



MONTROSE
TAX INCREMENT REINVESTMENT ZONE 27

OPEN HOUSE

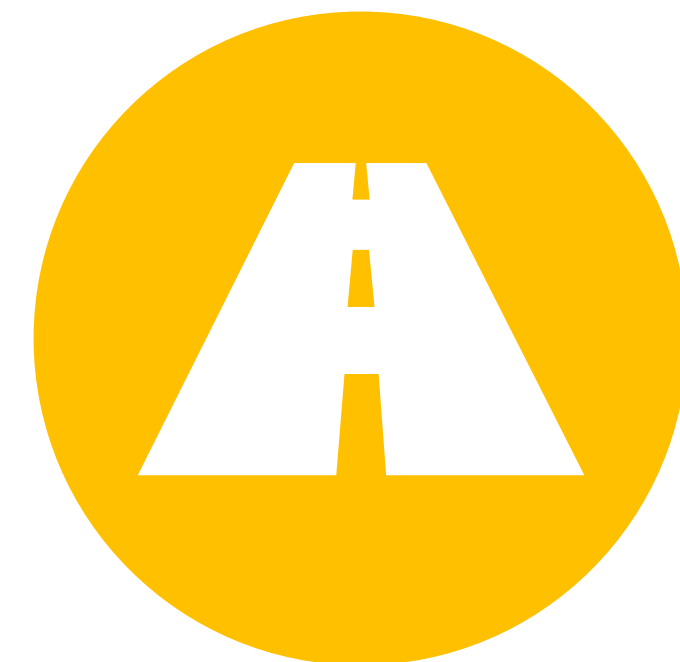
Montrose Boulevard Segment 1 Improvements

From Allen Parkway to
W Clay Street
September 18, 2023



PROJECT OBJECTIVES

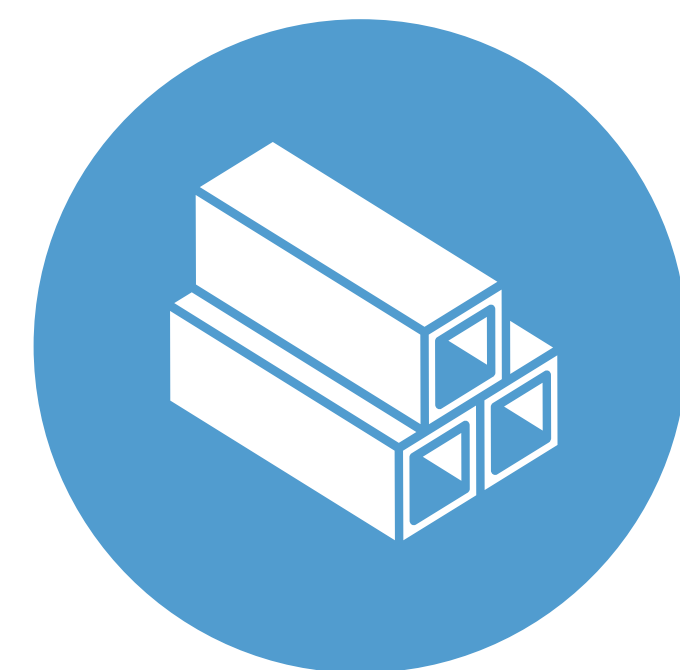
Proposed conditions will achieve the following



Improve Mobility and Safety for All Users



Promote a Pedestrian – Friendly Environment



Drainage Improvements



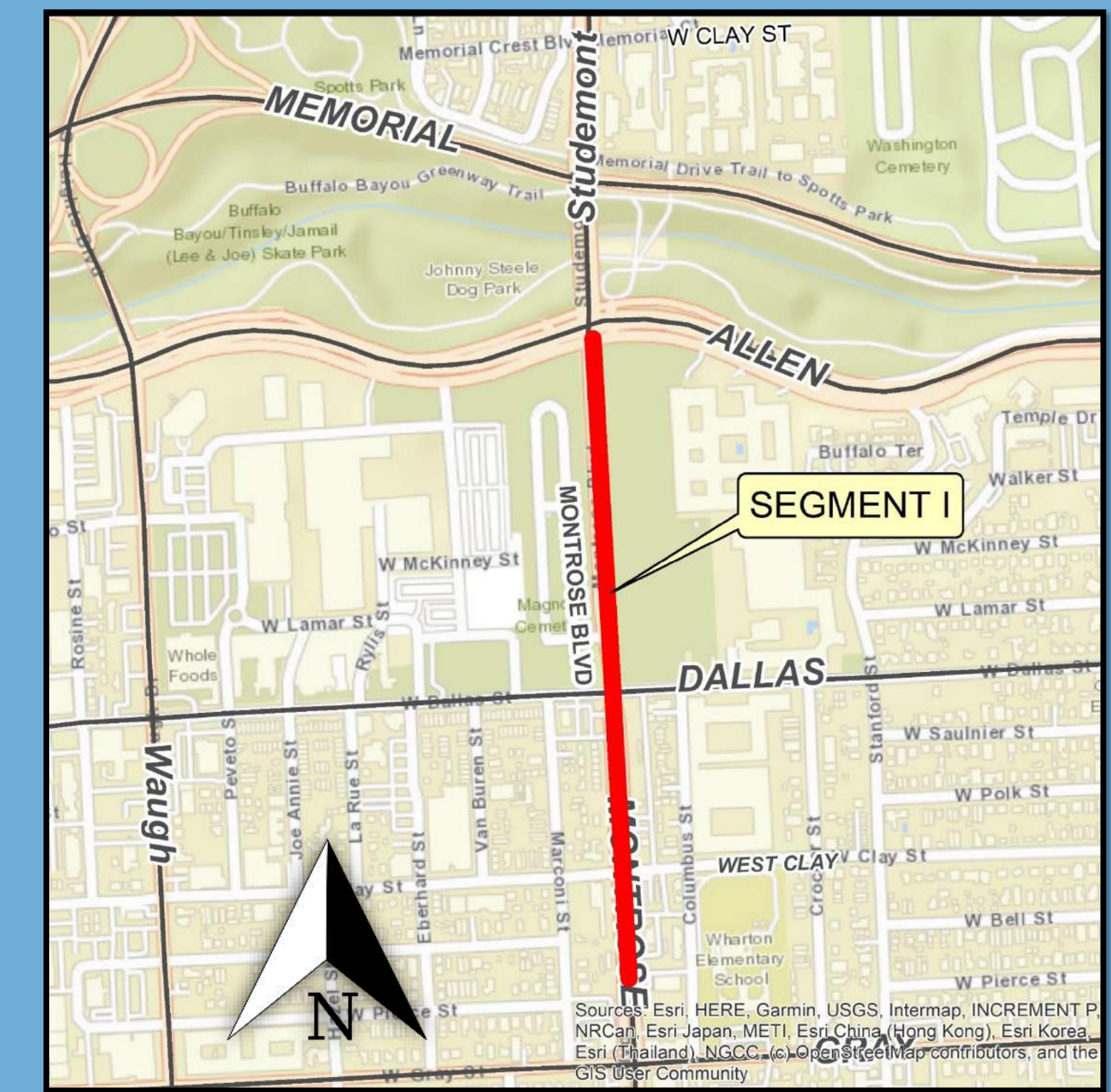
TYPE
FULL ROADWAY RECONSTRUCTION
0.5 miles



SEGMENT 1 COST
\$14 Million



SEGMENT 1 PHASE
90% DESIGN



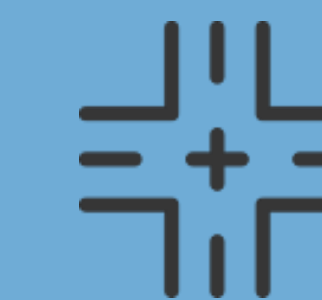
PROJECT SCOPE



Full Roadway Reconstruction



Improve Pedestrian Realm



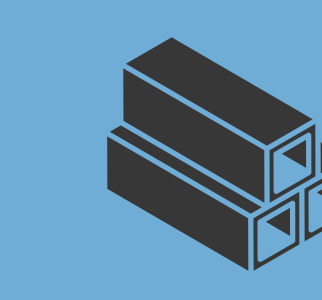
Upgrade Intersection Safety



Upgrade Traffic Signals



Improve Multimodal Transportation



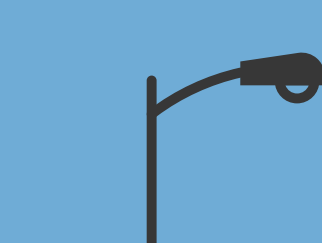
Improve Storm Sewer System



Utility Replacement, as required



METRO Improvements



Street Lighting



Tree Protection & Preservation

SEGMENT I: West Clay St to Allen Parkway



**Depends on when construction begins*

PUBLIC COMMENTS INCORPORATED



Bicycle Facility:

Incorporated as a Shared Use Path on east side.



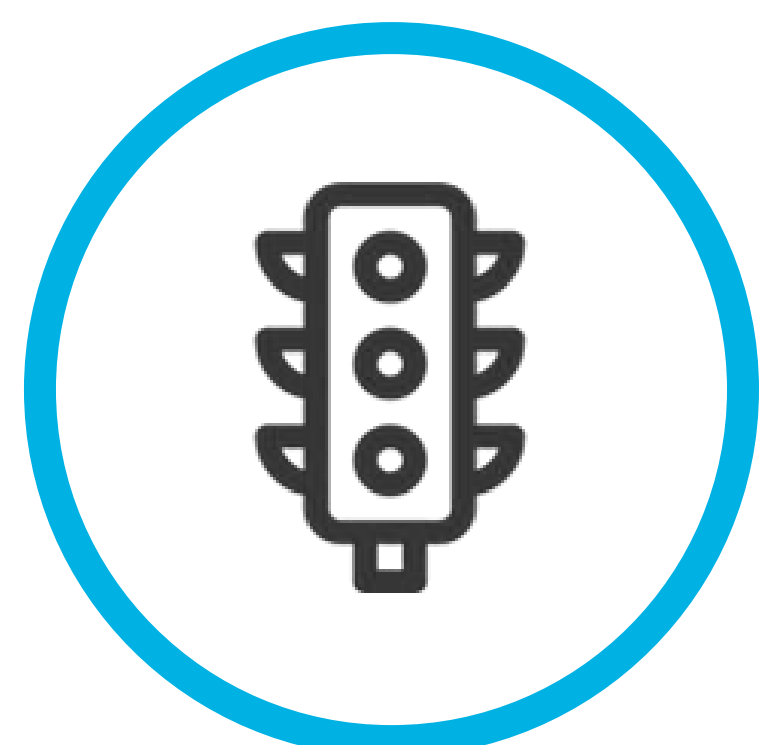
Shaded Pedestrian Realm:

Many trees will be planted for shade.



Pedestrian Safety at Intersections:

Leading Pedestrian Intervals for signalized intersections.



Rectangular Rapid Flashing Beacons (RRFB) are not effective enough:

Signals at intersections with closed medians are being used in lieu of the RRFBs.



Tree Preservation:

Many median trees will be preserved.

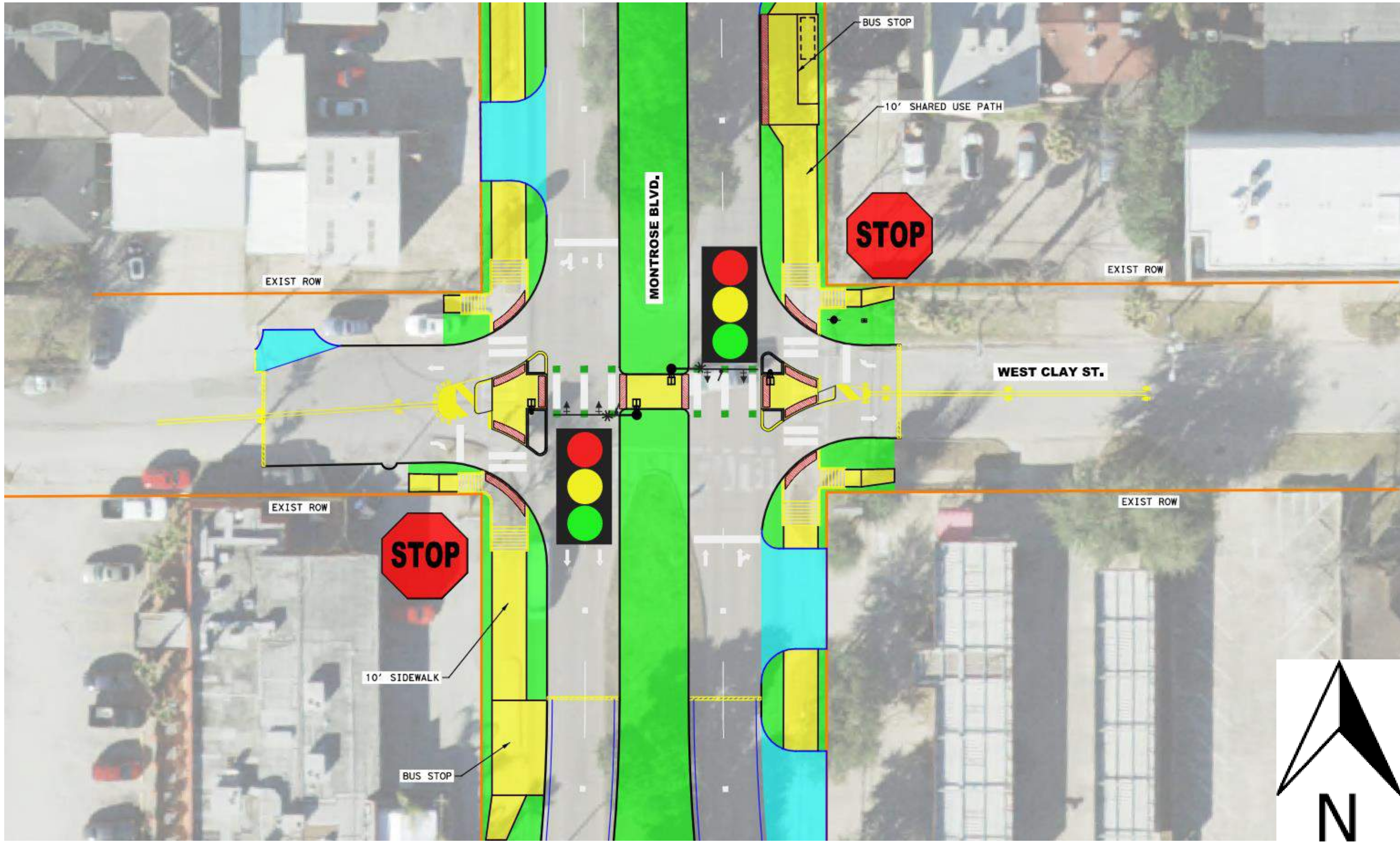
SAFE CORRIDOR CROSSINGS

PROPOSED SIGNAL REPLACES RRFB

- Signal provides safe crossing for pedestrians and bicyclists.
- Signal turns yellow then red when crossing button is pushed.



Rectangular Rapid Flashing Beacons were removed from the design. The Toucan Signal replaces them.



PROPOSED STREETScape CHARACTER

ALLEN PARKWAY TO W DALLAS STREET

PROTOTYPICAL STREET SECTION

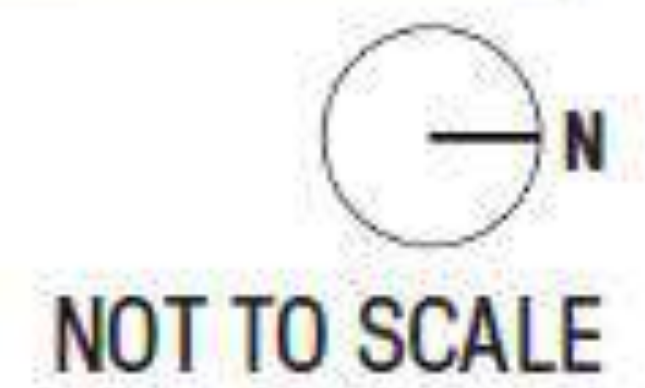
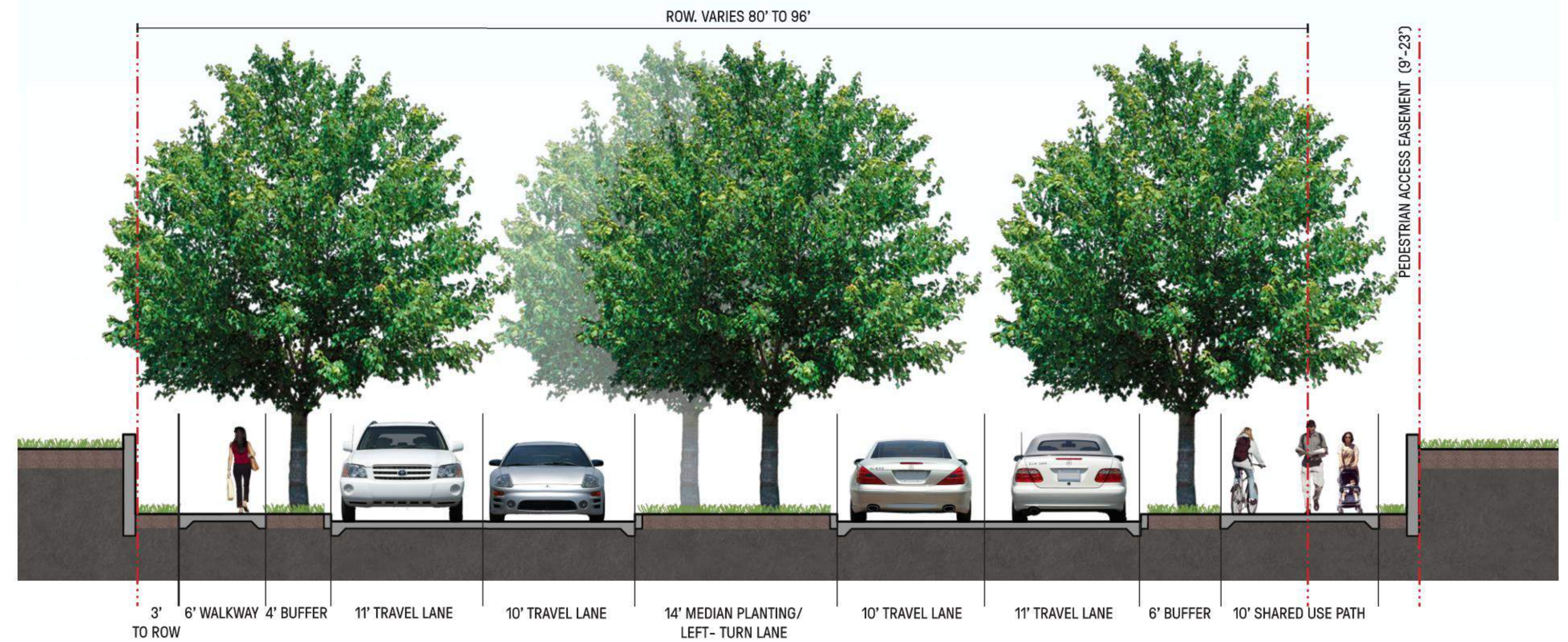
LEGEND



NEW TREES

NOTE: PRELIMINARY DESIGN CONCEPT ONLY NOT FOR CONSTRUCTION

TREES ARE SHOWN AT APPROXIMATE SIZE FOR EXISTING AND AT TIME OF PARTIAL MATURITY FOR NEW TREES



PROPOSED STREETScape CHARACTER

W DALLAS STREET TO W CLAY STREET

LEGEND



EXISTING TREES



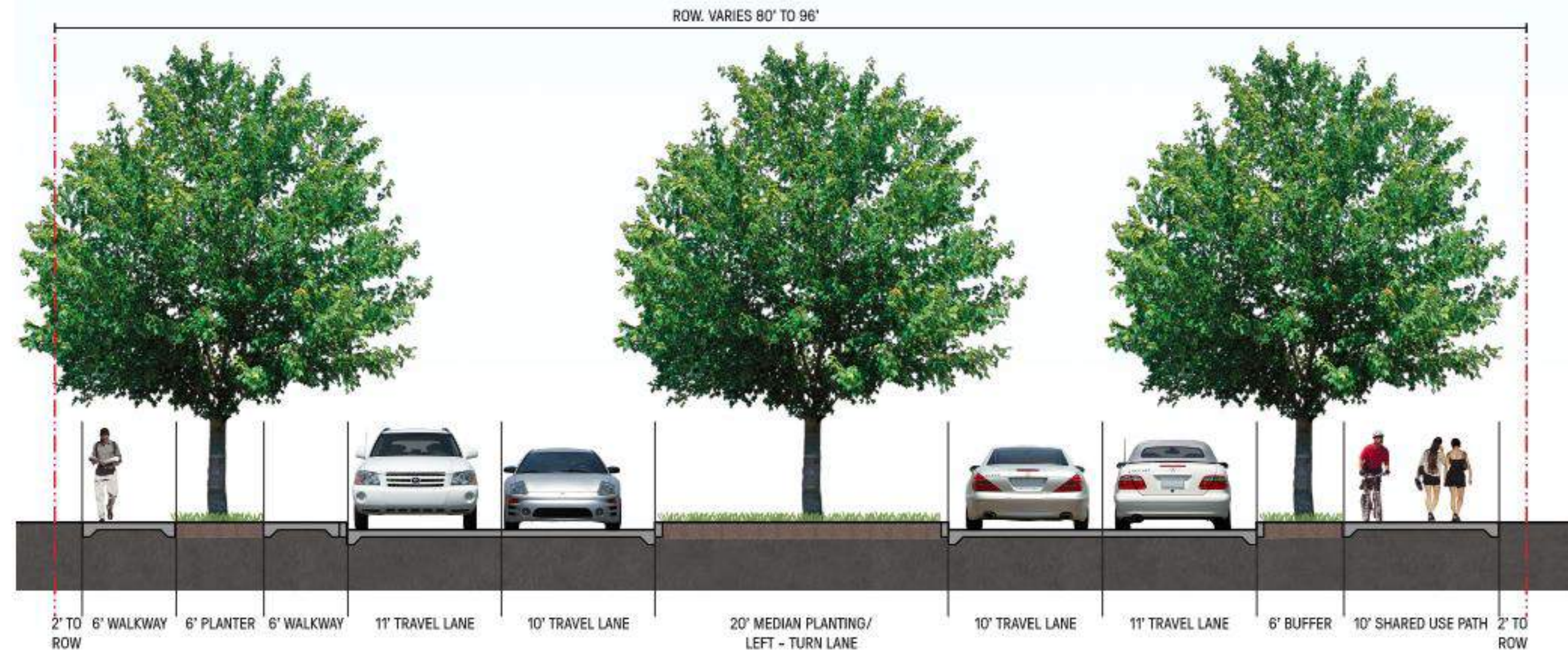
NEW TREES

NOTE: PRELIMINARY DESIGN CONCEPT ONLY NOT FOR CONSTRUCTION

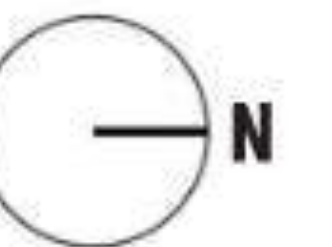
TREES ARE SHOWN AT APPROXIMATE SIZE FOR EXISTING AND AT TIME OF PARTIAL MATURITY FOR NEW TREES

SIDEWALK WIDTHS VARY - 10' IS TYPICAL BUT MAY RANGE UP TO 18' INCLUDING TREE ZONES (SEE STREET PLAN).

PROTOTYPICAL STREET SECTION



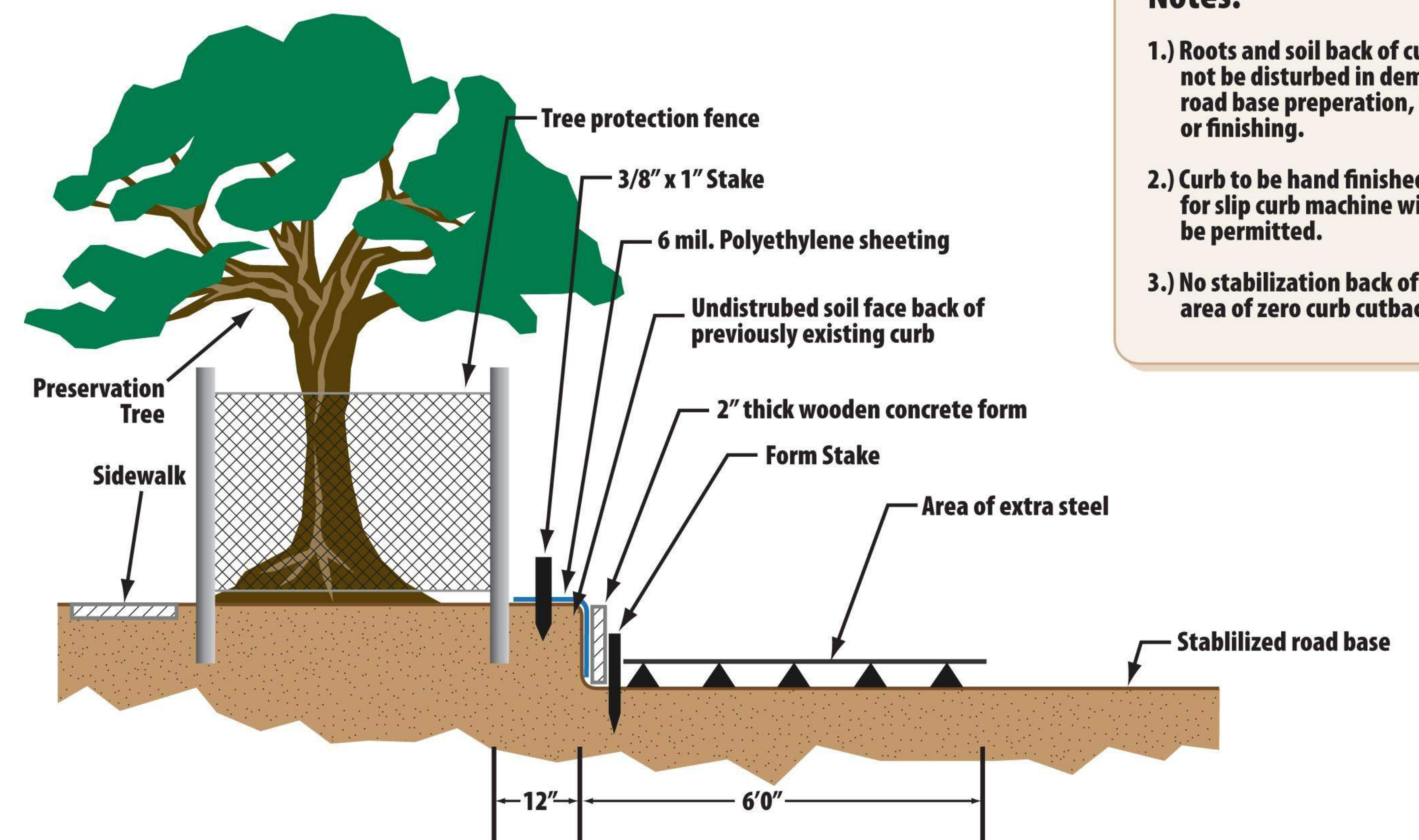
PROTOTYPICAL STREET PLAN



NOT TO SCALE

TREE PROTECTION, REMOVAL, AND NEW PLANTING

- Tree protection design led by experienced Urban Forester (Arborists).
- Tree planting design led by experienced Landscape Architect.
- Protect existing healthy mature trees where possible.
- Remove trees next to sidewalk as a result of root loss in construction of ADA required slopes.
- Plant as many trees as possible adjacent to sidewalk/shared use path and within median.
- 50 trees will be removed that are protected by City Ordinance.
- 11 trees will be removed that are not protected by City Ordinance.
- 136 trees will be planted to replace the trees that are protected by City Ordinance.



Notes:

- 1.) Roots and soil back of curb shall not be disturbed in demolition, road base preparation, forming or finishing.
- 2.) Curb to be hand finished, access for slip curb machine will not be permitted.
- 3.) No stabilization back of curb in area of zero curb cutback.

Zero Curb Cutback Detail

Not to scale

LANDSCAPE MATERIAL PALETTE

Lanana Cypress will be utilized between Allen Parkway and W. Dallas Street.



Bald Cypress in Winter



Lanana Cypress

Live Oak will be utilized between W. Dallas Street and W. Clay Street.



Live Oak



Fig Ivy

Fig Ivy will be utilized on the retaining wall on the east side between Allen Parkway and W. Dallas Street.

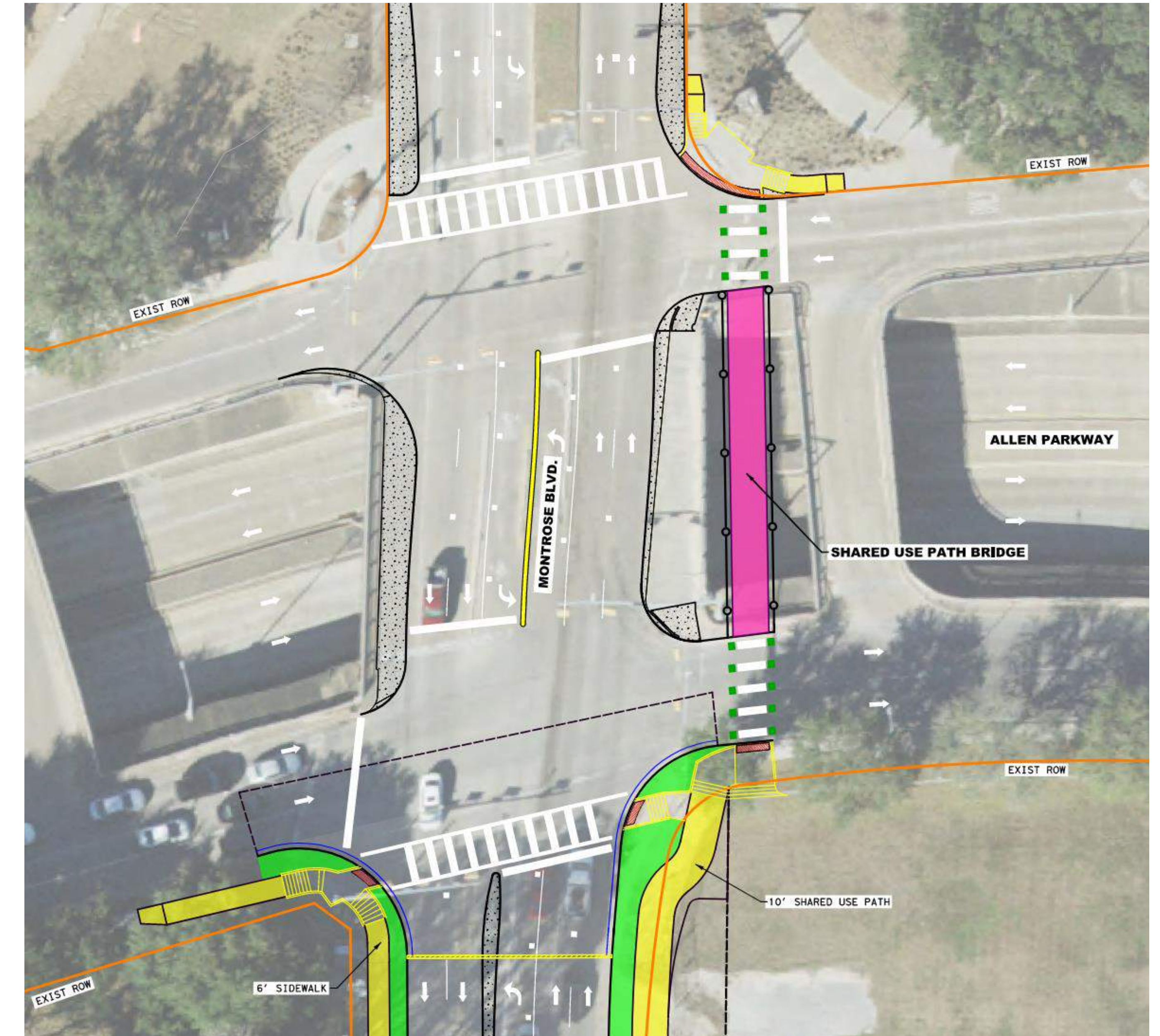


Bermuda Sod

Bermuda Sod will be utilized in the medians and adjacent to the sidewalk and shared use path.

PROPOSED PEDESTRIAN AND BICYCLIST BRIDGE

OVER ALLEN PARKWAY UNDERPASS



10-foot by 10-foot Box Culvert

PROPOSED DRAINAGE INFRASTRUCTURE

- Box culvert replaces 48" and 54" storm sewers
- Design is meeting 2-year and 100-year level of service.

CONSTRUCTION PHASING



Phase 1: Allen Parkway to W Dallas Street

Phase 2: W Dallas Street to W Clay Street

- The construction zone shifts per construction phases.
- Driveway access will be maintained at all times.
- Two-way traffic will be maintained at all times.
- Construction duration is 12 months.
- Uniformed police officers will be present as needed.
- Temporary asphalt will be used as needed.

Construction Phasing Configuration

(not all phases are shown)

