



MONTROSE
TAX INCREMENT REINVESTMENT ZONE 27

MONTROSE SAFE ROUTES TO SCHOOL CONNECTIONS

September 2024

Gauge
ENGINEERING



MONTROSE SAFE ROUTES TO SCHOOL CONNECTIONS



TYPE

FULL SIDEWALK RECONSTRUCTION
4.5 miles



COST ESTIMATE

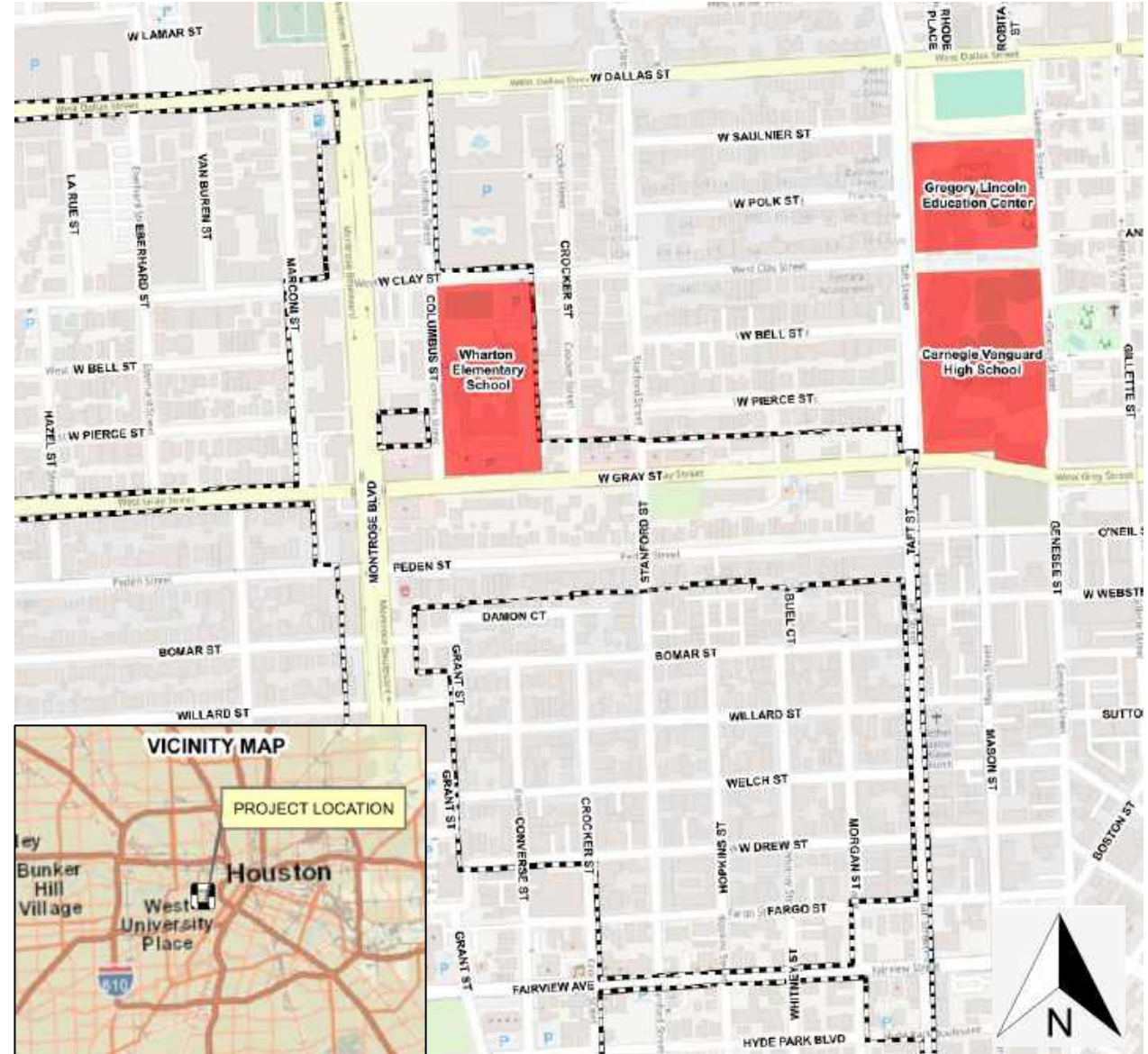
Approximately \$6 Million

FUNDING SOURCES

FEDERAL FUNDS (90%) AND TIRZ 27 (10%)



PHASE DESIGN

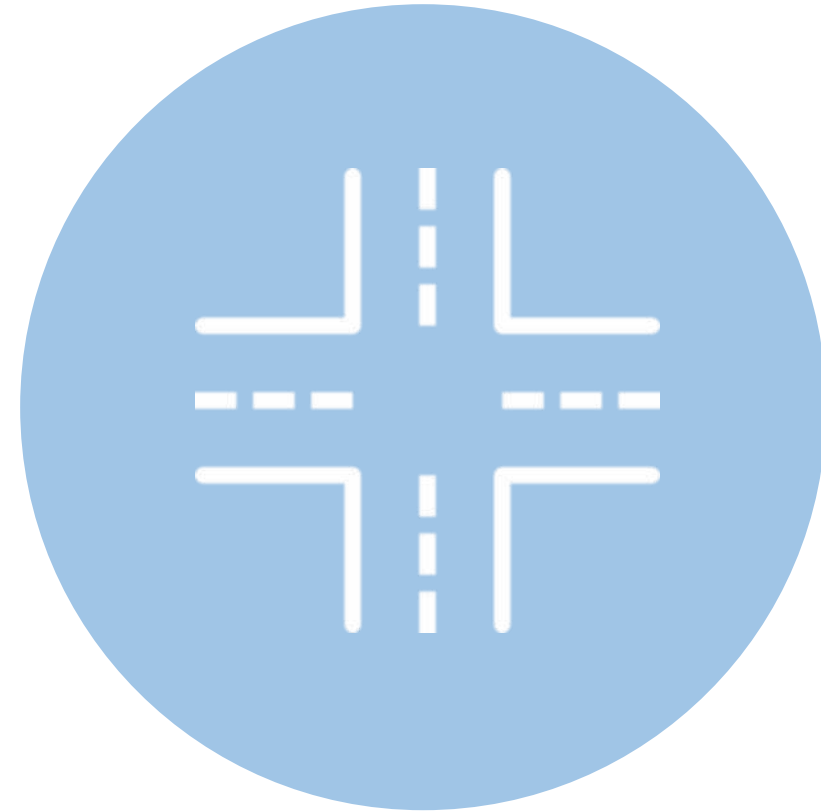


PROJECT OBJECTIVES

Proposed conditions will achieve the following



Enhance Safety and Improve
Walking Routes to Schools



Improve Intersection Safety

PROJECT SCOPE



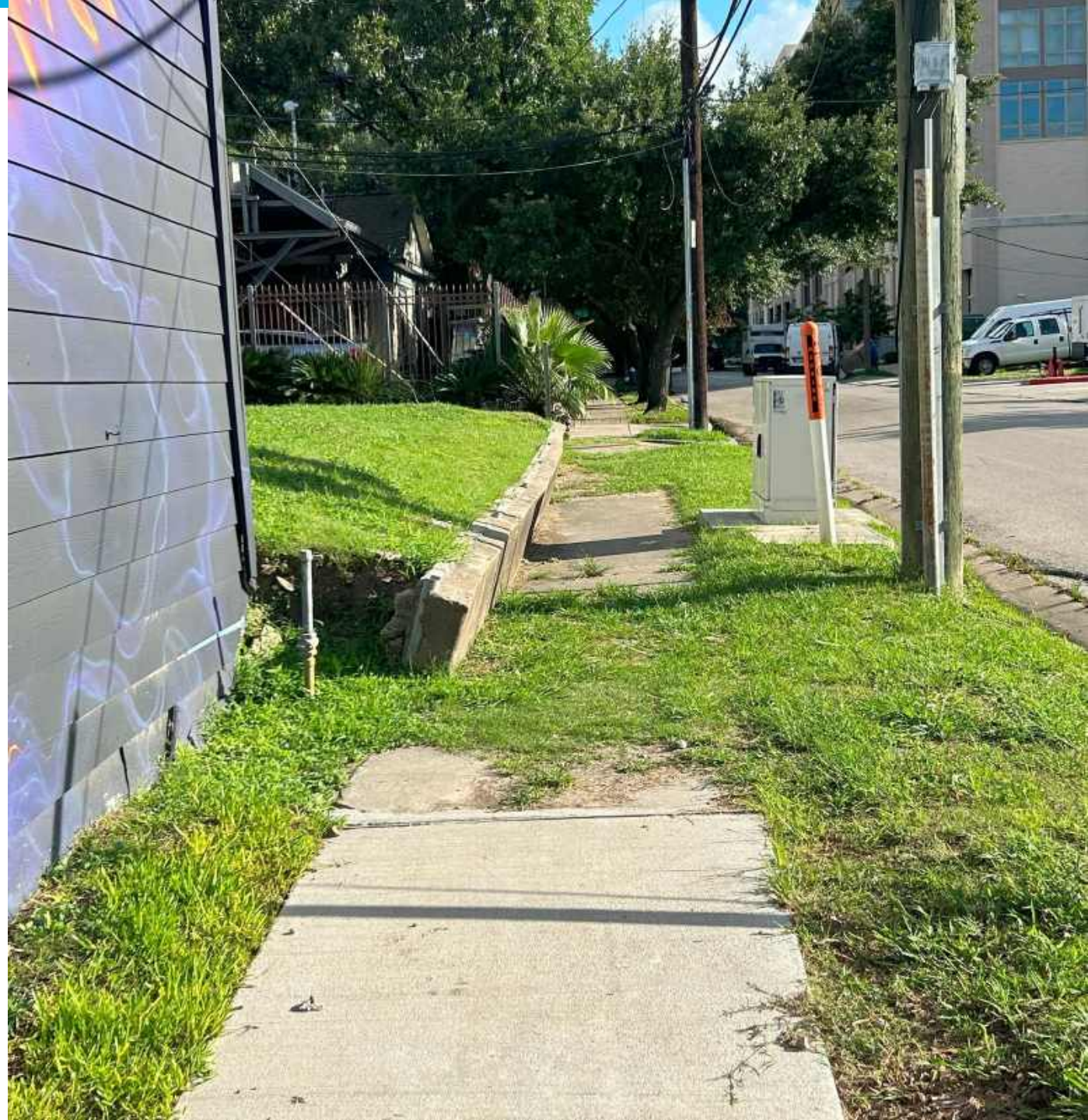
Improve Pedestrian Realm



Upgrade Intersection Safety



Tree Protection & Preservation

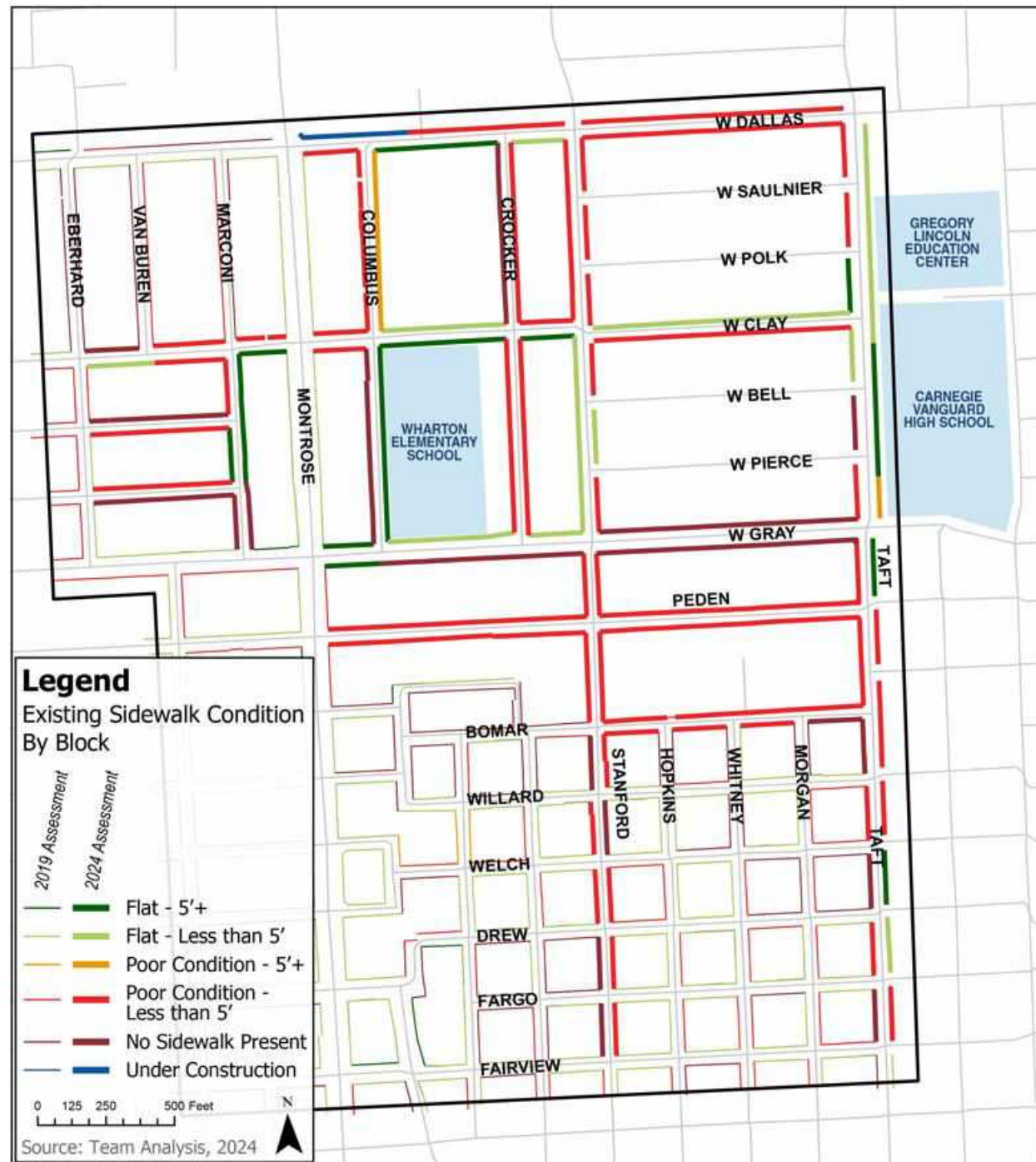


EXISTING CONDITIONS



EXISTING SIDEWALKS BY BLOCK

- 24% of blocks are accessible

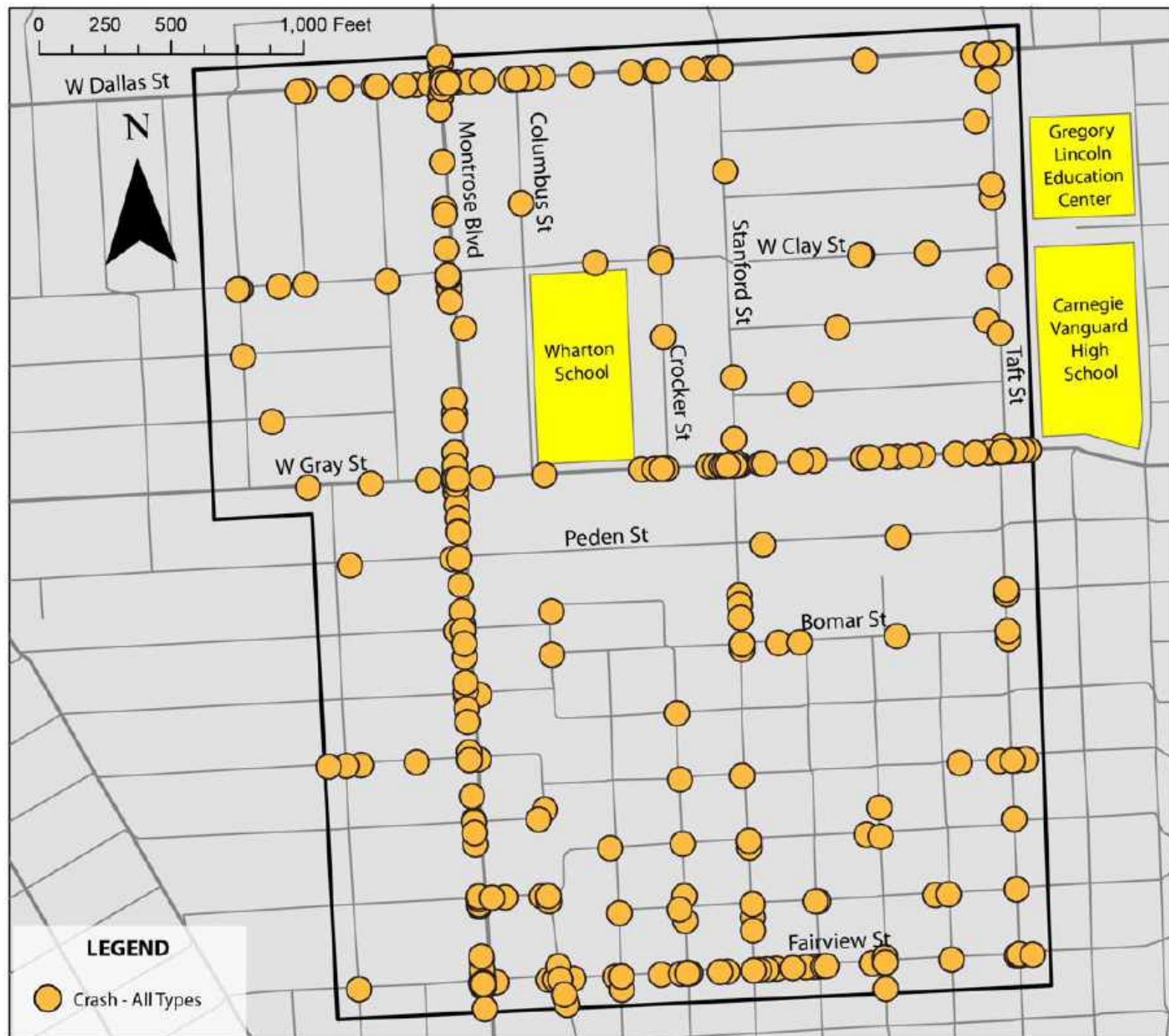


CRASH HOTSPOTS

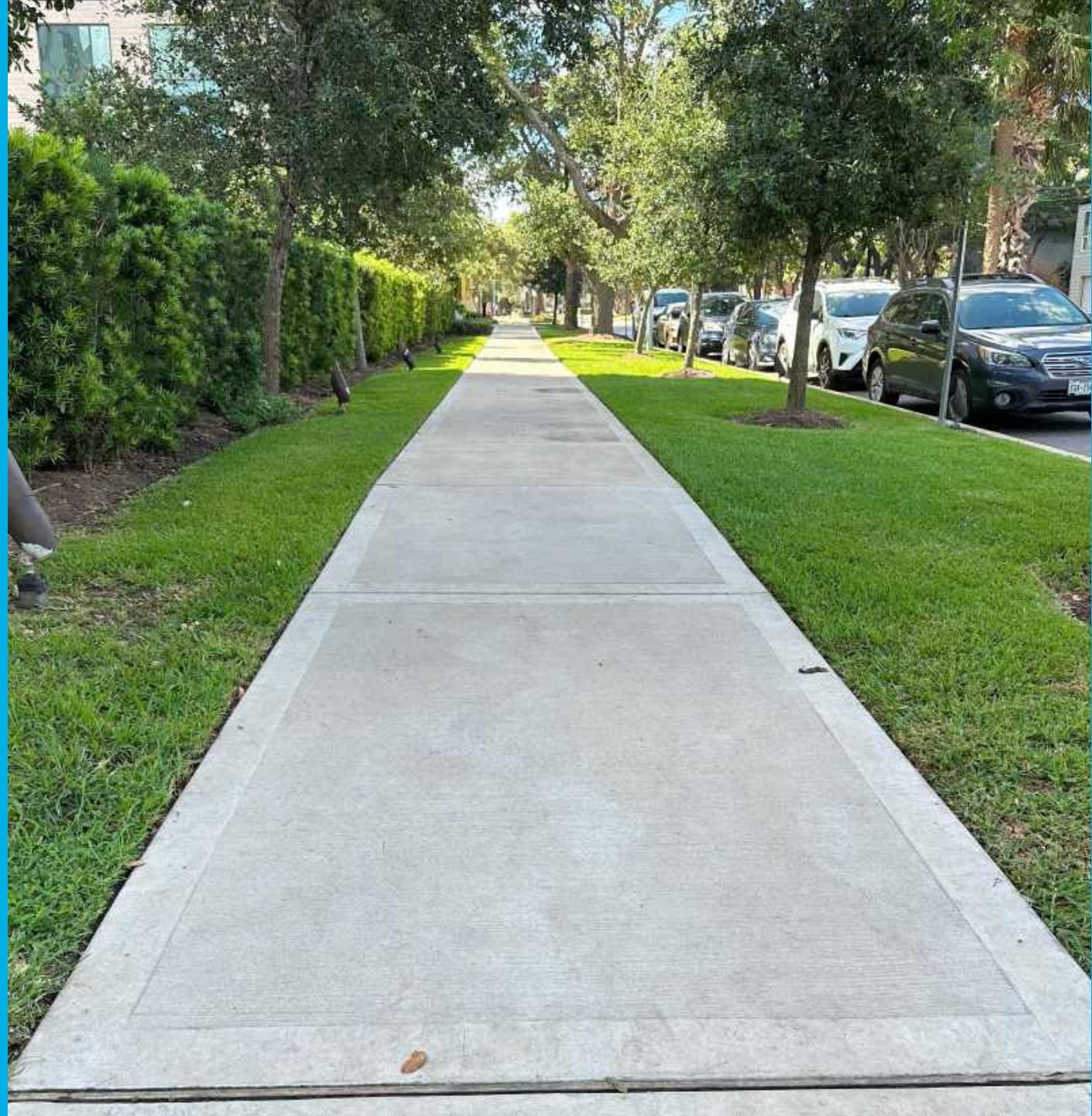
Summary of Crashes within Study area
between 2019-2023

	Number of Crashes
Total Crashes	577
Crashes involving intersections	482
Failed to yield ROW	158
Failed to control speed	119
Ped Involved Crashes	17
Bike Involved Crashes	3
Fatalities	1
Serious Injuries	10

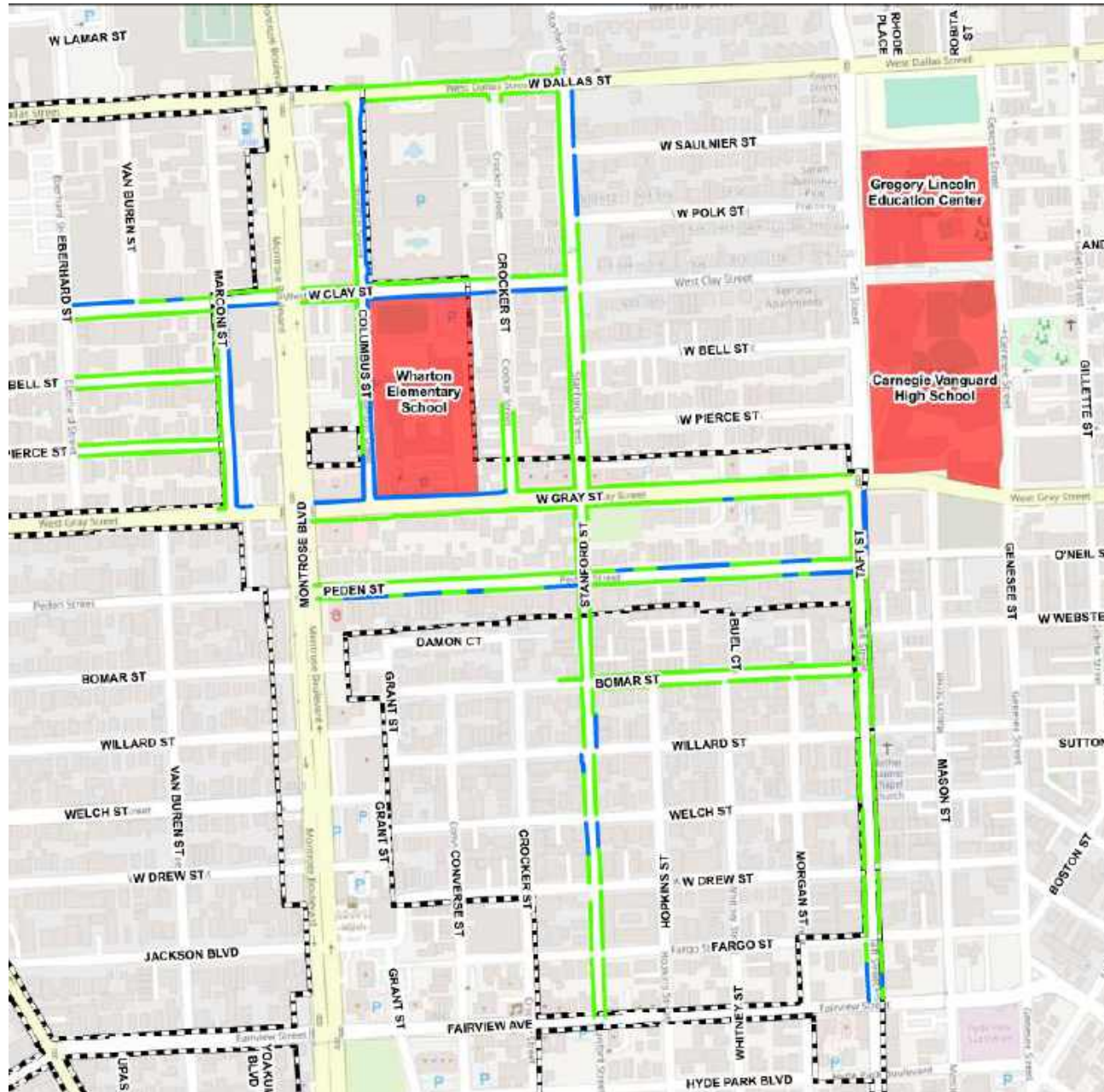
Source: TxDOT Crash Records Information System (CRIS), 2019-2023



PROPOSED CONDITIONS



PROPOSED SIDEWALK IMPROVEMENTS



Legend

- Existing Sidewalk to Remain (5-ft minimum)
- Proposed 5 to 6-ft Sidewalk
- Schools
- TIRZ 27

Improvements:

- 4.5 miles of sidewalk replacement
- Pedestrian ramps

INTERSECTION/CROSSING RECOMMENDATIONS

- **1 Pedestrian Signal**

- Stanford/Gray

- **3 All-Way-Stop Controlled Intersections**

- Clay/Crocker
- Stanford/Peden
- Stanford/Bomar

- **30 High-Visibility Crosswalks**

- **3 Level C Crosswalks**

- Crossing Pavement Markings
- Advanced Warning Signage
- Additional Pavement Markings

- **1 Rectangular Rapid Flashing Beacon (RRFB)**

- Stanford/Dallas



INTERSECTION/CROSSING RECOMMENDATIONS

- **1 Pedestrian Signal**

- Stanford/Gray

- **3 All-Way-Stop Controlled Intersections**

- Clay/Crocker
- Stanford/Peden
- Stanford/Bomar

- **30 High-Visibility Crosswalks**

- **3 Level C Crosswalks**

- Crossing Pavement Markings
- Advanced Warning Signage
- Additional Pavement Markings

- **1 Rectangular Rapid Flashing Beacon (RRFB)**

- Stanford/Dallas



INTERSECTION/CROSSING RECOMMENDATIONS

- **1 Pedestrian Signal**

- Stanford/Gray

- **3 All-Way-Stop Controlled Intersections**

- Clay/Crocker
- Stanford/Peden
- Stanford/Bomar

- **30 High-Visibility Crosswalks**

- **3 Level C Crosswalks**

- Crossing Pavement Markings
- Advanced Warning Signage
- Additional Pavement Markings

- **1 Rectangular Rapid Flashing Beacon (RRFB)**

- Stanford/Dallas



INTERSECTION/CROSSING RECOMMENDATIONS

- **1 Pedestrian Signal**

- Stanford/Gray

- **3 All-Way-Stop Controlled Intersections**

- Clay/Crocker
- Stanford/Peden
- Stanford/Bomar

- **30 High-Visibility Crosswalks**

- **3 Level C Crosswalks**

- Crossing Pavement Markings
- Advanced Warning Signage
- Additional Pavement Markings

- **1 Rectangular Rapid Flashing Beacon (RRFB)**

- Stanford/Dallas



INTERSECTION/CROSSING RECOMMENDATIONS

- **1 Pedestrian Signal**

- Stanford/Gray

- **3 All-Way-Stop Controlled Intersections**

- Clay/Crocker
- Stanford/Peden
- Stanford/Bomar

- **30 High-Visibility Crosswalks**

- **3 Level C Crosswalks**

- Crossing Pavement Markings
- Advanced Warning Signage
- Additional Pavement Markings

- **1 Rectangular Rapid Flashing Beacon (RRFB)**

- Stanford/Dallas



INTERSECTION/CROSSING RECOMMENDATIONS

- **1 Pedestrian Signal**

- Stanford/Gray

- **3 All-Way-Stop Controlled Intersections**

- Clay/Crocker
- Stanford/Peden
- Stanford/Bomar

- **30 High-Visibility Crosswalks**

- **3 Level C Crosswalks**

- Crossing Pavement Markings
- Advanced Warning Signage
- Additional Pavement Markings

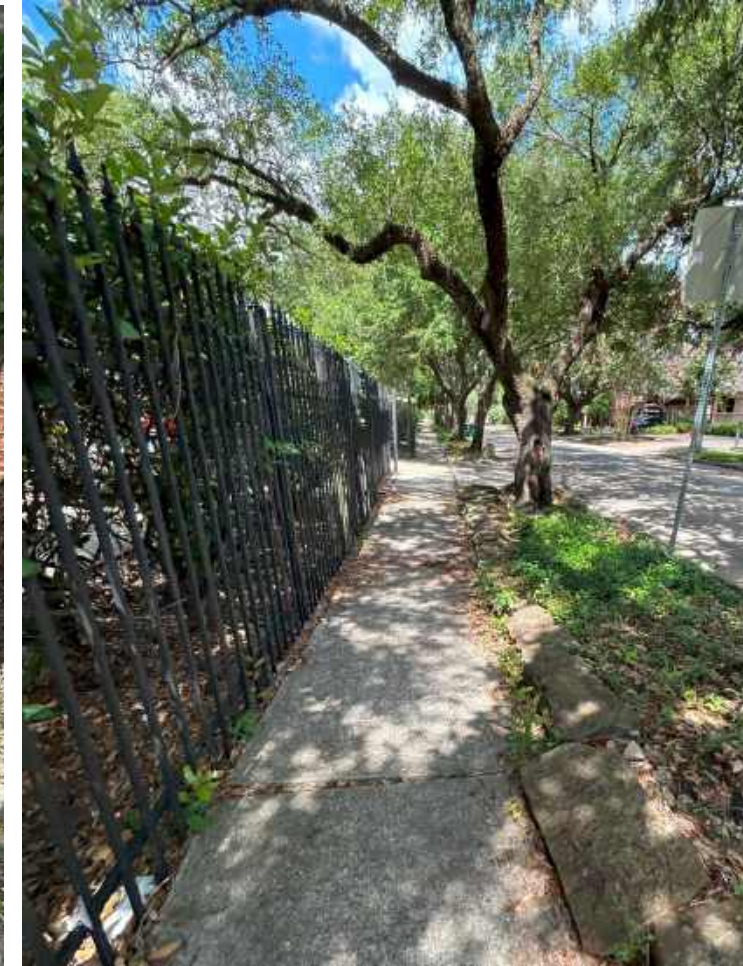
- **1 Rectangular Rapid Flashing Beacon (RRFB)**

- Stanford/Dallas



IMPROVEMENTS IN FRONT OF RESIDENCES

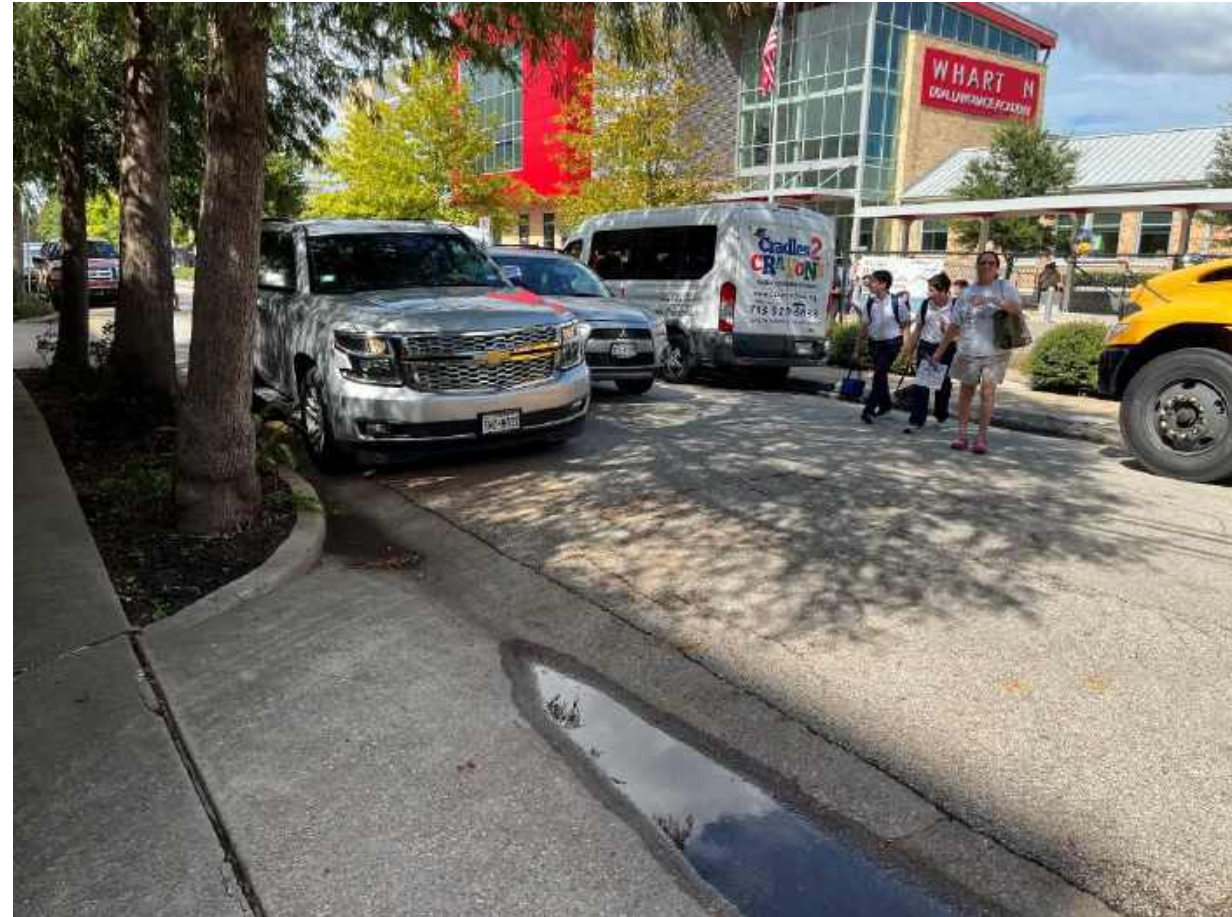
- Replace sidewalks with new 5 to 6-ft sidewalks
- Replace driveways with ADA compliant driveways
 - Coordinate in advance
 - High-Early Strength Concrete
- Preserve fences and landscaping where possible.
 - Coordinate in advance if to be relocated
- Provide individualized tree protection
- Replace intersection ramps



EXISTING PEDESTRIAN CROSSINGS

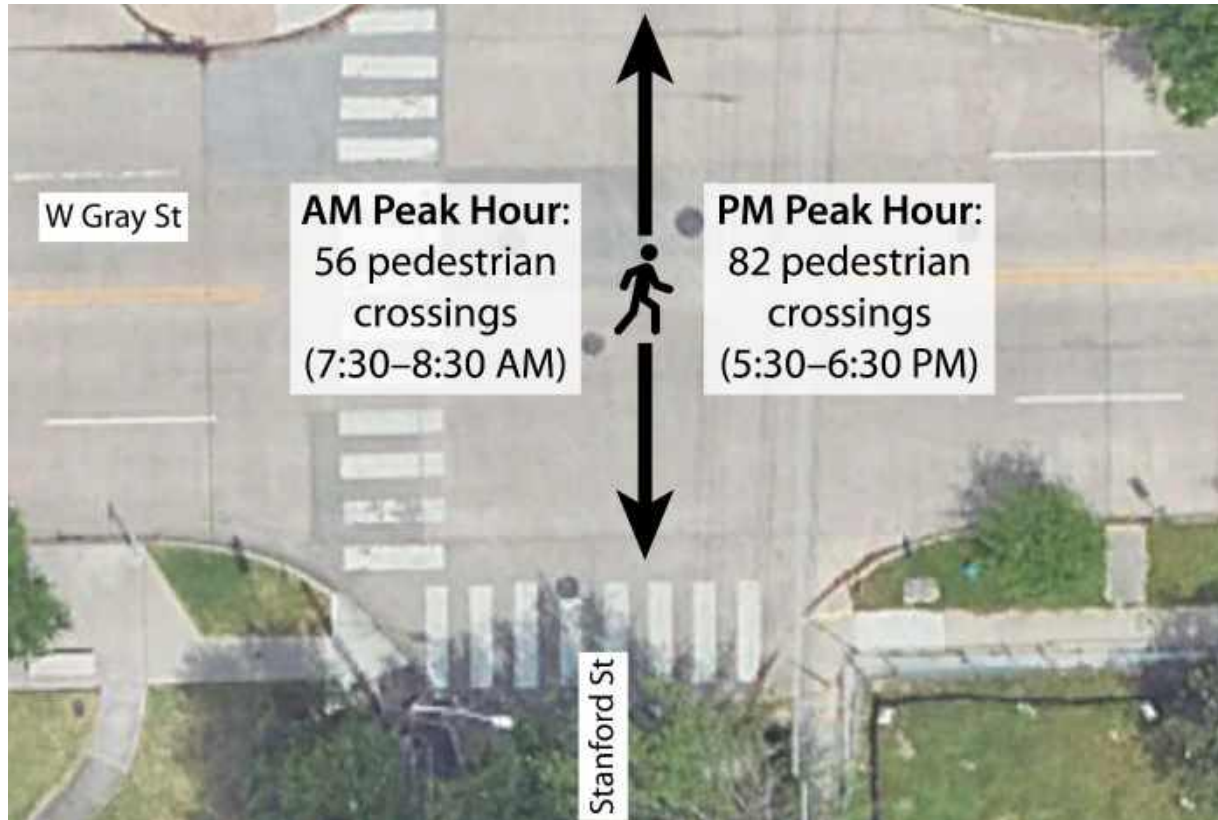


Stanford at W Gray

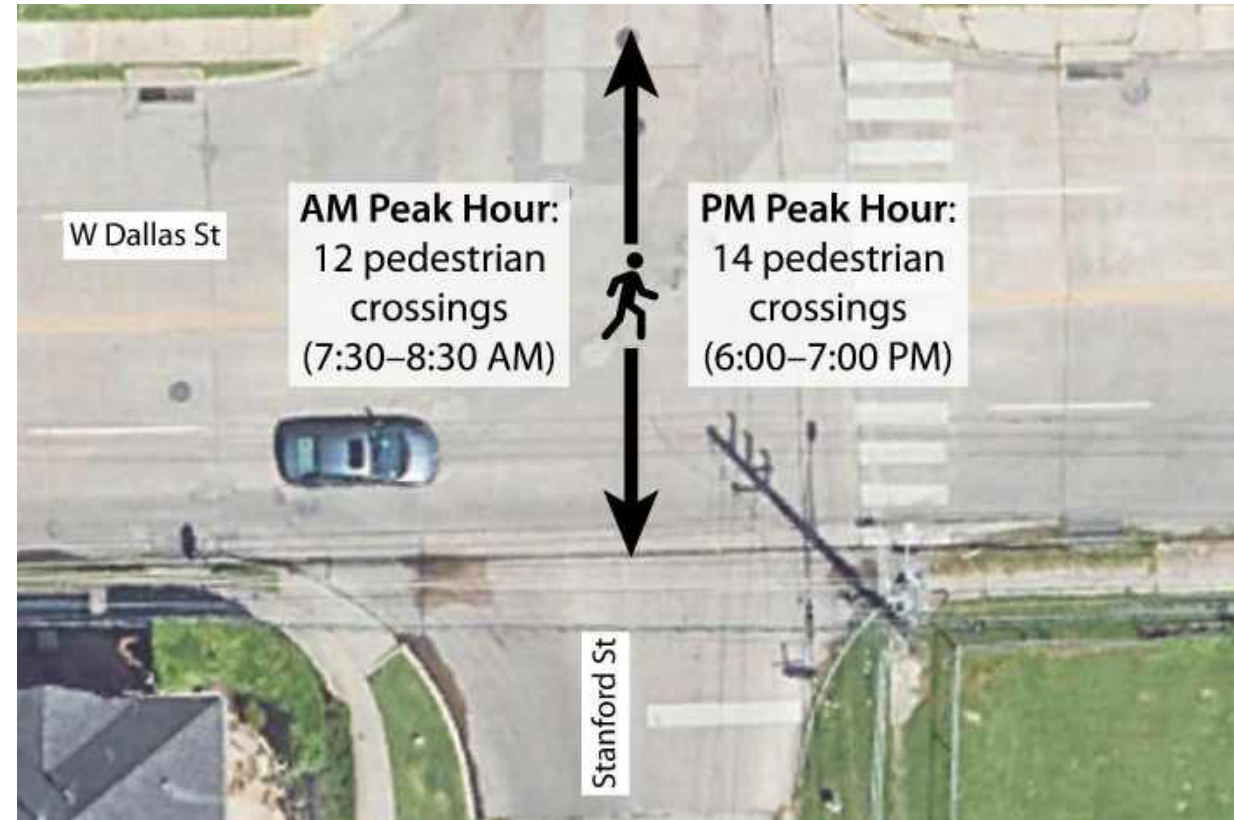


Columbus Midblock

PEDESTRIAN CROSSING VOLUMES



Stanford at W Gray



Stanford at W Dallas

PROPOSED CONDITIONS OF PEDESTRIAN CROSSINGS



Pedestrian Signal at Stanford at W Gray



Rectangular Rapid Flashing Beacon
at Stanford at W Dallas

TREE PRESERVATION

BEST MANAGEMENT PRACTICES

- Narrow sidewalk to avoid damaging roots
- Steel plates to span uneven root systems
- Individualized tree protection



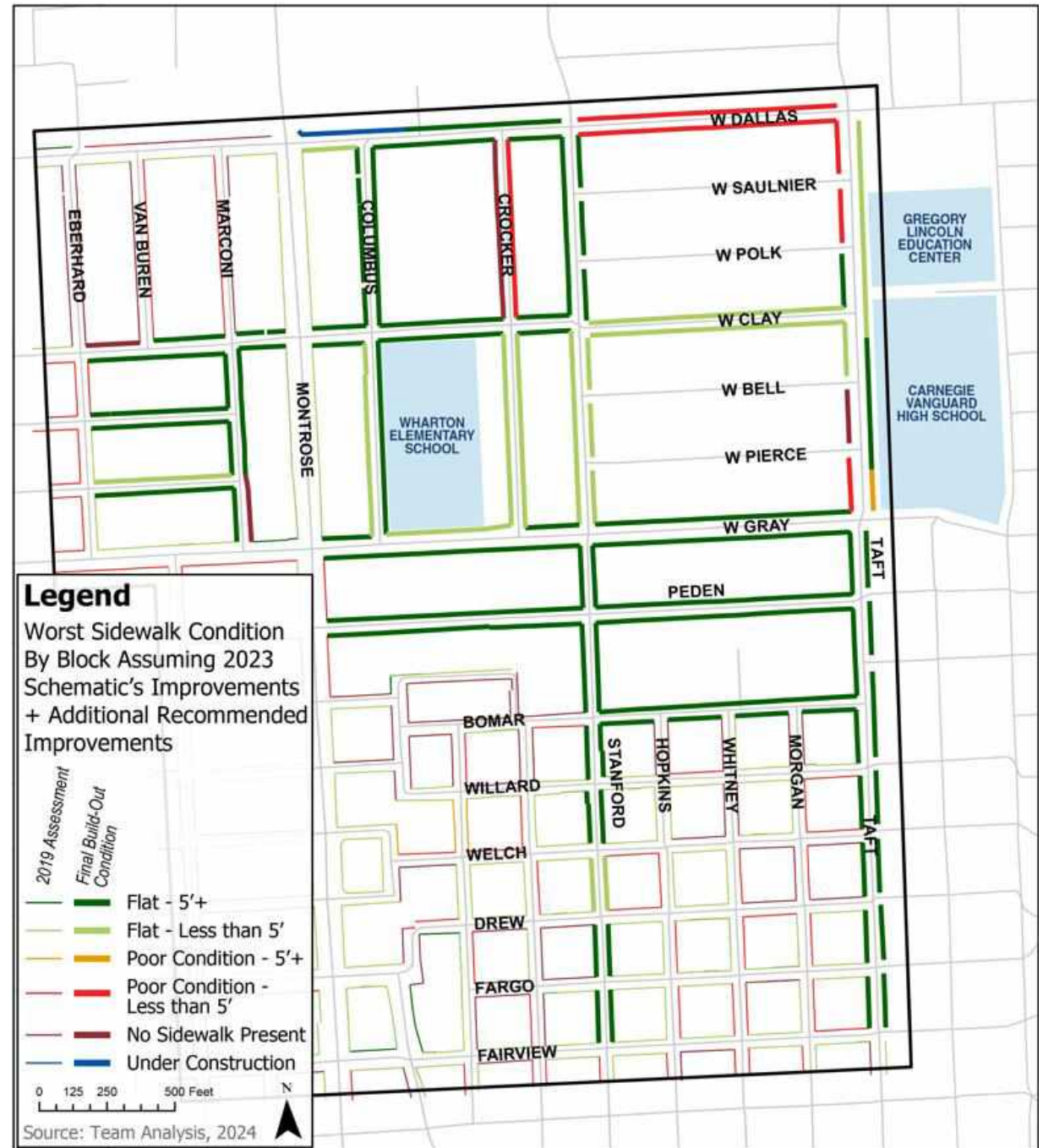
COMPLETED PROJECTS

- Hawthorne St
- Woodhead St
- Gray St



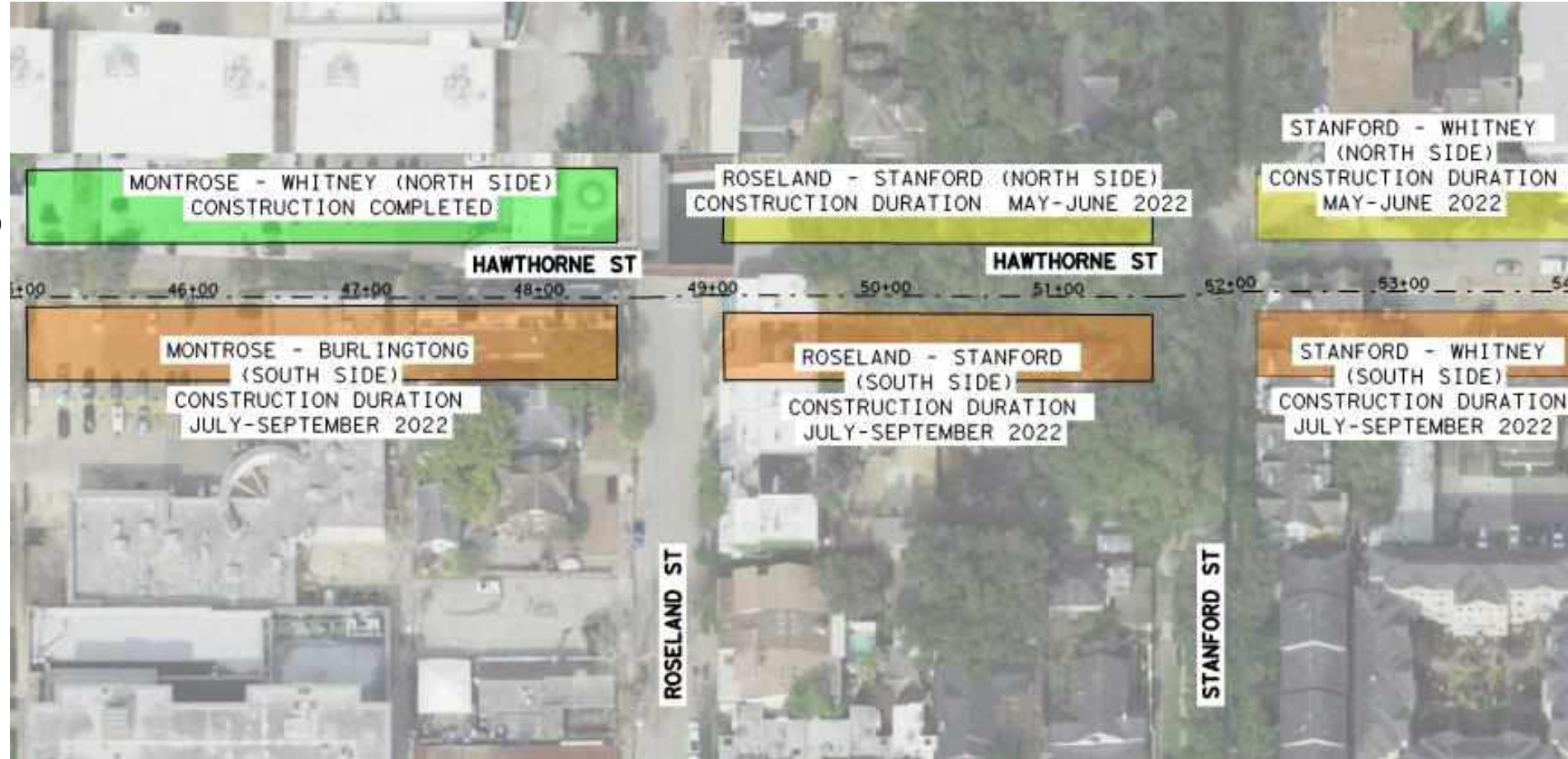
SIDEWALK CONDITION BY BLOCK AFTER FUTURE CONSTRUCTION

- 88% of blocks are accessible



COORDINATION DURING CONSTRUCTION

- Full-time Inspector
- Door hangers
 - Relevant personnel contact info
 - Schedule
- Sequencing exhibits
- Progress Updates



COORDINATION DURING CONSTRUCTION

PROGRESS REPORT—JULY 2022

HAWTHORNE ST. & WOODHEAD ST. NEIGHBORHOOD SAFE STREETS IMPROVEMENTS

WBS No. N-T27000-0002-7



PROJECT LOCATION

The project is located in west central Houston, Texas, just north of the US 59 highway. The project limits include:

- **Woodhead Street:** from West Clay Street to IH-69
- **West Clay Street:** from Durlavy Street to Woodhead Street.
- **Hawthorne Street:** from Woodhead Street to Spur 527.

FUNDING PARTNERS

- **Montrose Redevelopment Authority/TIRZ 27**
 - 50% of Construction Cost
 - Design and Construction Oversight Cost
- **Harris County Precinct 1—Commissioner Rodney Ellis**
 - 50% of Construction Cost



PROJECT BACKGROUND

This project was recommended in the Walk+Bike Montrose plan, which identified these corridors to be developed into Neighborhood Safe Streets. **A Neighborhood Safe Street is a corridor designed so that roadway users of all ages and abilities, no matter their mode of travel, will feel safe and comfortable traveling along that corridor.**

PROJECT OBJECTIVES

Convert Woodhead St. and Hawthorne St. corridors into Neighborhood Safe Streets and making the corridors more walkable and safer for all, recognizing the daily walk trips by parents and kids to Lanier Middle School.

PROJECT DESCRIPTION

• **Improve Bicycle Safety & Mobility:**

Mill & overlay existing deteriorated asphalt roadway, re-stripe the roadway, replace speed humps with speed cushions, and install curb extensions at intersections to develop a safe, low-stress shared roadway experience for both motorists and bicyclists.

• **Improve Pedestrian Facilities:**

Promote a pedestrian-friendly environment by incorporating 6-FT wide, continuous, uninterrupted and safe sidewalks accompanied by City compliant curb ramps along the project corridors, within public right-of-way. The sidewalks are only reduced at specific spots to accommodate mature trees. The corridors were physically walked with an Urban Forester to assist with the sidewalk design around any mature trees.



30-FT & 35-FT Curb to Curb Width Section



PROJECT STATUS

- Completed demolition of existing sidewalk, forming and installation of new sidewalks and driveways for the following:
- All sidewalk on the north side of Hawthorne St complete from Woodhead St to Roseland St south side from Woodhead St to Mt. Vernon St.
- Installed Traffic Control and Tree Protection along south side of Hawthorne St heading east past Yupon St.
- Demolition of the intersection at Hawthorne St and Woodhead St.

NEXT STEPS

- Continue construction on the south side of Hawthorne St heading east of Mt. Vernon St and on the north side heading east of Roseland St.

PROGRESS REPORT—JULY 2022

HAWTHORNE ST. & WOODHEAD ST. NEIGHBORHOOD SAFE STREETS IMPROVEMENTS

WBS No. N-T27000-0002-7



CONSTRUCTION TIME

- Original Contract Time: 12 Months
- Notice to Proceed Date: March 23, 2022

CONTACT INFORMATION

Construction Manager:

Gauge Engineering
11750 Katy Freeway, Suite 400
Houston, TX 77079



Contractor:

R. Miranda Trucking & Construction
6325 Perch Creek Dr.
Houston, TX 77049

PAYMENT ESTIMATES

Original Contract Amount	\$4,729,510.00
Change Order Amount to Date	-
Current Contract Amount	\$4,729,510.00
Previous Payments	\$599,032.59
Current Payment(s) Due	\$253,320.40
Contract Completion Date	03/22/2023
Balance Remaining	\$3,832,296.33

PROGRESS PHOTOS



Curb Installation



Ramp framework installation



Driveway Installation



Sidewalk Concrete Pour

NEXT STEPS



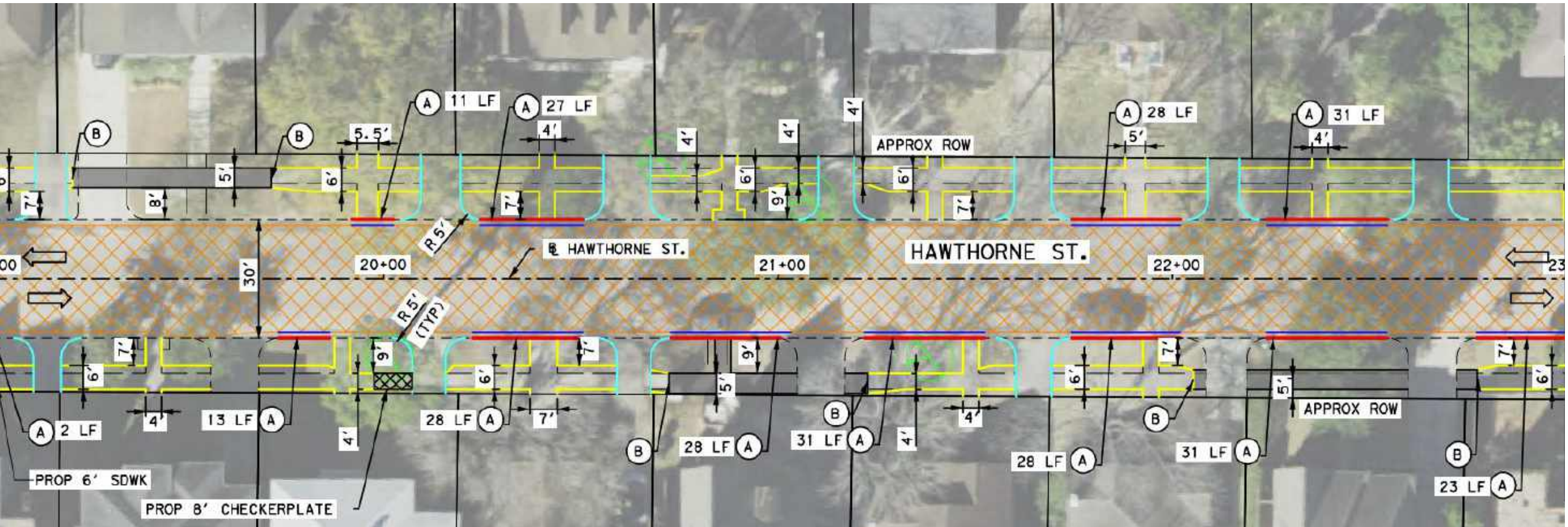
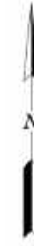
NEXT STEPS

- Receive Feedback from Community
- Advance Detailed Design
- Open House Format
 - Boards
 - Detailed Schematics



LEGEND

- EXIST LANE
- EXIST CURB
- EXIST DRIVEWAY
- PROPOSED DRIVEWAY
- PROPOSED SIDEWALK
- EXIST SIDEWALK TO REMAIN
- PROP 1.5 INCH ASPHALT MILL AND OVERLAY
- PROP CONCRETE MEDIAN
- EXIST INLET
- PROPOSED RAISED MEDIAN
- REMOVE AND REPLACE CURB AND GUTTER
- MATCH EXIST SIDEWALK
- ADJUST TO GRADE



SCHEDULE



PROPOSED SCHEDULE

Community Meeting
at Board Meeting
September 2024

Open House Meeting
December 2024

Design Phase
Thru Spring 2025

Construction Phase
Summer 2025

**Timeline subject to change based on funding*

A blue-tinted photograph of a wall with graffiti and a sunburst pattern. The word "Questions?" is overlaid in large white text. The graffiti includes stylized letters and a sunburst pattern at the bottom. There are also some small rectangular objects on the wall.

Questions?

Thank You!

Contact Us

- info@montrosehtx.org
- montrosehtx.org



MONTROSE
TAX INCREMENT REINVESTMENT ZONE 27