Additionally, there are existing precedents with the black street signage at W. Alabama for the University of St. Thomas, as well as black finished light poles and street signs.

Black powdercoating is currently being discussed with the City of Houston as a standard element that will be adopted into its maintenance program which will allow the Authority to utilize them.

- 29) After viewing the presentation plan drawings at the Jan.23 meeting, I am concerned about an excessive extent of sidewalk pavement on many blocks, where sidewalks extend all the way to the street for the full proposed sidewalk width.

I am very concerned about street tree coverage and the success and health of street trees. Recent sidewalk projects in Houston have often emphasized sidewalks at the expense of street tree space and tree health.

Good street trees are an essential component of sidewalk pedestrian projects in Houston. Street trees are important for multiple reasons: protecting the pedestrian realm from excessive direct sun, mitigating overall urban heat island impacts, especially considering future climate change temperature increases, and preserving neighborhood biodiversity as host species.

Sidewalks that run all the way to the street edge past the street tree line will reduce the amount of open ground area for street tree water absorption and aeration. This excessive pavement will also dump more stormwater directly into the street during hard rain events. Sidewalks along Montrose Blvd. accumulate a considerable amount of litter and trash. Paved sidewalks that run to the curb will transport more of this litter to the street and down storm drains to Buffalo Bayou. Leaving more planted area along the street curb can help prevent this direct transport of litter to waterways. Also dumping more water into the street faster is counter to the City's efforts to reduce the extent of impervious surfaces and the speed of flood water runoff.

The safest place for pedestrians along a busy street is on the side of the street trees that is AWAY from the street. Montrose Blvd. is a busy traffic corridor, and encouraging pedestrian use with continuous pavement on the street side of the street trees seems unnecessary and a bad idea on many blocks. Street trees help provide an important shield for pedestrians from errant vehicles.

Wherever street trees will be surrounded by sidewalk pavement, the tree openings should be sized generously for ample water retention and aeration. More 'green' ground coverage will also help address the heat island issue and mitigate the heat retention of sidewalk pavement.

More paved surface area will lead to additional heat retention. Mitigating future heat island issues needs serious consideration. Good street tree coverage and 'green' ground cover will be essential to limit heat gain and heat retention.

Thank you for the opportunity to comment. I am a regular walker along Montrose Blvd. and live in very close proximity to Montrose at W. Gray.

Thank you for the comment. The roll plot only focused on trees that were being protected and how the sidewalk interacts with it. There will be many more trees to provide shade for the sidewalk. The sidewalk configuration will be looked into more to see if improvements can be made. These ideas will be taken into account with the design with SWA, the Authority's landscape architect for the project and the arborist that is part of the design team.

- 30) I often go to the Montrose area to visit family, run errands and simply enjoy the restaurants and stores. Montrose is one of the most walkable neighborhoods I've seen in Houston. This is less of a compliment towards the neighborhood, and more of a sobering observation of Houston's lack of care for pedestrian safety. It is devastating to see how this project will set back Montrose.

There is so much more that could be done to improve pedestrian safety in Montrose. I want to see a greater emphasis on bikes and public transit. I don't want to always feel scared that I may be killed trying to cross the street.

I use Metro's 56 bus route to get to and from Montrose. I want to see a project that prioritizes public transit. Why can't there be a lane that only the bus can use?

Thank you for the comment. Vulnerable user safety (pedestrians, transit riders, and bicyclists) is a top priority for the TIRZ and design team. The proposed sidewalks will be much wider than the existing sidewalks and frequent, controlled crossings are proposed approximately every 500 ft.

The TIRZ is creating a network of all ages and abilities bike facilities around Montrose. Montrose Blvd has to accommodate many modes and will provide a first-mile and last-mile connection for bicyclists. Parallel corridors like Waugh/Commonwealth and Stanford streets will provide commuter-like bike facilities.

Although a dedicated bus lane is not feasible along this corridor, many improvements are being implemented to increase reliability and decrease travel times for METRO's 56 bus route. The corridor is being improved to a BOOST route, which provides a better walk, a better stop, and a better ride. Traffic signal priority at all signalized intersection will improve travel times and limit the busses wait time at signals.

- 31) Thank you for welcoming input on the upcoming Montrose Blvd project. I look forward to seeing a restructured and revitalized Montrose Blvd that accommodates multi-modal transportation.

Realizing that there is a finite amount of ROW to work with, I believe that 2 lanes for cars and buses, along with a shared path for pedestrians and bikes, is the best utilization of the given area.

There appears to be a vocal minority advocating for further reducing the planned car lanes and implementing dedicated bike lanes, to which I strenuously object. This focus on dedicated bike lanes is misplaced and unnecessary given the plan for the wide side paths that can be shared by pedestrians and bikes. I suggest that the paths be marked to designate bike and pedestrian areas. Cities all over the world have these shared paths, especially in high-density areas, and bikes and pedestrians coexist remarkably well. Why would Houston be any different?

Houston needs to continue to build viable transportation networks that connect residents to all their daily needs. Our focus should be on improving (air conditioned) mass transit options, while at the same time reducing reliance on cars. However, it is not realistic to reduce car lanes on major arteries in favor of dedicated bike lanes. Because of Houston's climate, biking is a primarily recreational activity for the majority of us.

The number of high-density residential projects under construction in the Montrose area necessitates adequate car/bus lanes on major connectors such as Montrose Blvd. Reducing/eliminating lanes does not convince drivers to eliminate their cars or drive at different times of day - it just increases their frustration and pushes them (dangerously) onto the neighborhood side streets looking for alternative routes. Those side streets and secondary arteries are the appropriate place for roadway bike paths.

The number of lanes is will not be reduced from four lanes due to the current traffic volumes on the corridor. Bike lanes were considered, but not chosen, because of their great impact to the existing trees and the parallel biking corridors being established on Yoakum/Waugh and Stanford. Montrose was designated previously as a Walking Priority Street rather than a Biking Priority Street as part of the Walk + Bike Montrose Mobility Study.

Regarding the comment about designated bike and pedestrian areas, most of the project has shared use spaces. In these areas bikes and pedestrians share the sidewalk, and the way the sidewalks accommodate the trees, designated areas for each would not be feasible. For the shared use path north of W Dallas Street, some striping may be provided near intersections, though the intent is for bicyclists and pedestrians to share the space.

32) Air Alliance Houston Comments to TIRZ-27 Montrose Redesign Project

Air Alliance Houston appreciates the opportunity to voice our feedback and concerns regarding TIRZ-27's Montrose redesign project. We applaud the efforts of the Board, TEI Planning, Gauge Engineering, and all of the supporting staff in their efforts to develop a corridor that best addresses the area's transportation needs. Providing a transportation network that encourages walkable, bikeable communities reduces Vehicle Miles Traveled (VMT), improving air quality and reducing greenhouse gas emissions. However, we have identified a number of points of concern regarding the project as designed so far.

First, the current design fails to accommodate cyclists. The plan as it exists today lacks a bicycle lane. The Houston Bicycle Plan commits to the construction of a protected bicycle lane on Montrose Boulevard. The absence of this crucial connection and replacement with a lackluster alternative on Stanford is a missed opportunity. An on-street bike lane should be constructed by shaving road width off of medians, travel lanes, sidewalk and buffer space without taking away travel lanes. If this is not possible then the shared use path from Allen Parkway to W. Dallas should be extended all the way to US-59. Failure to do so will result in either cyclists riding in the road, which many already do and subjecting themselves to speedy traffic, or riding on the sidewalks which brings them into conflict with planned pedestrian heavy pedestrian realm. The neighborhood of Montrose has twice as many cyclists and pedestrians as Houston as a whole, this is a behavior the TIRZ should encourage. In summary, we echo calls from the community to:

- Study the feasibility of a dedicated bike lane design using road width from medians and travel lanes.
- Study feasibility of expanding the shared use path from Allen Parkway to W. Dallas all the way to US-59.
- Addition of inverted-U-shaped public bike parking near major destinations

Thank you for the comment. In the Design Concept Report, the design team studied the feasibility of a protected bike lane. Both the Recommended Alternative and the Bike Lane Alternative contribute to the TIRZ's vision for a high-comfort bikeway network providing local and regional connections throughout the community. Although the Recommended Alternative does not include a dedicated bikeway for the majority of the project, parallel bikeways programmed and under construction by TIRZ 27 provide similar north-south connectivity south of W Dallas Street. The Recommended Alternative includes a high-comfort bikeway along the corridor north of W Dallas Street, providing a key connection to trails and the Rosemont Bridge at Buffalo Bayou Park. Moreover, the Recommended Alternative includes high-comfort bike crossings of Montrose Boulevard at four intersecting east-west streets with proposed and programmed bikeways.

Shared use paths in lieu of first-last-mile sidewalks would only be feasible with significant tree removal and acquisition of significant right-of-way but is being explored as an option.

Because there isn't a management district or a partner to maintain any non-standard elements, the project must be built to meet City standards, which does not include bike parking so if bike parking is installed, it will be left without anyone to maintain them and would only last a few years before falling apart.

Second, the TIRZ board needs to design the corridor for slow traffic. We applaud the goal of reducing traffic speeds to a maximum of 30 miles per hour. Currently, traffic on the road varies in speed but exceeds the limit of 35 miles per hour often. If this is to be a pedestrian/bicycle-heavy corridor, the TIRZ board must do more than sign the road for 30 miles per hour. The board must also design the road for the target speed. For this reason, we echo the call from the community for:

- Turn hardening design, including:
 - Curb bump outs at all intersections
 - Continuous sidewalks/raised crosswalks along Montrose Blvd
- Ensuring that crossing Montrose Blvd is comfortable and safe by:
 - Installing reflective blinking pedestrian crossing signs at all appropriate intersections
 - Providing pedestrian islands at all intersections
 - Traffic diversion for local streets which intersect Montrose Blvd

Vulnerable user safety is a top design consideration. Many of the proposed design elements will create a street where slower speeds are necessary. Narrowing lanes has proven to be a key tool in reducing vehicular speed and is being utilized here. The narrower vehicular lanes have been proven to decrease speeds and the addition of many new, controlled, crossings as well as improved sidewalk and street scape will create a roadway context that is focused on vulnerable user safety and minimize driving speeds. Intersection specific signage and lighting for cross walks will be determined in the design phase, but we will certainly take the comment into consideration to ensure cross walks are visible, safe, and have slowing moving traffic.

Lastly, as Montrose Blvd is a transit corridor, Metro service should be prioritized. Metro carries over 275,000 residents to work every work day in part with its well-utilized bus routes. Over 4,000 people use route 56 every day; that is about 1/10 users of Montrose Blvd. Expanding and encouraging use of Metro services is crucial for climate change mitigation, reducing VMT, and improving air quality. MetroNext and its boost corridor plans are a great baseline. Montrose Blvd intersects two well-utilized bus routes and the near-future University/Blue line Bus Rapid Transit. For these reasons, we want to encourage you to work closely with Metro to further enhance Metro bus service along Montrose Blvd, including studying the feasibility of a dedicated bus lane, similar to the red-lanes in Downtown.

Montrose Blvd is designated as a BOOST corridor. Coordination with METRO will occur throughout the design phase. However, a dedicated bus lane similar to a red-lane is not possible. It would take up too large of a footprint because it would be in addition to the other four lanes. To accommodate it, either the medians would be too small to allow for left turn lanes, the back of curb area would be too small for a wide sidewalk, most or all trees would be removed, or a combination of all of these. Transit signal priority is being pursued for all traffic signals on the corridor as part of the BOOST program.

The TIRZ has made preserving Montrose' pedestrian, bicycling, and Metro usage a priority. We can have a project that focuses on safety, where everyone of all ages and abilities can feel comfortable riding, walking, and rolling. We urge TIRZ-27 to integrate input from the community and make this project transformative.

TIRZ 27 takes the community's input very seriously. This was the 2nd public meeting and there will be more to come during design phase before construction commences.

- 33) My name is Alexander Spike, I live near Fairview and Taft and I use Montrose Blvd on my bike commute into Midtown. I'm happy to see right-sizing for Montrose Blvd. It's the namesake for our neighborhood, we should make an effort to develop a corridor that best suits our area's transportation needs, the kind of corridor that embodies Montrose's values. I moved to Montrose because of its small, walkable-bikeable blocks, and housing-denser, high-amenity lifestyle. I dislike fast, loud traffic that cuts our neighborhood in two and want to see the TIRZ expand biking, walking, and transit opportunities. I think that this project is a good step forward however Several neighbors and **I want to see more bike lanes, more traffic calming, and more buses.**

The current design does not accommodate cyclists whatsoever. As of today, Montrose is put down as a bike route but with the redesign, bikes will be unwelcome on Montrose Blvd. This is despite the Houston Bicycle Plan commits to the construction of a protected bicycle lane on Montrose Boulevard! The absence of this crucial connection and replacement with a lackluster alternative on Stanford is a missed opportunity. I live in Stanford, it's already a relatively high comfort bike route, it can be better of course, but **bikers need protection on Montrose too. An on-street bike lane should be aggressively studied by shaving road width off of 14 foot wide medians, 10 foot travel lanes, very generous sidewalks and 4 foot buffer space without taking away travel lanes. A tolerable alternative would be the shared use path from Allen Parkway to W. Dallas be extended all the way to US-59.** Not putting in a bike lane will not dissuade us from using Montrose. They'll either ride in the road and slow down your precious vehicle throughput-- which many already do-- and subject themselves to speedy traffic, or ride on the sidewalks which brings them into conflict with expected high pedestrian traffic. Montrose has twice as many cyclists and twice as many pedestrians as Houston, this is a behavior the TIRZ should encourage not reroute and discourage. I echo calls from our neighbors to:

- **Study possibility of a two-way, on-street bike lane constructed using road width from medians, travel lanes, sidewalk and buffer space**
- **Study possibility of expanding the shared use path from Allen Parkway to W. Dallas all the way to US-59.**
- **Addition of inverted-U public bike parking near destinations**

Please see the answers to question no. 16

The TIRZ board should slow traffic, make sure it actually goes 30MPH. Currently, traffic on the road exceeds 35 MPH all the time, it's deeply uncomfortable to walk along or bike in. I love the goal of reducing traffic speeds from 35 MPH and higher to a maximum of 30, but **Montrose Blvd has to be designed, not just signed for 30.** If this is to be a pedestrian/bicycle-heavy corridor, the TIRZ board must improve ped/bike safety by slowing traffic:

Many of the proposed design elements will create a street where slower speeds are necessary. The narrower vehicular lanes have been proven to decrease speeds and the addition of many new, controlled, crossings as well as improved sidewalk and street scape will create a roadway context that is focused on vulnerable user safety and minimize driving speeds.

- **Turn hardening:**
 - **Curb bump outs at all intersections**
 - **Continuous sidewalks/raised crosswalks along Montrose blvd** (like crossing Fairview, which is also a very pedestrian bicycle hostile road despite the foot-bike traffic on it!)
- **Make crossing Montrose Blvd comfortable, safe by:**
 - **Installing reflective blinking pedestrian crossing signs at all intersections**
 - **Provide pedestrian islands at all intersections**
 - **Traffic diversion for local streets which intersect Montrose Blvd** (such as Bomar or Hyde Park)

Vulnerable user safety is a top design consideration. All safety design measures will be investigated during the design phase, with final design to be approved by the COH.

I use the Metro route 56 all the time and want it further prioritized. Metro runs a well utilized local bus network with several of the best routes running through our communities including the 82, 25, and 56. Even off peak these buses carry upwards of a half dozen people. The MetroNext Boost corridor is a good start but it's unacceptable for our buses to be in traffic at all. If we want to create livable places, then we need to mode shift more people onto buses! **The 56 on Montrose Blvd should have its own lane.** I want to see the TIRZ lobby Metro for a more ambitious treatment on Montrose Blvd.

A bus lane would take up too large of a footprint because it would be in addition to the other four lanes. To accommodate it, either the medians would be too small to allow for left turn lanes, the back of curb area would be too small for a wide sidewalk, most or all trees would be removed, or a combination of all of these.

I moved to Montrose because of its walkability, its bikeability, and its proximity to good transit. The TIRZ has made preserving Montrose' pedestrian, bicycling, Metro usage a priority. I want to see this good project upgrade to great.

Although a dedicated bus lane is not feasible along this corridor, many improvements are being implemented to increase reliability and decrease travel times for METROs 56 bus route. The corridor is being improved to a BOOST route, which provides a better walk, a better stop, and a better ride. Traffic signal priority at all signalized intersection will improve travel times and limit the busses wait time at signals.

34) My name is Ethan Michelle Ganz, and I am a resident of Montrose. I think that the proposed plan is pretty good, however, this is probably going to be one of the biggest projects in my neighborhood for years to come, it is important that we do this the right way. I believe that we need protected bike lanes all the way down Montrose. I have ridden my bicycle as a mode of transportation, and it is frightening. It is important to build for the future, not for today. Climate change is here now. We can not continue to build a car centric city, if we want to be ready for the influx of density in population. Creating infrastructure like bike lanes that are protected and continuous is important. We also ask for raised crosswalks in certain areas, because these actually slow cars down, and protect pedestrians. Please do not build for 10 years ago. We must build for 20 years from now. Please build with climate change in mind. Building car centric things causes more traffic and air pollution. That is not what we need. If we want to be a world class city, that includes building world class infrastructure, and being forward thinking. Cars should not be the center of how we think of transportation, especially in Montrose where we are trying to create a more walkable area. Thank you for taking the time to consider my comments.

Montrose Boulevard is a key north-south vehicular, transit, and walking corridor. The Walking Priority Street cross-section meets the street's vehicular capacity needs while also providing a wide, tree-shaded sidewalk for pedestrians and First- & Last-Mile bicycle trips. Recent and future bikeway projects on parallel streets such as Yoakum and Stanford provide parallel routes for bicyclists on lower-volume, lower-speed streets.

Traffic calming measures including narrowed lanes and other intersection safety improvements are being implemented to slow traffic. Please see the response to question 32 for further information on the pedestrian safety and traffic calming measures to ensure traffic slows down and vulnerable users are protected.

35) We've looked at the current design in detail and discussed at length. We feel that it has a lot of room for improvement to be a people friendly corridor that the community wants.

The current design is not transformative. The community has made clear we need it to reflect our values to prioritize people over cars.

Specifically:

1. No one has confidence that the yellow blinking light thingys will work. This city has no culture which respects pedestrians (here I always mean anyone on foot or wheels) in the crosswalk. If Montrose is to be kept to 4 lanes, because of the volume of traffic per FHWA guidelines, then these lights still do not make it safe to cross. In effect, pedestrians are still asking for permission from cars to cross and hoping for the best. This is backwards. The community has resoundingly said it must be safe for pedestrians to cross Montrose.

2. We want raised crosswalks which are parallel to Montrose at every intersection. NACTO recommends this treatment so that drivers not only slow before turning or crossing onto the boulevard but also will yield to pedestrians.

3. Montrose's design is suppose to get traffic to follow the speed limit, to be set at 30 mph. What in the current design will accomplish this? We do not see any traffic calming measures which will actually get drivers to follow the speed limit. We know that 4 lane roads are conducive to speeding and higher than average crash rates. Montrose is a high injury network because of it's current design, which is 4 lanes. It is imperative that design changes be made which will get an actual 30 mph rate of speed.

I've participated in discussions with other TIRZ's and as I've said before, I commend you for the level of engagement accomplished so far. Thank you for this! It's not easy but there is a real opportunity here to create a project which will raise the bar for Houston, which we desperately need.

Thank you for your thoughtful comments. The design team will investigate alternative high visibility crossing treatments during the design phase. Vulnerable user safety is a top design consideration. All safety design measures will be investigated during the design phase, with final design to be approved by the COH. Many of the proposed design elements will create a street where slower speeds are necessary. The narrower vehicular lanes have been proven to decrease speeds and the addition of many new, controlled, crossings as well as improved sidewalk and street scape will create a roadway context that is focused on vulnerable user safety and minimize driving speeds.

36) First, thank you for presenting the overall plan and making the presentation and recording available well in advance of the Jan 23rd public meeting, so that we could review the material and come to the public meeting with topics in mind that we wanted to discuss. Please continue this practice on future projects. As a member of the stakeholder group for the Livable Centers Study, it is exciting for me to see many of its recommendations for Montrose Blvd. being put on a path to reality.

Regarding specifics of the project:

1. Given the prominence of Montrose Blvd. in the neighborhood, it is excellent to see significant attention and resource being dedicated to making it a truly attractive, safe, and inviting **pedestrian corridor**. On related topics:
 - **Lighting** - Please give greater consideration to provision of pedestrian-oriented lighting. I was told at the meeting that this is not in the plan because, in the absence of a management district, there is no entity to maintain it. Understanding that the TIRZ cannot take on maintenance, please clarify what would be required in terms of funding to add the lighting and an arrangement to maintain. Perhaps the TIRZ Board, our District C Council Member, and the Neartown Super Neighborhood could engage in a joint effort to identify a solution.
 - Sidewalk lighting will be further evaluated with the City during design and whether there is a solution where the City would accept it into their long term maintenance budget.
 - **Shade** – The importance of shade to pedestrian comfort in Houston is huge – as is recognized in the plan. I spoke to the arborist at the public meeting who indicated that he is responsible for providing the plan for preserving/planting trees for the project, but his responsibility does not extend to supervising the implementation of that plan. Please provide, as well, for expert oversight of tree preservation measures and preparations for tree planting – while construction is taking place – to ensure that your good plan for providing tree cover actually comes to fruition.
 - The Urban Forester will also be present during construction to ensure that the trees are protected in accordance to the approved plans. A full time inspector will also oversee the project as a whole and will ensure that the work is done according to the design which will include a tree protection plan as part of the design documents.
 - **Safe crossings** – Provision of safe pedestrian crossings every 2-3 blocks is most welcome and the plan for configuring these crossings looks good. It wasn't completely clear what type of

crossing signal is planned; I would vote for the kind of overhead signal like the one in place at the Glassell School. Also, it does make sense to close some streets to vehicular crossings; please consult with adjacent neighborhoods as you make concrete plans on which streets those are.

- The design team will investigate a variety of controlled crossing treatments during the design phase and will keep the community informed of any modifications to traffic movements..

2. I'm very happy to see the plans for **improved drainage infrastructure**. Where possible, please also include green infrastructure elements (e.g., permeable pavers between trees, stormwater treatment trenches) as highlighted in the Livable Centers Plan, for temporary stormwater storage, to benefit the trees, and to go a step further in support of the Livable Centers vision of Montrose Blvd as an urban greenway.

Without a management district or a maintenance partner, such non-standard elements are not possible, but we will discuss with the City of Houston what is possible through their various programs for green stormwater mitigation.

3. On the topic of **transit**, I understand that the TIRZ project will support the street/sidewalk level requirements for Montrose as a Boost corridor and that METRO is responsible for fleshing out the full Boost features. In future meetings about the Montrose Blvd project, I'd like to see METRO representatives present and available to address questions about all aspects of the Boost implementation on Montrose.

In coordination with METRO, many improvements are being implemented to increase reliability and decrease travel times for METROs 56 bus route. The corridor is being improved to a BOOST route, which provides a better walk, a better stop, and a better ride. Traffic signal priority at all signalized intersection will improve travel times and limit the busses wait time at signals. We will request that a METRO representative attend to discuss the BOOST program for Montrose Boulevard

4. I was dismayed to hear that the expense of burying **utilities** (vs. relocating them) would "kill the project." I understand that there are many priority projects for the TIRZ and tradeoffs have to be made, but this is a disappointment.

Yes, it would be beautiful if overhead utilities could be buried, but unfortunately it just costs too much, we estimated the cost with CenterPoint to be \$2,000 per linear foot which would add \$20,000,000 to the cost of the 2 mile long project.

5. As the project moves along, and the design moves to a layer of greater detail, please keep in mind the strong desire to maintain the unique character of Montrose. Also, in support of this, please consider involving the creative community still present here where good opportunities exist.

The TIRZ is open to partnering with local residents to support this unique character so long as there is a plan in place to maintain them and we have begun conversations with the Houston Arts Alliance to address these issues.

- 37) I received the engineer's response to my question and would like to provide an additional comment. Could you please forward it?

In response to my concern about mud pooling on the sidewalks, the engineers responded that the sidewalks will have a 2% cross slope. A cross slope on its own is not adequate to prevent mud build up, as the attached photo shows. Some edging or appropriate silt / mud barrier is needed at landscape areas on abutting private lots, which typically sheet flow onto the sidewalk. Incorporating this low-cost feature into the design would help ensure the sidewalks remain clean and safe. We know the City will not have the resources to clean away mud after rains.

If you could please confirm that appropriate barriers will be included I would greatly appreciate it.
We will evaluate this during design.

- 38) Was just returning comments by the deadline listed on the handouts from the meeting. The below questions are organized by thought and concern. Although some overlap exists between potential answers, the lines of reason behind the questions are discrete and should be answered discretely. A few people helped form these questions after reviewing the 1/23/23 presentation and the volumes of older studies done on the subject area.

I am Payton Finch. Address is 1403 Fairview St, Houston, TX 77006. I am primarily interested in the project as a resident, but have also worked professionally for property owner interests on the corridor.

I learned about the meeting by attending previous TIRZ meetings.

I currently do not support the project because it does not yet address key safety issues that can be incorporated into the plan with very low tradeoff costs, but remain open to supporting it if consideration is paid to the key safety concerns explicitly in the proposal process.

Questions:

Phase 1 Design and Usage-

i.) Given that the Montrose to Dallas block is 1/4 mile and given that the segment is not currently tree median/blvd and given there is a negligible population of viable trees currently on the west block and given the shown Metro Boost plan does not contemplate a mid-block stop for this segment and given that the land use on the west side of Montrose is primarily a cemetery and given that the vehicle ingress/egress to said cemetery is within 180 ft of W Dallas and other pedestrian access to that property is not available mid-block and given that there are limited sources of pedestrian traffic that must or will be induced to use a whole block west Montrose blvd walkway...

- a) Would design priorities of preserving vehicle throughput, preserving current trees, walking priority, and place making be served well by placing a sidewalk completely down the west block of the Allen/Dallas segment with a single destination (cemetery) that is only accessible within 200 ft of the major cross-streets? The potential users of the west block sidewalk could easily access a desirable sidewalk after crossing the ~56ft roadway at the intersections to complete the ~1,340ft journey to the next block on a much improved walkway abutting a cultural amenity
Coordination with the City of Houston occurred on this segment regarding sidewalk placement. It is necessary to have sidewalks on both sides of the street so that a pedestrian does not have to cross if they just need to walk through the block without needing to stop anywhere on this block and to meet City requirements of having sidewalks on both sides of the street.
- b) Would the additional trees on the entirety of the west side block in the plan be of benefit to a stakeholder group and would they be disproportionately harmed by their removal from the plan?
City requires having trees on both sides of the road when rebuilding them.
- c) Could the 10 feet shown in diagram on the west block of Allen/Dallas segment as the 6 ft walkway and 4 ft buffer, noting that the shown outside most 3 ft is needed for utility and roadway margin, be utilized more optimally to service other design priorities on the east side of the street where the Ismaili Center is iconically placemaking along the whole block and will

have a much larger person flow to said destination? See designs of Ismaili center for understanding of what a cultural amenity is underway and contemplate its interaction with the public realm on all 3 surrounding ROWs.

The 6-ft sidewalk on the west side is necessary and may not be reallocated to the east. This was a directive by the City of Houston.

- d) Can the consultants/contractors mock up an option of the proposal to include a ~10ft or greater dual direction behind the curb cycle track on the east block of Montrose from Allen to Dallas at a minimum to fully consider multimodal users. Can they show the barriers or tradeoffs caused by this option on sections further down Montrose so the board and public can discuss the tradeoffs required to allow multimodal usage in the shared ROW?

With the 6-ft sidewalk on the west side and the 11-ft shared use path on the east side, there isn't room for anything else within the roadway ROW. A cycle track simply will not fit.

ii.) Have there been fatalities/injuries of pedestrians, motorists, or cyclists on the stretch of Montrose Allen/Dallas or adjoining blocks of Allen or Dallas that should be considered when designing interaction between these 3 ROW user groups with the addition of a frequented place like the ISAMLI center or the additional housing units at Montrose and Dallas? How many and what dates were these injuries/fatalities? Previous Montrose studies noted these. One recently known fatality occurred in October 2022 when a car was involved in a hit and run. The victim was Shane McKinney. How are these specific incidents being addressed to add treatments to prevent further deaths or injury at those specific locations?

Crash locations were studied in the Design Concept Report. Wide sidewalks, reflective crosswalk pavement markings, new traffic signals with leading pedestrian intervals, shared use path (Dallas to Allen Pkwy), enhanced crossings (via closed medians for pedestrian and bike crossings) are being installed, and a speed limit reduction to 30-mph are all oriented towards the City of Houston Vision Zero Action Plan. The roadway will be much safer than in existing conditions. A few exhibits are below that show the crash data.

Exhibit 2.3K Crash Density

Source: TxDOT Crash Records Information System (CRIS), 2016–2020



Exhibit 2.3L Corridor Crash Rates

Source: TxDOT Crash Records Information System (CRIS), 2016–2020
CJ Hensch Counts, 2021

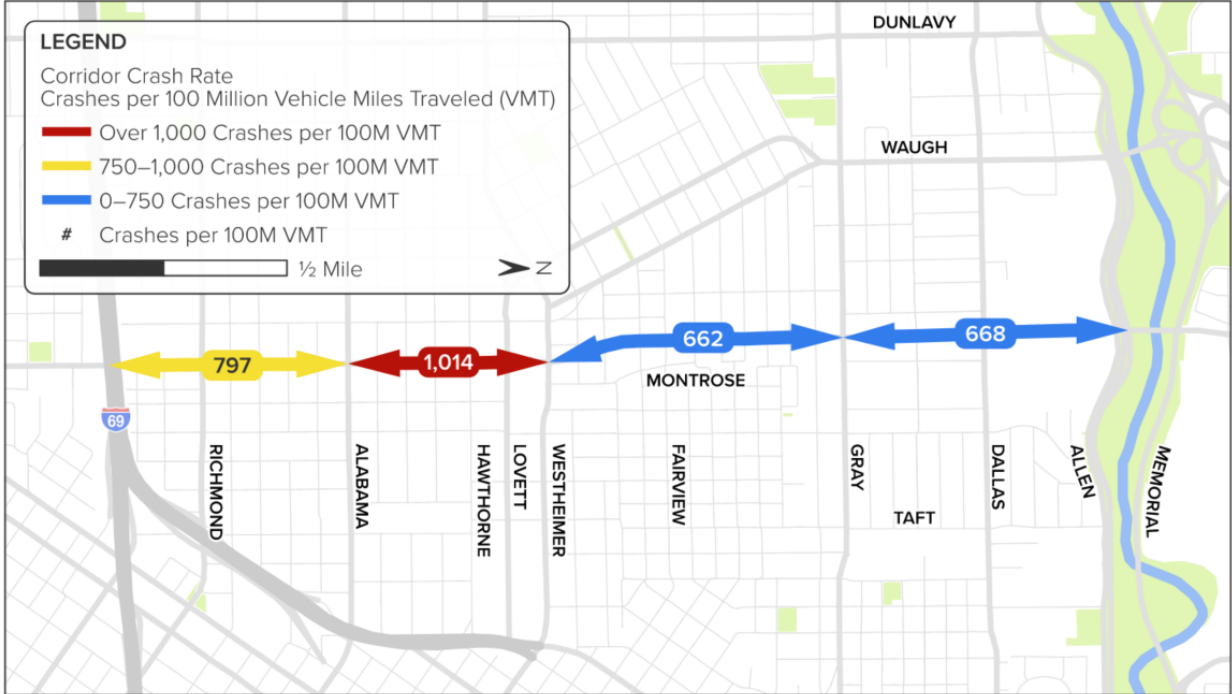


Exhibit 2.3M Intersection Crash Rates

Source: TxDOT Crash Records Information System (CRIS), 2016–2020
CJ Hensch Counts, 2021; City of Houston GIMS, 2017–2021

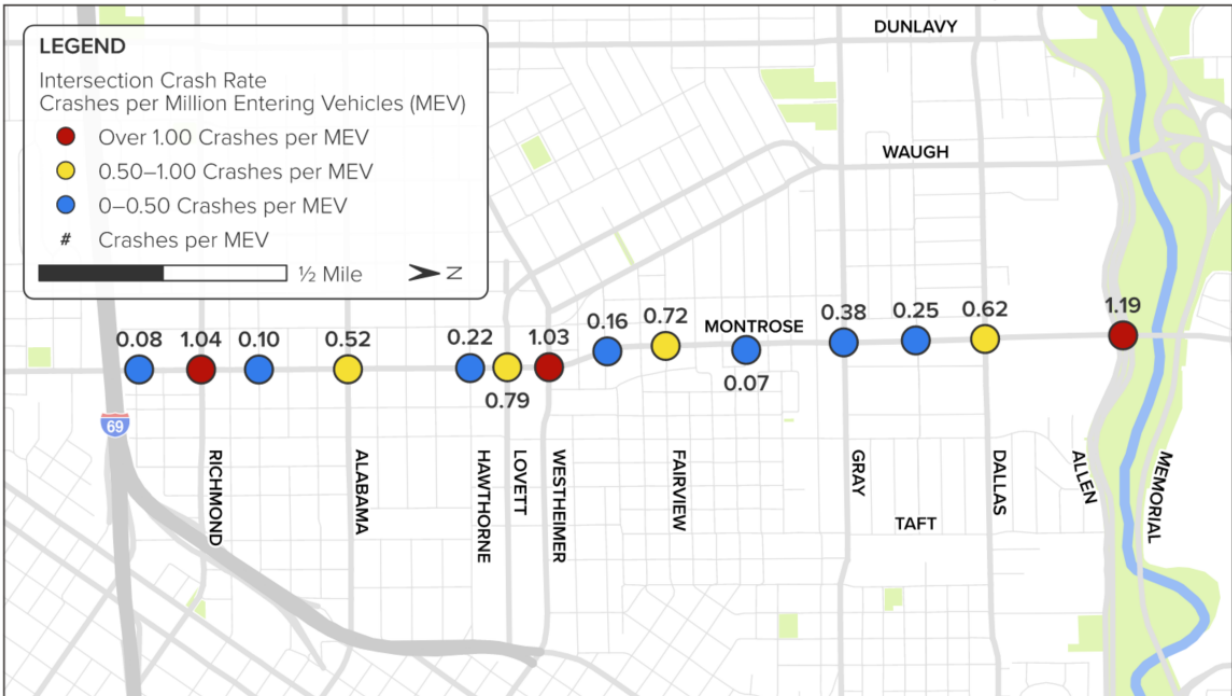


Exhibit 2.3N Vision Zero High Injury Network & Severe Crashes

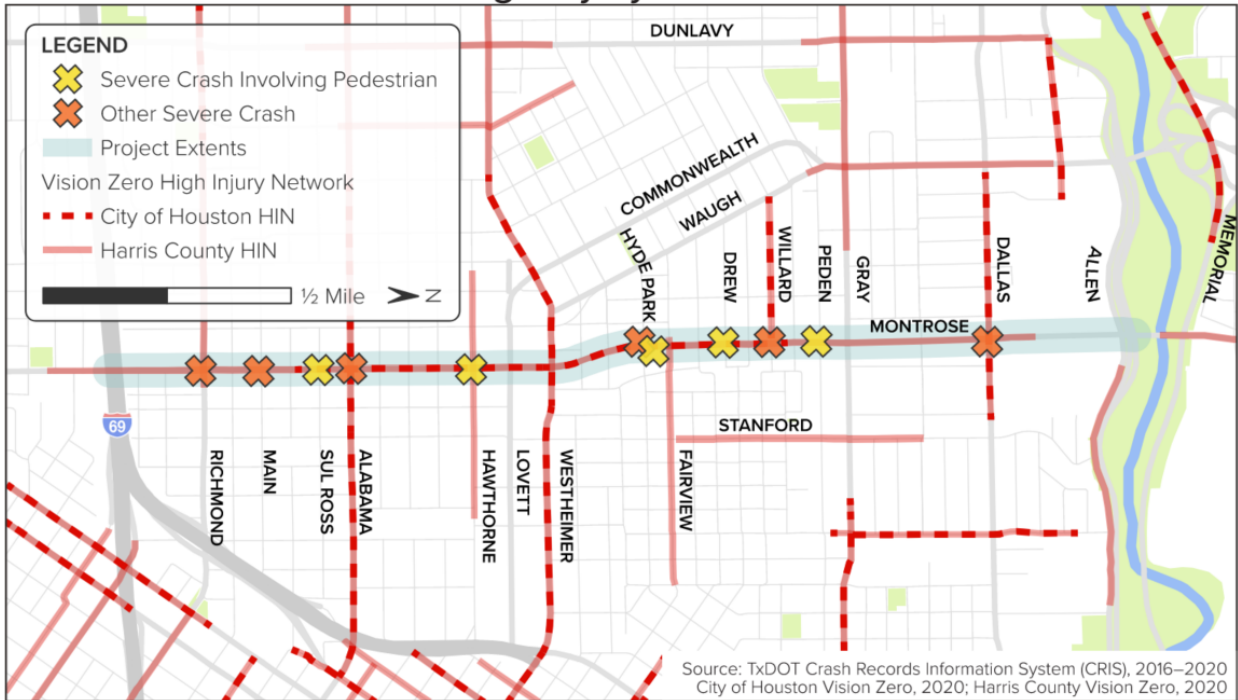
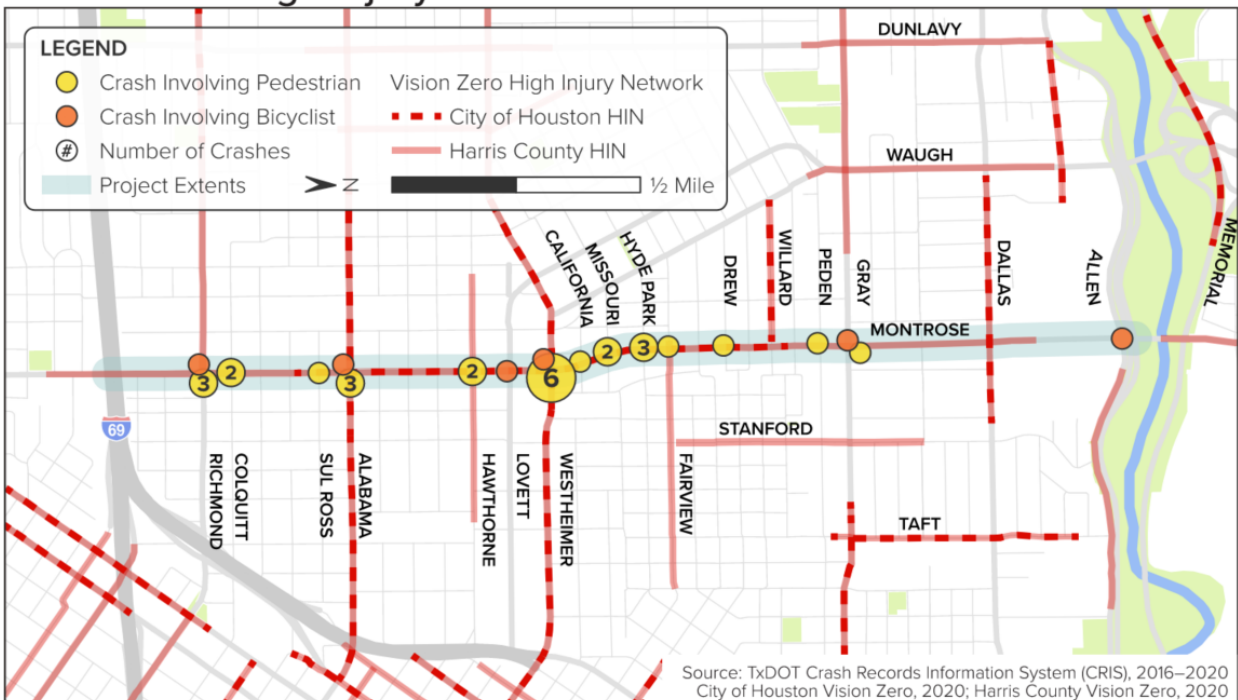


Exhibit 2.3O High Injury Network & Vulnerable Road Users Crashes



iii.) In the Montrose Bike study on page 71 the NACTO’s context guidance for selecting all age and abilities bikeways lists a roadway context recommendation for a greater than 25mph and greater than 6,000 ADT as indicated for a proceed bicycle Lane or path. The same NACTO table gives guidance on “high-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts” with a differential recommendation on High Pedestrian volume and Low pedestrian volume. The facility recommended are Bike Path with Separate Walkway or protected Bicycle lane for High

Pedestrian volume while the low volume recommendation is a Shared-use Path or Protected Bicycle lane. The traffic study presented 1/23/22 indicates at the 85th percentile that posted and traveled speeds on this section exceed the current speed limit of 35 and the volume is 23,212 ADT.

- a) Is the section from Dallas to Allen a high or low use pedestrian volume area or will the enhancements and coming Ismaili Center and garden increase pedestrian volumes?
Currently there is a lower volume of users along this segment than other locations along Montrose. It is the intent of the project and Ismaili Center to increase pedestrian activity in the area and connect the neighborhood to the Bayou trail system.
- b) Does the geography of the Bayou and the built landscape create a section of road that leads to more dangerous conditions on the Allen/Dallas segment
The design team is making every effort to improve the connection to the bayou trail system, with safety as a top priority. We have a form agreement with the Downtown TIRZ specifically to address connectivity across Allen Parkway to Buffalo Bayou park
- c) At the traffic study speeds of 37.6mph NB and 35.4 SB @85th on this segment, what are the comparable survivability rates for car users, pedestrians, and bicycles. What are the speeds at the 95th percentile? What are the 85th and 95th percentile speeds along the Blvd excluding peak commenting hours where standstill results in lower average speeds? What are the 85th and 95th during after dark hours when pedestrian activity could reasonably be expected to peak in hot summer months along the entire study?
The team is working on this additional analysis and will provide a response as soon as possible.
- d) Does the 11ft proposed walkway currently in the proposal for the Allen/ Dallas section qualify as a Bike Path with Separate Walkway, Protected Bicycle lane, or a shared-use path?
The shared use path will be similar to the paths along the buffalo bayou, which allow for pedestrian and bicycle usage.
- e) Do the conflicting uses of the mixed use path on a steeper than usual grade section of road create any safety concerns arising from bikes and pedestrians mixing?
The slopes on the roadway are not steep enough to cause bicyclists to accelerate as they would in steep sections, so there is not a safety concern.
- f) Could we best protect pedestrians, Metro users of the Allen and Montrose stops, patrons of the Ismaili Center, and drivers by designing a separated bicycle path in line with design recommendations for a roadway speed and size present on this block?
The shared use path will be similar to the paths along the buffalo bayou, which allow for pedestrian and bicycle usage.
- g) Has the off street bikeway vision network been altered from the Walk Bike Study (or lower comfort class on street separated bikeway) been removed from plans on sections of Montrose from Allen to W. Clay? Why are they being designed with a lower comfort category infrastructure if they are even present within the current proposal.
The design team will investigate this during the design phase.
- h) Have the connectivity potential of the Rosemont bridges over the bayou and memorial drive been considered in weighing the benefits for a 10ft dual cycle tract on this section of Montrose from Allen to Clay? See pg. 153-167 of Livable Centers plan for connectivity vision.
The design team will investigate this during the design phase.

iv.) In response to questions provided at the meeting on 1/22/23, question 24 is answered with “they do not meet the definitional criteria for shared use paths, but they can certainly be used by cyclist, particularly for first and last mile connections” Question 25 is further answered with “sidewalks may be used by bicyclists”

- a) What is in the plan to protect pedestrians on these sidewalk sections that are encouraged to be used by bicyclists?

Bicyclists and pedestrians are intended to share the sidewalk, with bikes using the sidewalk as a first-last mile connecting at low speeds. In the current sidewalk configuration, there are many protected trees that break up the sidewalk limiting the ability to provide continuous, straight, sidewalk sections for bikes to pick up speed, but we are examining ways to include a full shared use path similar to the bayou trails on one side on the street.

- b) Does signage meaningfully reduce bicycle and pedestrian incidents on a sidewalk? Is there a better way to segregate modes on these sections or increase awareness that bikes are intended by this design to intermingle with the pedestrians for significant stretches of Montrose?

Additional signage and pavement markings for the sidewalks and shared use paths will be considered during final design.

Traffic Study Scope and Context-

v.) As explained in the question phase of the 1/23/22 discussion session the compounded 1% growth factor on trips from the 2021 baseline in the traffic study is the determining factor for projected vehicle volumes. The traffic study shows the 4 lane roadway at a LOS of D being exceeded very soon in the coming years. What year do we exceed that? Can we prioritize pedestrians and bikes as transportation methods (not just recreation) to help alleviate vehicle volumes as proven by connective safe cycle infrastructure projects and improved public transit facilities/service? Other case studies in Arlington, VA show that with increasing density lower volume can be achieved. Are we considering that Montrose Blvd (and surrounding already higher density census tracts) will densify and potential mode shifting can justify infrastructure?

Using a 1% compounding growth factor the volume is estimated to tip the threshold in 2024. The TIRZ and design team hope that by promoting and providing improved alternative modes of travel along the Montrose Blvd corridor and throughout the Montrose neighborhood, the dependence on a vehicle reduces. The TIRZ is working to improve conditions for all modes of travel throughout the Montrose neighborhood which will create a multimodal network connecting to the larger city and regional network, also being improved.

vi.) How have speeds increased/decreased on recently repaved/resurfaced roads in the TIRZ or similar areas in Houston? Did they include/excluded the contemplated combinations of traffic calming treatments?

Many of the proposed design elements will create a street where slower speeds are necessary. The narrower vehicular lanes have been proven to decrease speeds and the addition of many new, controlled, crossings as well as improved sidewalk and street scape will create a roadway context that is focused on vulnerable user safety and minimize driving speeds.

vii.) 2009 Montrose at the cross roads show that 6.5% across 1, 2, 3 mile radius of Montrose walk or bike to work in 2000 and 7.6-8.8% across the 1-3 mile radius use public transit in 2000. The 2005 Pedestrian and Bike Plan shows Montrose volumes of 10,191 -16,070. The study from 2021 shows 22,699- 25,547. Should the TIRZ consider that safety concerns with rising volumes and LOS based studies might not prioritize increased bike and pedestrian trips made with supportive infrastructure? Have neglect in these areas helped cause the numbers of walker, bikers, and transit users to decline despite increasing population since?

Vehicular volume and LOS analyses are just one aspect that goes into generating design alternative for any corridor.

The TIRZ and this project are committed to not just looking at the numbers and LOS, but also the community we want in the future. The design features being discussed for this project prioritize vulnerable user safety by improving the METRO 56 bus route with BOOST standards, providing increased walking area for pedestrians and enhancing access to the ever improving bicycle infrastructure network in the city.

Planning, History, Variances, and Future Visions-

viii.) Since Montrose's streets and short block design was largely laid out before the mass automobile age in Houston (refer to the numerous streetcar routes and subsequent demise via shared cars not just single passenger private vehicles), is it appropriate to ask for variances including lower speed and speed cushion treatments on a Houston Major Thoroughfare designated road? Especially in light of fatalities and potential fatalities as we create a more inviting pedestrian realm, use of explicit slowing tools could be considered for proximity to our schools and where vulnerable users are (I.e around Wharton). The city during permitting and the TIRZ in designing, should consider the vintage of the original planning, lack of through connection, and the Montrose/Lincoln/ Studemont alignment in the post-war era in any variance proposal for non-standard elements. Could one or two speed cushions around the school, major interceptions (Westheimer , Richmond, Alabama, Dallas), or key mid major block "safe crossings" be designed to not materially delay emergency response and yet improve survivability for eventual collisions?

Vulnerable user safety is a top design consideration. All safety design measures will be investigated during the design phase, with final design to be approved by the COH.

ix.)Public comments and stated high value goals from the 2005 Montrose Bike study call for a path from Montrose to Hermann park/ Medical center, Pg 166 of the recent Montrose livable center diagrams the safe connection to Buffalo Bayou over Allen parkway, pg 159 of the same shows Montrose Blvd cross sections with bike infrastructure complete from Allen parkway over 59/169 and beyond, and the Bike Houston plan shows the long term project to put protection on the entirety of Montrose Blvd. What are the designs in this complete length project to make that possible? Could this also be a key connection to the longer term Westpark/utility corridor bikeway plan as a key N/s corridor meeting a E/W corridor? It could also connect to the Buffalo Bayou routes. Is it reasonable to assume that this complete reconstruction of Montrose Blvd would be a good opportunity to install this long term vision infrastructure?

There are portions of shared use path at Allen Parkway and US-59 for these mentioned connections. In between there are 10-ft sidewalks that at times reduce in width to accommodate protected trees. This does accomplish this long-term vision. The crossing of US-59 is outside the scope of this project but the improvements in TIRZ 27 are being set up to allow shared use paths to be continued south of the highway to tie into destinations in the Museum District.

Planting Design and Coordination-

x.) Has there been coordination with Centerpoint and pole users as part of the design phase to maximize canopy cover and minimize need for trimmings that destroy canopy cover? Are we asking/ suggesting that they raise wire heights where possible or choosing plant species and placements that will work well with the placement of the lines since burying is not going to be considered for cost? Have we considered asking for consolidation of poles in the construction process to ease some design constraints?

CenterPoint will relocate to the edge of the ROW, which is a bit further away from the tree trunks than many currently are located. CenterPoint must trim the trees to preserve the integrity of their power grid.

xi.) Given the canopy heights of planned plantings and existing trees, are we designing that into additional signal placement below the canopy? Same concerns for HAWKS, signs, and similar that the trees add some element of reduced visibility.

Traffic signals have set heights that cannot be altered. However, planting and visibility is taken into account at signals.

Specific Plan Additions-

xii.) Can the high visibility crosswalks include in road warning lights, especially given the resistance to more advanced speed control on the corridor? Can they include raised cross walks in key places?

The enhanced medians that are closed will have Rectangular Rapidly Flashing Beacons, which are highly visible and increase vehicular yielding rates. Additional midblock crossing traffic control measures are being considered in final design.

xiii.) Are protected left turn signals being considered in the light sequences perpendicular to Montrose? Many unsafe situations are created by the current cycles not having protected left included.

Left-turn phasing for Montrose Boulevard approaches at signals has been recommended and will be determined in final design.

xiv.) Can we add bus priority signaling at all signalized intersections along the corridor to increase timelines and reliability?

Transit signal priority is being pursued for the corridor as part of the METRO 56 BOOST route.

xv.) Have we considered closing more median intersections? The idea of closing more medians and turn lanes to reclaim ROW for trees, pedestrians, bike infrastructure, public use areas, and safety designed intersections is a tradeoff worth considering against the additional travel distance and time required to compensate.

Closing more medians than are already closed is not possible and could actually have a negative impact on travel speeds along the corridor making Montrose higher speed. The current intersection closures have already been maximized.

xvi.) Are we considering at Westheimer and Montrose utilizing Lovett to reduce Montrose/Westheimer volume pressures?

The configuration of Lovett Boulevard is not being changed from the existing as part of this project.

xvii.) Is there any plan to secure additional right of way for a public plaza or other use on the Northwest corner of Westheimer Montrose as mentioned in the Montrose at the Crossroads study?

Plans for that plaza have not been incorporated not this project.

xviii.) Can we incentivize reductions/combinations of curb cuts where possible/reasonable to reduce conflicts and enhance the streetscape?

Curb cuts and driveways are being removed and consolidated as part of this project wherever possible.

xix.) Where are the pinch points for creating at least a two lane protected bikeway along Montrose? Can we secure additional ROW or consider design choices to work around these obstacles? Are any half measures available outside of the parallel neighborhood safe-street proposal? Can this plan prioritize

human powered transportation on the direct route with the highest concentration of destinations? Auto users, pedestrians, public transit users, and bike users want to go to these destinations that are along and connected by Montrose Blvd. A key difference is in the amount of space it takes to accomplish that. **There is not enough ROW throughout the entirety of the corridor to have a two-lane protected bikeway without sacrificing left-turn lanes at signalized intersections and other median openings and significant tree impacts. Doing without those would cause more crashes with more vehicles stopped in travel lanes waiting to turn.**

- 39) Has the affordability of the district been considered in weighing completing options for the projects? The potentially improved public transit, sidewalks, and bike infrastructure should be considered and benefits calculated. These transportation related items are one very key way the TIRZ can assist in keeping Montrose affordable and accessible to people with all sizes of transportation budgets. **Montrose Boulevard is a key north-south vehicular, transit, and walking corridor. The Walking Priority Street cross-section meets the street's vehicular capacity needs while also providing a wide, tree-shaded sidewalk for pedestrians and First- & Last-Mile bicycle trips. Recent and future bikeway projects on parallel streets such as Yoakum and Stanford provide parallel routes for bicyclists on lower-volume, lower-speed streets. Many improvements are being implemented to increase reliability and decrease travel times for METROs 56 bus route. The corridor is being improved to a BOOST route, which provides a better walk, a better stop, and a better ride. Traffic signal priority at all signalized intersection will improve travel times and limit the busses wait time at signals. Improvement of the behind the curb space aspires to increase the non-vehicular mode share by increasing safety and comfort.**

Roadway Roll Plot

Questions:

- 40) Southwest of the intersection at West Main St: Can the ped crosswalk be at Branard instead of W. Main? That's the side for the only garage entrance for 4004 Montrose. **This will be investigated further.**
- 41) Northwest of intersection at W. Alabama St: No southbound bus lane at Montrose and W. Alabama? **The bus stop was not labeled on the roll plot. It is just south of the Alabama intersection.**
- 42) Northwest of intersection at Harold St. Can we add provisions for street lighting even though there is no management district (today) Future proof!! **There will be street lighting all throughout the roadway since the City of Houston/CenterPoint maintains the lights.**
- 43) Northeast of intersection at Missouri St: This is the entrance to my condo building:
- Will this remove half the green space as it appears to? **It seems that the green space is between the iron fence and the building. The parking lot next to it does not have any green space. In fact, there will be more green space than there currently is.**
 - Will this also render the entrance inaccessible? It's the only delivery entrance, and several residents with mobility challenges rely upon it. **Both driveways will remain, so the entrances will still be accessible.**
- 44) Southeast of the intersection at Fairview St: This is the Gayborhood, since we're ripping up sidewalk, can we put some historical markers for this neighborhood and community? **We are exploring public art and historical markers with Houston Arts Alliance at this time and any project will be a community led and driven process, not led by the Board of the Montrose RDA.**

45) West side of Montrose Blvd between Welch St. and Willard St.: Can we add left turn stacking for maybe 1 or 2 cars since we are removing half the median cuts for cars?

Adding a left turn lane will be investigated during the design phase.

46) Southwest of intersection at Willard St: Because we are removing some opportunities for left turn, can we add some stacking for left turn where there is a break in the medians? I think we risk backing up into the street. Add left turn stacking.

Adding a left turn lane will be investigated during the design phase.

Comments:

47) The far left side of schematic sheet, by the scale bar and north arrow.: I might as well live in Sugarland! Where is the art! Where is Montrose!

TIRZ 27 is open to working with local artists to install art along the corridor as long as there is an entity or partner that can maintain it. The TIRZ is currently working with Houston Arts Alliance to develop a community driven process to incorporate art into the project that can be incorporated into the City's art portfolio for maintenance.

48) Above existing typical section US-59 to Westheimer Rd: With these sidewalks and new trees: the sidewalks will buckle making it un-bikeable a bike lane will be easier to maintain from sidewalks.

Tree species and placements will be finalized during design. The intent is to meet City requirements and minimize future impacts to the sidewalks.

49) Northwest of the intersection at Richmond Ave: Ann Miller Parc Condos 3600 – 3614 Montrose. Trash pickup driveway.

The driveway at this location was missed and will be added. (Note that the comment was not made at the actual address, which is at Marshall St.)

50) Northeast of the intersection at Richmond Ave: Esplanade on ~ 500 – 800 block Richmond between Jack St. to Roseland. Bushes need removed several accidents over the years at intersections including ambulance.

This project will not extend down Richmond. That is out of the scope of work.

51) Southeast of intersection at Colquitt St: Colquitt 900 block, especially bad about on street parking blocking entry egress.

Parking will be disallowed on Montrose Blvd.

52) Northeast at the intersection of Colquitt St: The intersection blocks with Montrose must be made "No: stopping, standing, or parking anytime, tow-away", because cars moving in 11ft lane rear end cars stuck trying to turn into block resulting in multi-vehicle collision!!

Parking will be disallowed on Montrose. For tow-away, this is the responsibility of the property owners/tenants.

53) West side of Montrose Blvd between Colquitt St. and W. Main St.: REF 0.25. There should be a cut through for the two homeowners that share this driveway! The homes are valued over 1 million! A U-turn at Colquitt is impossible and dangerous. Please reconsider!!

Please see comment and response #11.

54) Northeast of intersection at W. Main St.: Must have much brighter lights over the pedestrian bike Xing.

Street lighting will be provided at the crosswalks.

- 55) Northwest of the intersection at Branard St.: Protected bike lanes!
There is not enough room within the right-of-way to accommodate dedicated bike lanes. Please see the answer to question no. 16.
- 56) Southeast of intersection at Sul Ross St.: Reduce lanes from 4 to 2 lanes. Improve safety regardless of vehicular volumes.
Please see the answer to question no. 16.
- 57) Southeast of intersection at W. Alabama St.: Need leading pedestrian indicator.
Leading pedestrian intervals (an initial few seconds of walk time for pedestrians before vehicles get the green light) have been recommended at each intersection. Additionally, "No Right Turn On Red" is proposed at each signalized intersection.
- 58) Southwest of intersection at Marshall St.: I live at the Parc IV at 3614 Montrose. Now, there's an extra parking lane for contractors and service trucks on Montrose. This will be eliminated without the provisions to service vehicles for the Parc Towers, a huge traffic and parking problem will be created.
Parking is disallowed on Montrose Blvd. Kipling St has on-street parking. It should also be noted that Parc IV has a driveway and parking lot that can be utilized by these vehicles.
- 59) Northwest side at intersection at Marshall St.: 3614 Montrose Parc Condo Trash room on Montrose Road. Trash trucks must access daily.
The driveway at this location was missed and will be added.
- 60) Southwest at the intersection of Kipling St.: There's a trash room in the Parc IV Tower that opens on Montrose. The trash truck must park on Montrose. Provisions must be made for trash pickup on Montrose.
Parking is disallowed on Montrose Blvd. On-street parking will not be added.
- 61) Southwest at the intersection of Kipling St.: Ann Miller Parc IV & V Condos. Trash pickup driveway missed. Please Add.
The driveway at this location was missed and will be added.
- 62) Southwest of intersection at Harold St. Harold/Montrose.: Currently people park on both sides of the street. If you are turning in from Montrose Blvd, you have to pull into the side to avoid oncoming cars. Should either prevent parking on one side or make it a one way street.
Parking is disallowed on Montrose Blvd. The existing lanes are wide, but the proposed lane is 11-ft, which will remove on-street parking.
- 63) West side in the middle of Lovett Blvd.: With future hi-rise development on both sides of Lovett, this will be a very busy intersection. This needs a signal or there will be accidents!!
Please see comment and response #27.
- 64) Northwest of intersection at Lovett.: Raised crosswalks on minor streets.
Vulnerable user safety is a top design consideration. All safety design measures will be investigated during the design phase, including raised crosswalks, which final design to be approved by the COH.
- 65) Southwest of intersection at Westheimer Rd.: Walking corridors need lights, water fountains, bathroom, seating, shade.

Because there isn't a management district or a partner to maintain any non-standard elements, the project must be built to meet City standards, which does not include, water fountains, bathrooms, or seating. However, shade will be provided with trees and options for pedestrian lighting are being explored with the City.

- 66) Southeast of intersection at Westheimer Rd.: Public bike racks near businesses. The staple bike racks. Because there isn't a management district or a partner to maintain any non-standard elements, the project must be built to meet City standards, which does not include bike racks.
- 67) Northwest of intersection at Westheimer Rd.: Need leading pedestrian indicator at light. Leading pedestrian intervals (an initial few seconds of walk time for pedestrians before vehicles get the green light) have been recommended at each intersection. Additionally, "No Right Turn On Red" is proposed at each signalized intersection.
- 68) Northeast of intersection at Westheimer Rd.: Leading pedestrian indicator. Leading pedestrian intervals (an initial few seconds of walk time for pedestrians before vehicles get the green light) have been recommended at each intersection. Additionally, "No Right Turn On Red" is proposed at each signalized intersection.
- 69) Southeast of intersection at Missouri St.: Texture in the walkways in the intersections. Audible traffic lights. COH requires Audible Pedestrian Signals (APS) at all, new construction, signalized intersections. All pedestrian ramps are required to be built to ADA standards which have detectable edges.
- 70) Southwest of the intersection at Jackson Blvd.: Montrose needs a cultural attraction. I've heard a concept called "Walk of Pride" that has pavers with the history of the LGBTQA+ community. Great idea! Celebrate this in the public realm. Because there isn't a management district or a partner to maintain any non-standard elements, the project must be built to meet City standards, which does not include pavers.
- 71) Southeast of intersection at Willard St.: Raised crosswalks parallel to Montrose would be great for cycling, wheelchairs, strollers, and safety. Vulnerable user safety is a top design consideration. All safety design measures will be investigated during the design phase, including raised crosswalks, which final design to be approved by the COH.
- 72) Southeast of intersection at Bomar St.: Please add overhead beacons (Hawk) not RRFB for peds (like by the MFAH) over the crosswalks. Every 2 – 3 blocks. Rectangular Rapid Flashing Beacons (RRFB) are currently being considered at pedestrian crossings which are known to be highly visible and have high vehicular yielding rates.
- 73) Southeast of intersection at Peden St. Put benches under trees in medians. Because there isn't a management district or a partner to maintain any non-standard elements, the project must be built to meet City standards, which does not include benches.
- 74) Northwest of intersection at Peden St.: Raised crosswalks parallel to Montrose on non-major throughfare roads for pedestrian safety. Vulnerable user safety is a top design consideration. All safety design measures will be investigated during the design phase, including raised crosswalks, which final design to be approved by the COH.
- 75) South of Clay St.: Gigantic median. Could this be width donated to bike/ped improvements?

Thank you for your comment. The median alternates between a full-width and a reduced-width median + left-turn lane at median openings. The left-turn lanes would expose a median-running bike/ped path to frequent unsafe conflicts with vehicles and is not recommended. This option would also require many of the existing median running trees to be removed.

76) Southwest of W. Dallas St.: Can we get a bike lane?

There is not enough room within the right-of-way to accommodate dedicated bike lanes.

77) Northwest at intersection of W. Dallas St.: Leading pedestrian indicator lights.

Leading pedestrian intervals (an initial few seconds of walk time for pedestrians before vehicles get the green light) have been recommended at each intersection. Additionally, "No Right Turn On Red" is proposed at each signalized intersection.

78) West side of Montrose Blvd, midpoint between W. Dallas and Allen Pkwy.: Above cemetery wall call-out. Please reduce from 4 to 2 lanes for car traffic to increase safety regardless of vehicular volumes.

Four lanes are needed to accommodate vehicular volumes. Montrose Boulevard is a key north-south vehicular, transit, and walking corridor. This Walking Priority Street cross-section meets the street's vehicular capacity needs while also providing a wide, tree-shaded sidewalk for pedestrians and First- & Last-Mile bicycle trips. METRO BOOST improvements also provide optimized bus stop spacing and locations, improved bus stops, and transit signal priority (TSP) to improve the experience of bus riders. Recent and future bikeway projects on parallel streets such as Yoakum and Stanford provide parallel routes for bicyclists on lower-volume, lower-speed streets.

79) West side of Montrose Blvd, midway between W. Dallas and Allen Pkwy.: To the right of the Magnolia Cemetery call-out. Please reallocate west side sidewalk to east side from Allen Pkwy to Dallas. The cemetery will never redevelop.

The 6-ft sidewalk on the west side is necessary and may not be reallocated to the east. This was a directive by the City of Houston.

80) West side of Montrose Blvd between W. Dallas and Allen Parkway: Retaining wall need to be built to keep the cemetery from eroding into the street. Donna Summer O'Neil.

The retaining wall and adjacent steep slope will not be impacted and is not expected to erode.

81) West side of Montrose Blvd between W. Dallas and Allen Parkway: From Lindsey Lee, Donna Summer O'Neil. Pay attention to the retainer walls along Montrose Road, burial locations hug the retainer wall.

Yes, this is being taken into account in the design. Much care is being taken already.

82) East side of Montrose Blvd between W. Dallas and Allen Parkway: Marked shared path.

This east side already has an 11-ft shared use path.

83) East side of Montrose Blvd at Allen Pkwy: Please consider making Montrose & Allen Parkway a no right on red. Cars do not stop before turning and this is a huge safety issue when crossing to the park. And ensure enforcement via the HPD. Cars need to share the road with pedestrians.

Leading pedestrian intervals (an initial few seconds of walk time for pedestrians before vehicles get the green light) have been recommended at each intersection. Additionally, "No Right Turn On Red" is proposed at each signalized intersection.

84) In the middle of Allen Pkwy on the west side.: I don't see significant improvements in improving a dangerous intersection. Cars make fast turns and run red lights. Need more please! Like a raised ramps over would be perfect.

Vulnerable user safety is a top design consideration. All safety design measures will be investigated during the design phase, including raised crosswalks, which final design to be approved by the COH. This section is also out of TIRZ 27's boundary and in TIRZ 3's boundary. We are currently coordinating improvements on Allen Pkwy with TIRZ 3 (Downtown District).

85) Please consider reducing car lanes from 4 lanes to 2 lanes regardless of traffic volumes.

Four lanes are needed to accommodate vehicular volumes. Montrose Boulevard is a key north-south vehicular, transit, and walking corridor. This Walking Priority Street cross-section meets the street's vehicular capacity needs while also providing a wide, tree-shaded sidewalk for pedestrians and First- & Last-Mile bicycle trips. METRO BOOST improvements also provide optimized bus stop spacing and locations, improved bus stops, and transit signal priority (TSP) to improve the experience of bus riders. Recent and future bikeway projects on parallel streets such as Yoakum and Stanford provide parallel routes for bicyclists on lower-volume, lower-speed streets.

86) In the middle of Allen Pkwy on the west side.: Consider traffic volumes from all sources before considering.

The traffic analysis utilized 2021 ADT and TMC counts, but also reviewed historical counts collected over the past 10 years, data which is provided in Table 2.3.3 of the DCR. This historical data shows vehicle volumes have slightly decreased over this time period, thus we feel confident that the data utilized for the study is accurate.

Display Board Comments

87) Montrose Blvd – US 59 to Westheimer Proposed Streetscape Character: The median will only consist of trees and grass or ground cover. Please add art to the project. It is a characteristic of Montrose and the nearby museums.

TIRZ 27 is open to working with local artists to install art along the corridor as long as there is an entity or partner that can maintain it. The TIRZ is currently working with the Houston Arts Alliance to develop a community driven process to incorporate art into the project.

88) Montrose Blvd – US 59 to Westheimer Proposed Streetscape Character: Reduce from 4 lanes to 2 lanes for car traffic regardless of vehicle outcome.

Reducing to two lanes is not acceptable because of the volume of vehicular traffic. Please see the answer to question no. 16.

89) Montrose Blvd – Westheimer to Dallas Proposed Streetscape Character: Reduce from 4 lanes to 2 lanes for car traffic regardless of vehicle outcome.

Please see the answer to question no. 16.

90) Montrose Blvd – Westheimer to Dallas Proposed Streetscape Character: Strife Sidewalk

Thank you for the comment.

91) Montrose Blvd – Westheimer to Dallas Proposed Streetscape Character: As there will be no irrigation for median landscaping, consider hardscaping in sections. Provides visual variety and low maintenance. Also a platform for artwork.

Hardscape will be included in portions of the median where landscaping is not possible. TIRZ 27 is open to working with local artists to install art along the corridor as long as there is an entity or partner that can maintain it. The TIRZ is currently working with the Houston Arts Alliance to develop a community driven process to incorporate art into the project.

- 92) Montrose Blvd – W. Dallas to Allen Parkway Proposed Streetscape Character: Clear visual divide between pedestrian and bikes, or possibly physical divider.
Since this is a shared use path, there will be no physical divider. The shared-use path will function similarly to the bayou trail system, it is best practice to minimize obstructions in shared-use path conditions.
- 93) Montrose Blvd – W. Dallas to Allen Parkway Proposed Streetscape Character: More hardscape
Stamped concrete will be evaluated with the City during design.
- 94) Montrose Blvd – W. Dallas to Allen Parkway Proposed Streetscape Character: Reduce car lanes from 4 to 2 to improve safety regardless of vehicular volumes.
Please see the answer to question no. 16.
- 95) Landscape Material Palette Options on White Oak image: Can we consider other oaks, i.e., red oak?
Noted, thank you for your comment.
- 96) Landscape Material Palette Options on White Oak image: This species is very prone to disease.
Noted, thank you for your comment.
- 97) Landscape Material Palette Options on American Sycamore image: I suggest Mexican Sycamore instead of American Sycamore. It is a much cleaner tree.
Mexican Sycamore is not on the City's approved list of street trees.
- 98) Landscape Material Palette Options on American Sycamore image: Good suggestion (related to American Sycamore recommendation)
Noted, thank you for your comment.
- 99) Landscape Material Palette Options on Bald Cypress image: Yea Cypress
Noted, thank you for your comment.
- 100) Landscape Material Palette Options on Bald Cypress image: Can we look at alternatives to the bald cypress trees? They make a real mess when they drop their leaves and the roots can be destructive and unsightly (above grade).
Noted, thank you for your comment.
- 101) Landscape Material Palette Options on Asian Jasmine image: I suggest native groundcover.
Noted, thank you for your comment.
- 102) Safe Corridor Crossings – Access Management: Wharton Elementary HIGH PRIORITY ZONE. Need raised crosswalk and HAWK. Improved visibility, slowed speeds.
Vulnerable user safety is a top design consideration. All safety design measures will be investigated during the design phase, including raised crosswalks and midblock crossing treatments, which final design to be approved by the COH.
- 103) Safe Corridor Crossings – Median Closure Designs: Can all the new signal post, arms and accessories be a black finish? This would create a consistent theme for the Montrose corridor.
Black signals are currently non-standard. However, this will be discussed with the City further during design.
- 104) Safe Corridor Crossings: Reduce from 4 lanes to 2 lanes regardless of vehicular volumes.

Four lanes are needed to accommodate vehicular volumes. Montrose Boulevard is a key north-south vehicular, transit, and walking corridor. This Walking Priority Street cross-section meets the street's vehicular capacity needs while also providing a wide, tree-shaded sidewalk for pedestrians and First- & Last-Mile bicycle trips. METRO BOOST improvements also provide optimized bus stop spacing and locations, improved bus stops, and transit signal priority (TSP) to improve the experience of bus riders. Recent and future bikeway projects on parallel streets such as Yoakum and Stanford provide parallel routes for bicyclists on lower-volume, lower-speed streets.

105) Typical Sections – US 59 to Westheimer Rd: Reduce from 4 lanes to 2 lanes regardless of vehicular volumes.

See response to 104

106) Key Corridor: Reduce from 4 lanes to 2 lanes regardless of vehicular volumes.

See response to 104

107) Key Corridor: AIMS 900 students, 8 buses, > 100 cars

Noted. Thank you for the comment.

108) Walking Priority Street Design: Bathroom, water fountain, shade are needs of walkers.

Because there isn't a management district or a partner to maintain any non-standard elements, the project must be built to meet City standards, which does not include pedestrian lighting, water fountains, bathrooms, or seating. However, shade will be provided with trees.