



**MONTROSE**  
TAX INCREMENT REINVESTMENT ZONE 27

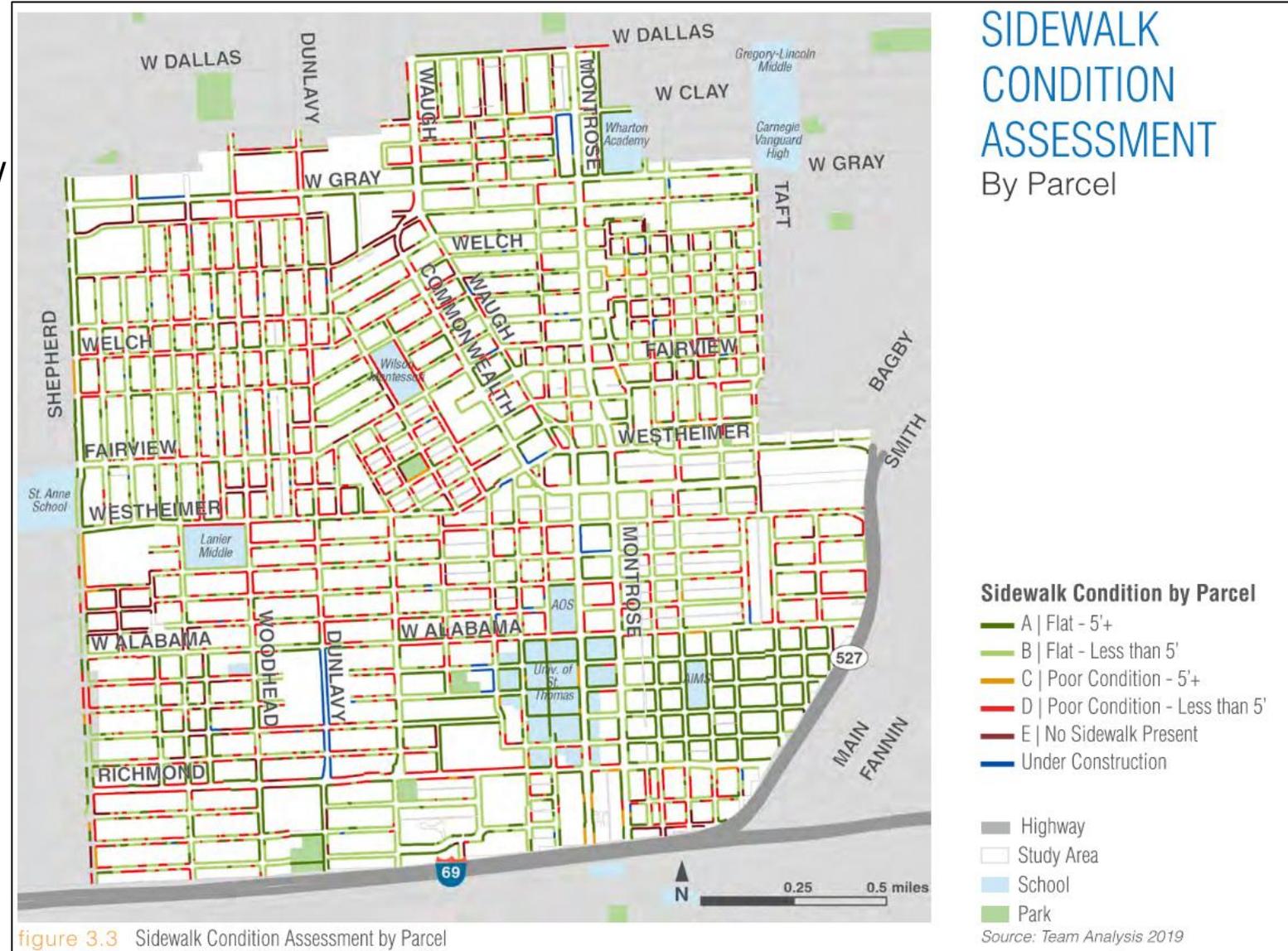
## MANDELL STREET IMPROVEMENTS

March 2026



# BACKGROUND

- Sidewalk condition assessment – 2020 study
- Fair to poor condition sidewalks cause walkability challenges.
- Narrow sidewalks are not compliant with current City minimum 5-ft width.
- Montrose Redevelopment Authority has completed multiple sidewalk projects.



# PURPOSE OF THE MEETING

- Present current information about project.
- [montrosehtx.org/project/mandell-street-improvements-project/](http://montrosehtx.org/project/mandell-street-improvements-project/)
- Receive feedback from community.
- Advance design considering feedback.
- Presentation will be uploaded to website.



## MANDELL STREET IMPROVEMENTS



*\*Map is not to scale*

# MANDELL STREET IMPROVEMENTS



**TYPE**  
SIDEWALK AND STREET IMPROVEMENTS  
0.8 miles



**COST ESTIMATE**  
APPROX \$1.5 MILLION  
**FUNDING SOURCES**  
MONTROSE REDEVELOPMENT AUTHORITY



**PHASE**  
DESIGN



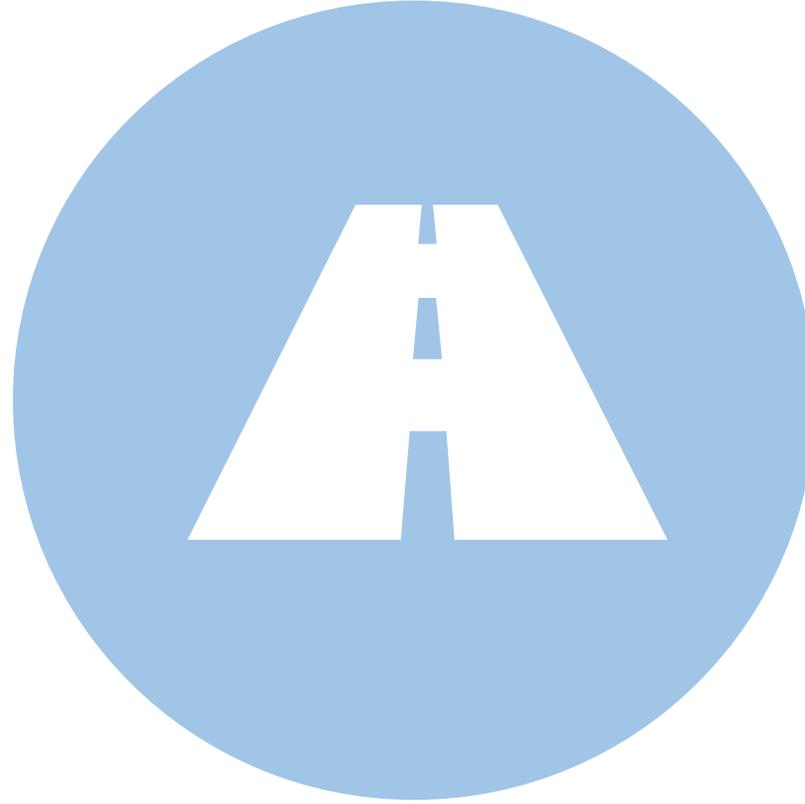
# PROJECT OBJECTIVES

Proposed conditions will achieve the following

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Enhance Safety and Walkability



Improve Roadway Surface



Enhance Street Lighting

# PROJECT SCOPE



Replace/Upgrade Sidewalks



Mill and Overlay Asphalt



Upgrade Street Lights



Tree Protection & Preservation



# EXISTING CONDITIONS



# EXISTING CONDITIONS KEY TAKEAWAYS

## Sidewalks

- Poor to Fair condition
- Challenging to traverse
  - Settled over time - tripping hazards
- Some new sidewalk segments
- 4-ft to 6-ft in width

## Ramps

- Some wheelchair ramps are not ADA-compliant.
- Some wheelchair ramps are ADA-compliant.

## Pavement

- Westheimer to Alabama: poor condition asphalt
- Alabama to Colquitt: good condition asphalt (2021 overlay)
- Colquitt to US 59: good condition concrete

## On-Street Parking

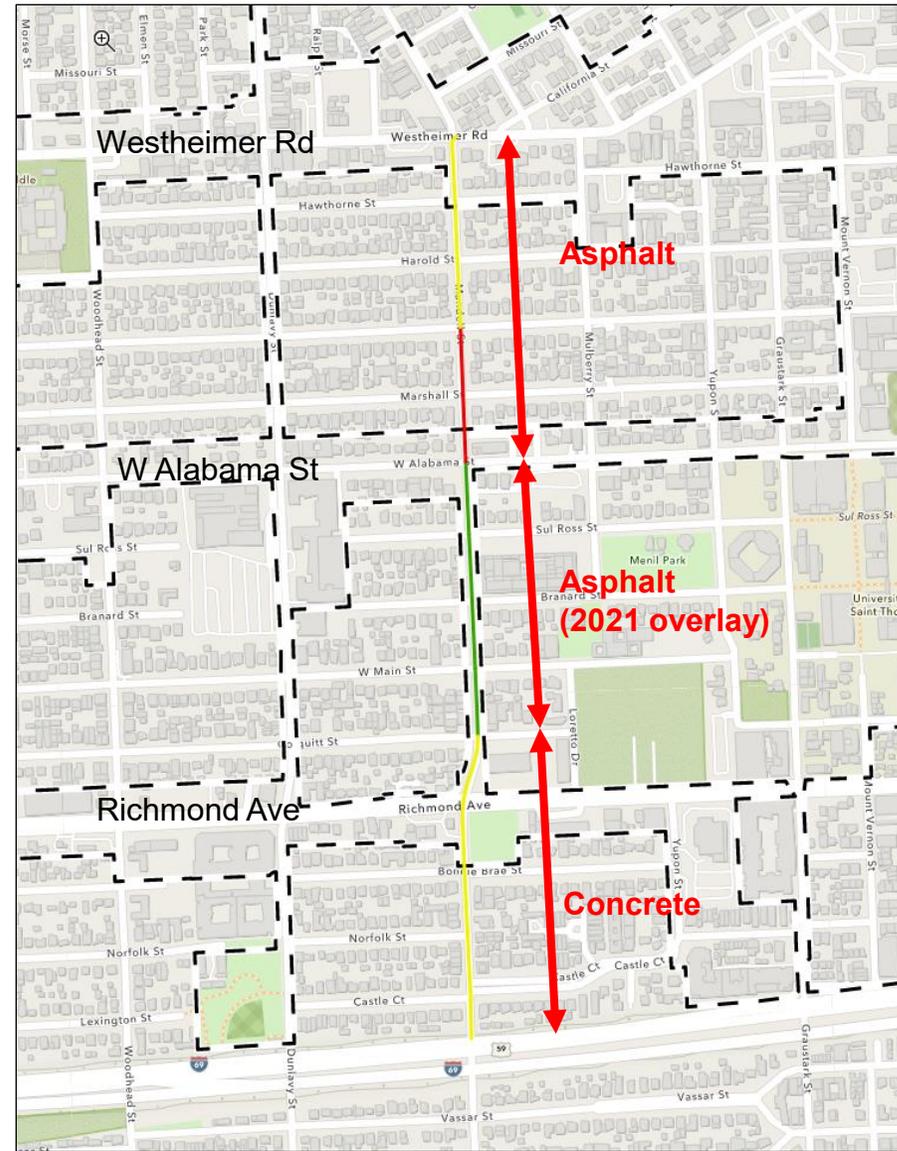
- Allowed on various blocks

## Street Lighting

- Streetlight spacing does not comply with current City requirements.



# EXISTING PAVEMENT CONDITION



## Legend

▭ TIRZ 27 Boundary

Pavement Rating

— Poor

— Average

— Good



# EXISTING SIDEWALK CONDITION

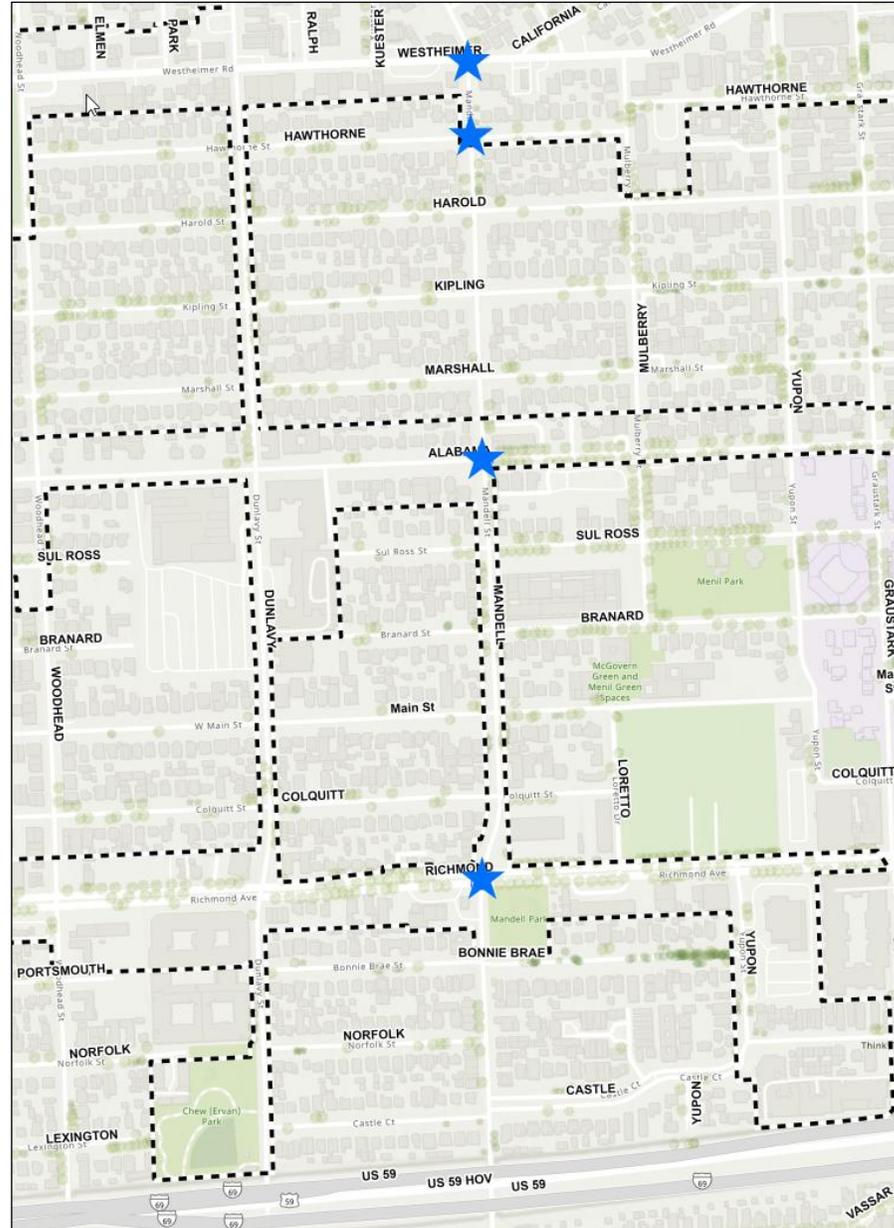


## Legend

-  Existing Sidewalk to Remain (4-ft minimum)
-  Existing Sidewalk to Replace
-  TIRZ 27 Boundary



# EXISTING STRIPED CROSSWALKS



## Legend

-  Existing Crosswalks
-  TIRZ 27 Boundary

## Intersections

- Every intersection is a legal crossing
- Unmarked crossings are safe on low-volume roadways
- Marked crossings increase safety

## Striped Crosswalks

- Westheimer Road (signal)
- Hawthorne Street
- W Alabama Street (signal)
- Richmond Avenue (signal)



# DESIGN FOR SAFETY



# DESIGN FOR SAFETY



Wheelchair ramp



Truncated dome warning devices

## Designed for:

- All Ages and Abilities
- Vulnerable Road Users
- Accessibility



**5 to 6-ft sidewalks promote walkability.**

# DESIGN FOR SAFETY

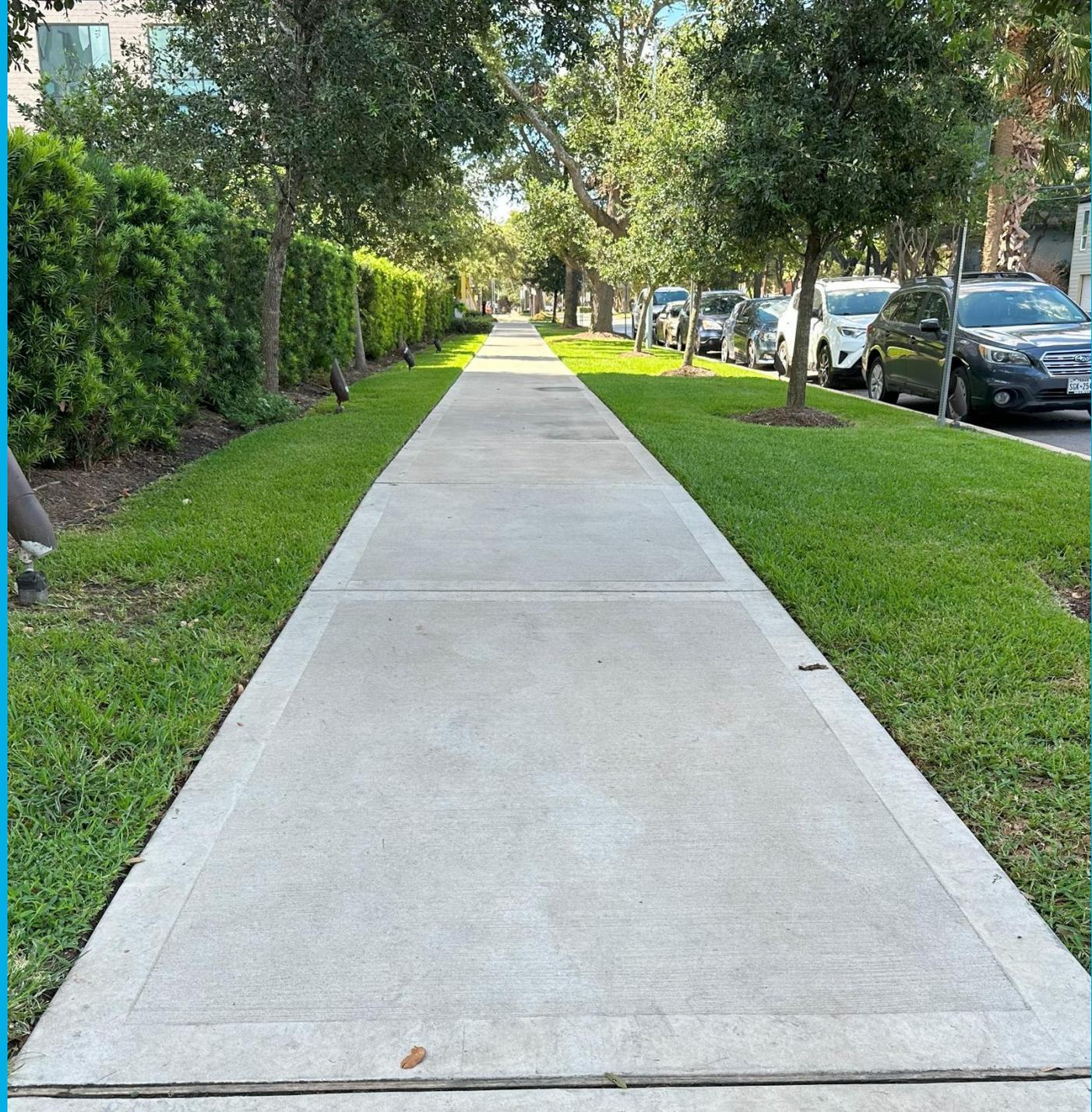


High-Visibility Crosswalks

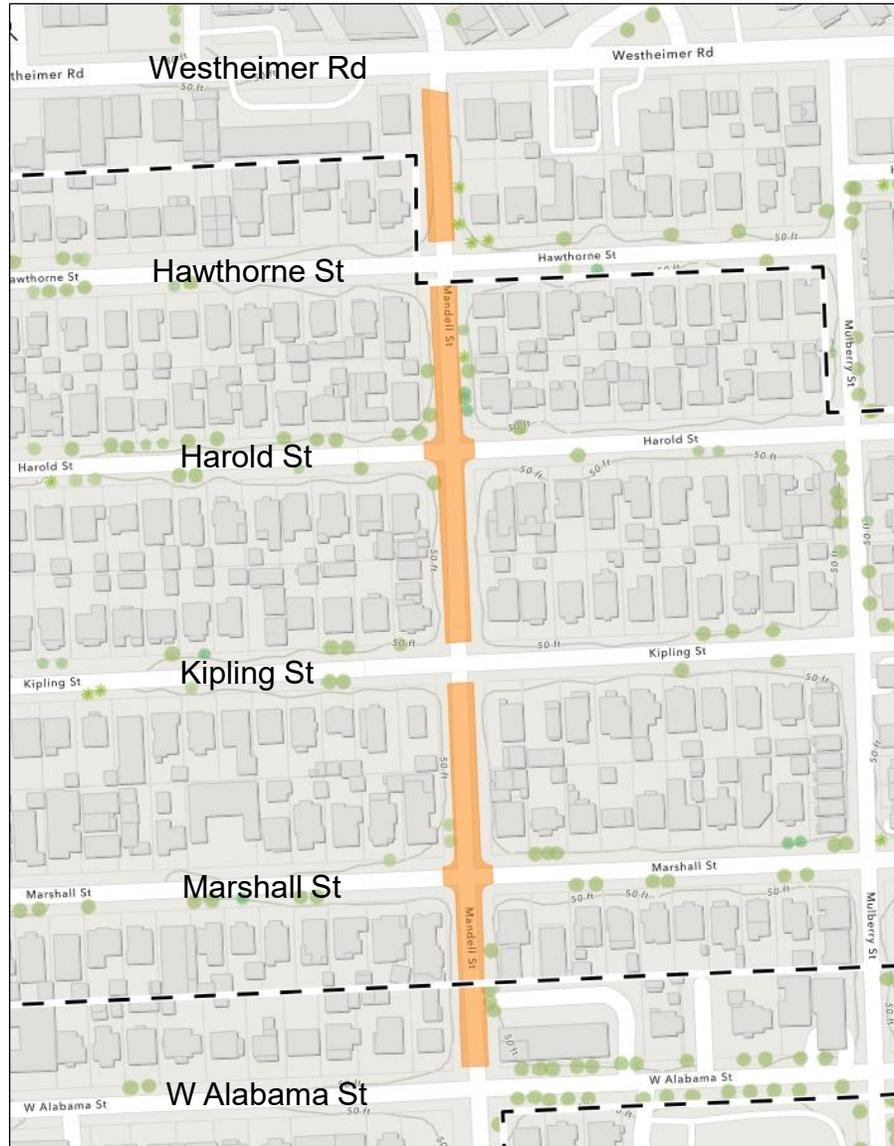


Speed Cushions

# PROPOSED CONDITIONS



# PROPOSED PAVEMENT AND SPEED CUSHIONS

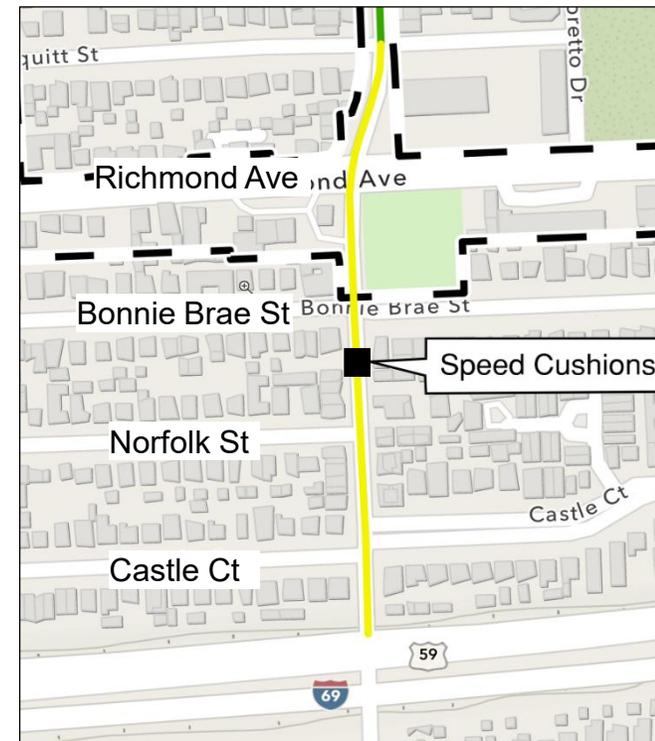


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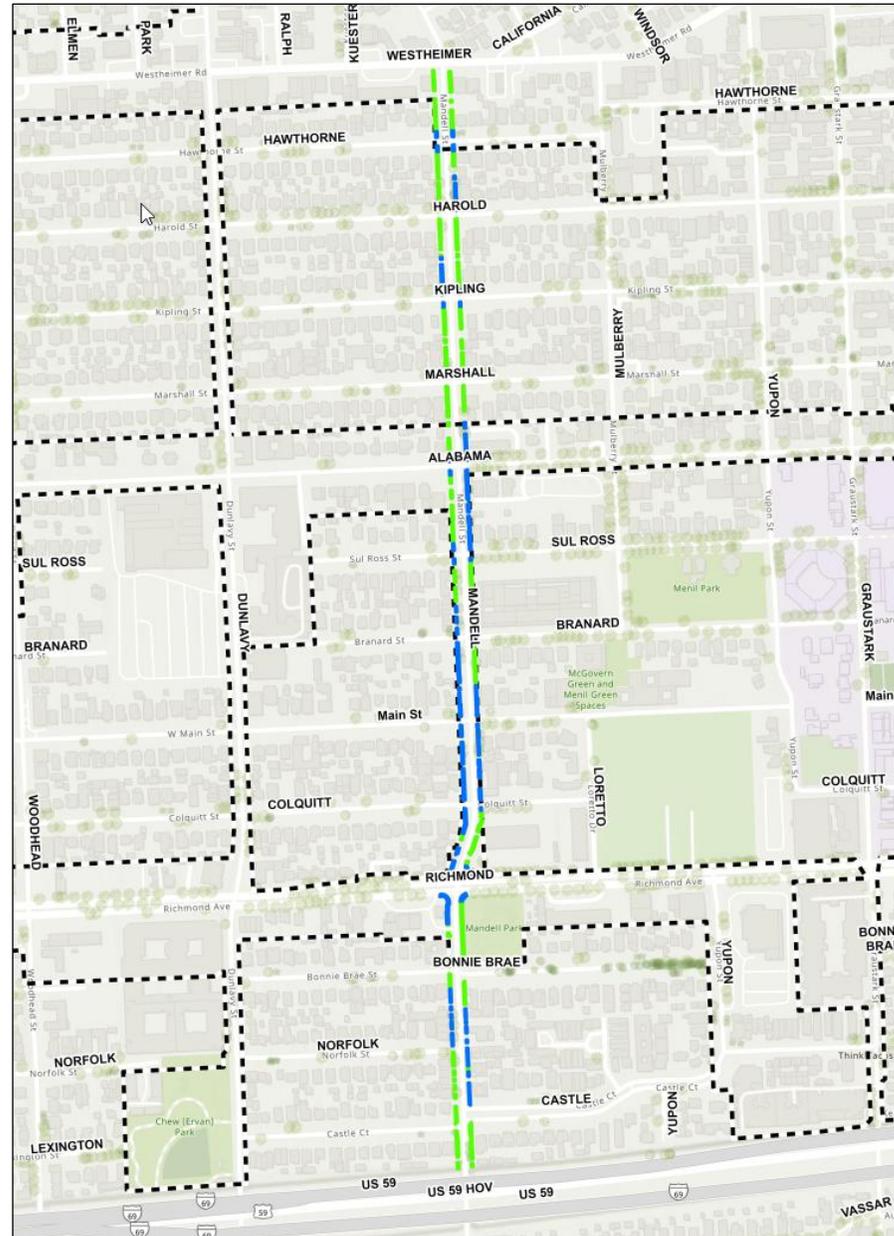
- ☐ TIRZ 27 Boundary
- Mill And Overlay

## Speed Cushions:

- Mandell between Norfolk and Bonnie Brae
- Creates a safer roadway environment



# PROPOSED SIDEWALK IMPROVEMENTS



## Legend

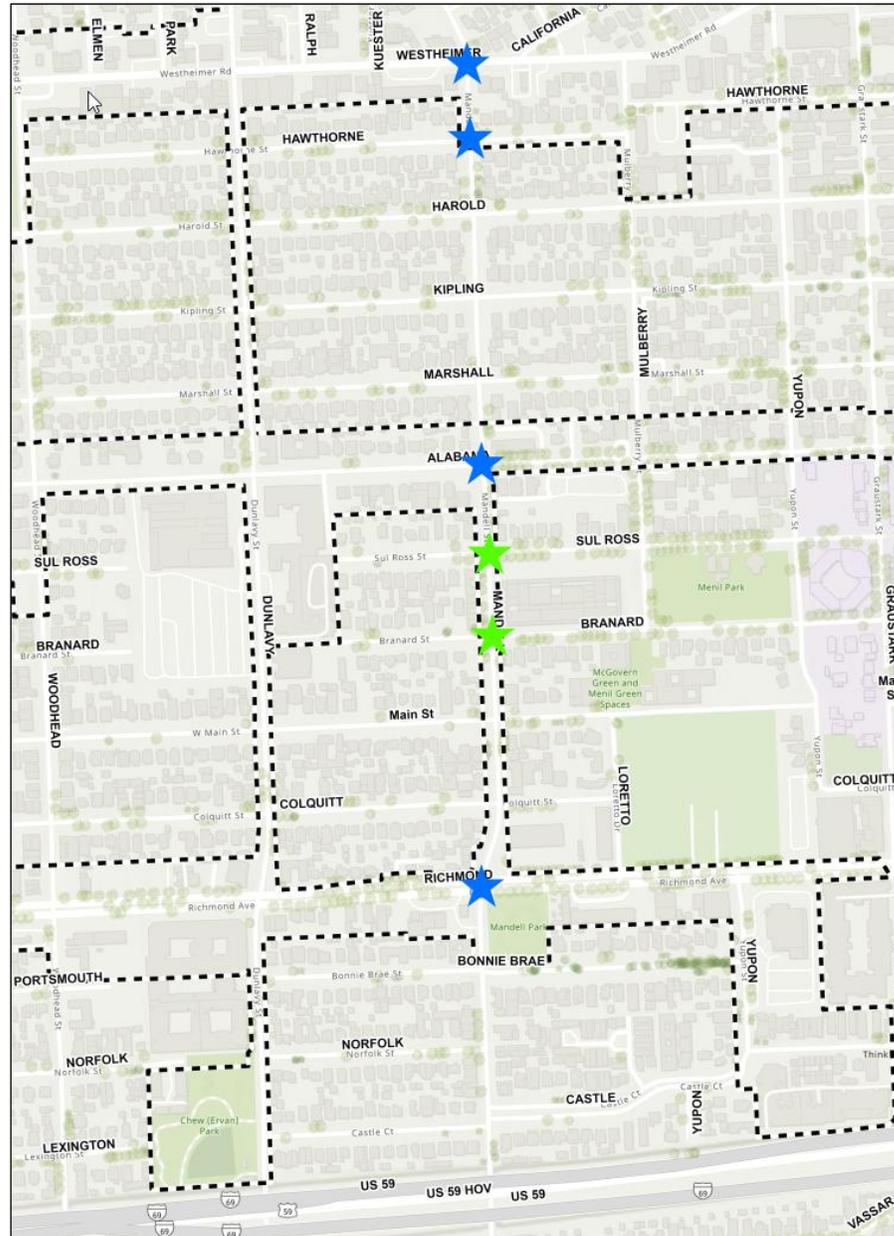
- Existing Sidewalk to Remain (4-ft minimum)
- Proposed 5 to 6-ft Sidewalk
- TIRZ 27 Boundary

## Improvements:

- 0.6 miles of sidewalk replacement



# PROPOSED STRIPED CROSSWALKS



## Legend

-  Existing Crosswalks
-  New City-Approved Crosswalks
-  TIRZ 27 Boundary

## Intersections

- Re-stripe deteriorated pavement markings.
- Add wheelchair ramps where feasible.

## Existing Striped Crosswalks

- Westheimer Road (signal)
- Hawthorne Street
- W Alabama Street (signal)
- Richmond Avenue (signal)

## Proposed Striped Crosswalks

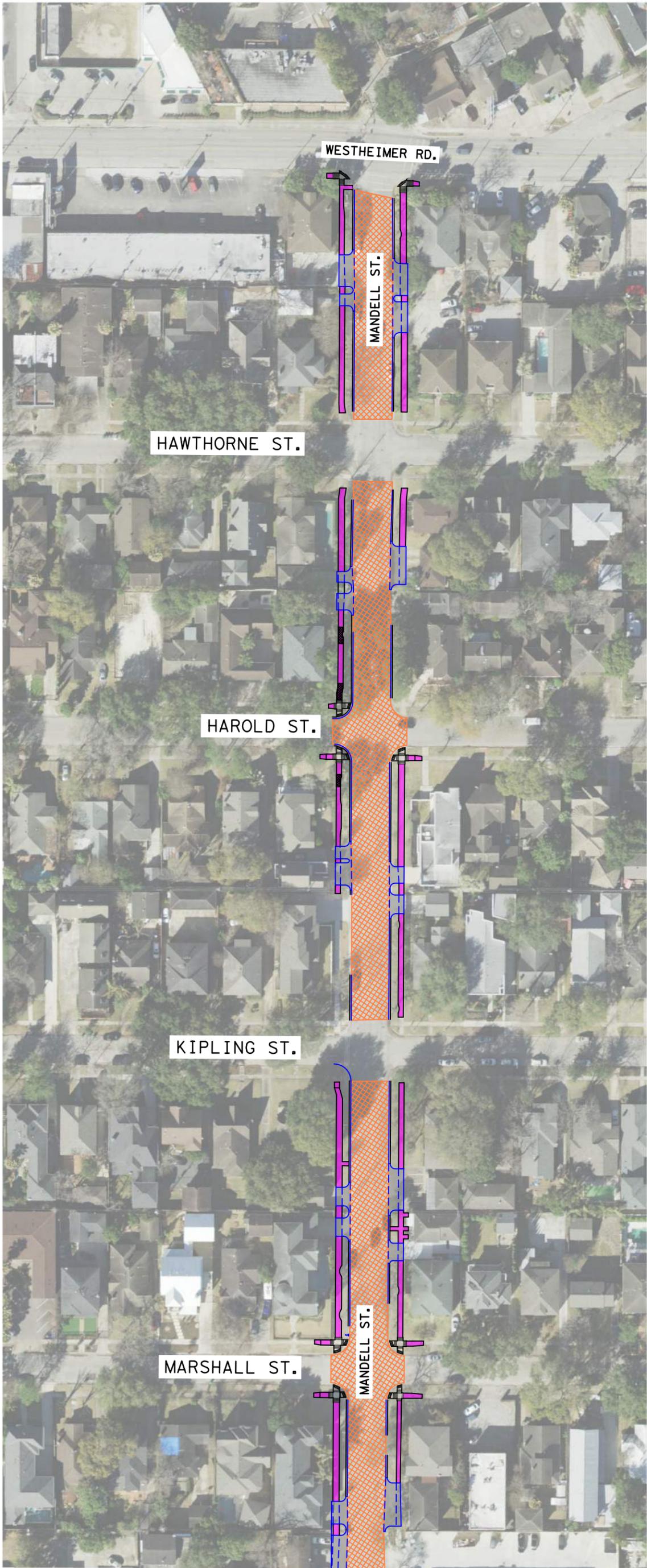
- Branard Street (1 at the Menil)
- Sul Ross Street (1 at the Menil)

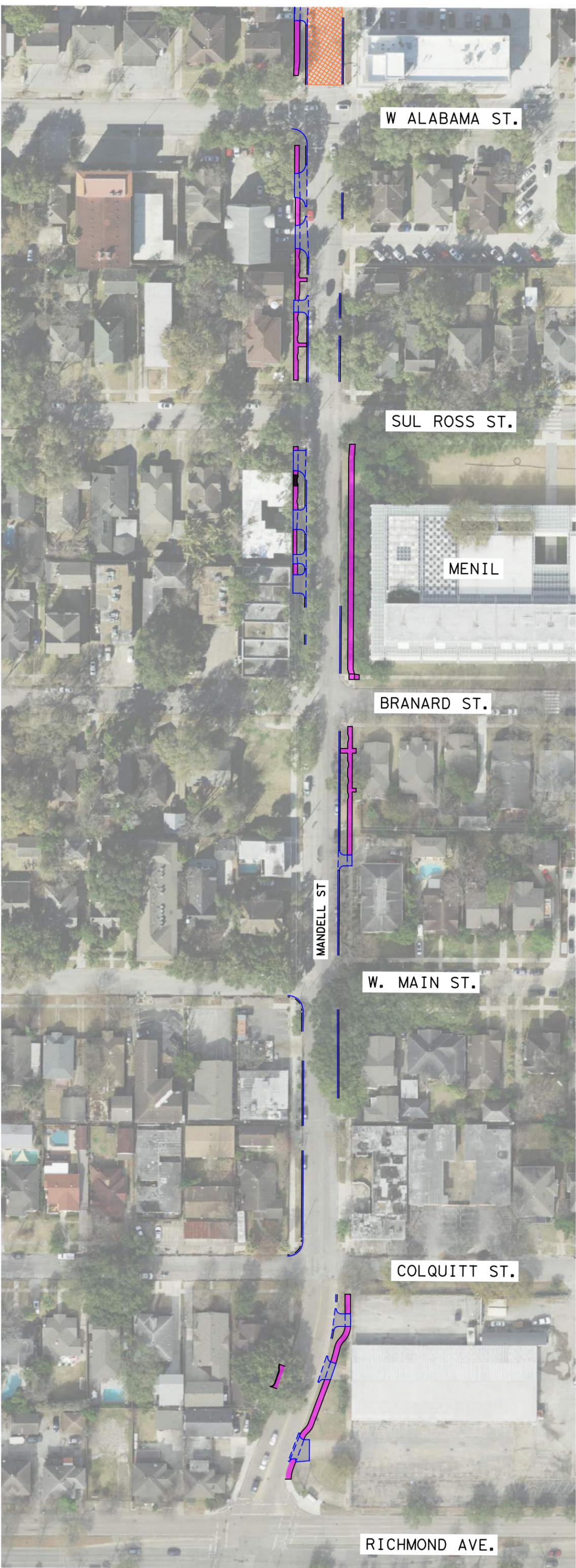
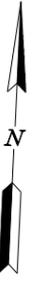


# PROPOSED STREET LIGHTING

- Increase number of lights to enhance night-time roadway safety and visibility.







W ALABAMA ST.

SUL ROSS ST.

MENIL

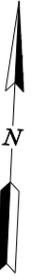
BRANARD ST.

MANDELL ST

W. MAIN ST.

COLQUITT ST.

RICHMOND AVE.



# 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 narrow and steep intersection ramps
- Letters will be mailed one month in advance of construction.



# TREE PRESERVATION



# TREE PRESERVATION

## Best Management Practices

- Preserve existing width to avoid damaging roots
- Steel grip plates to span uneven root systems
- Individualized tree protection

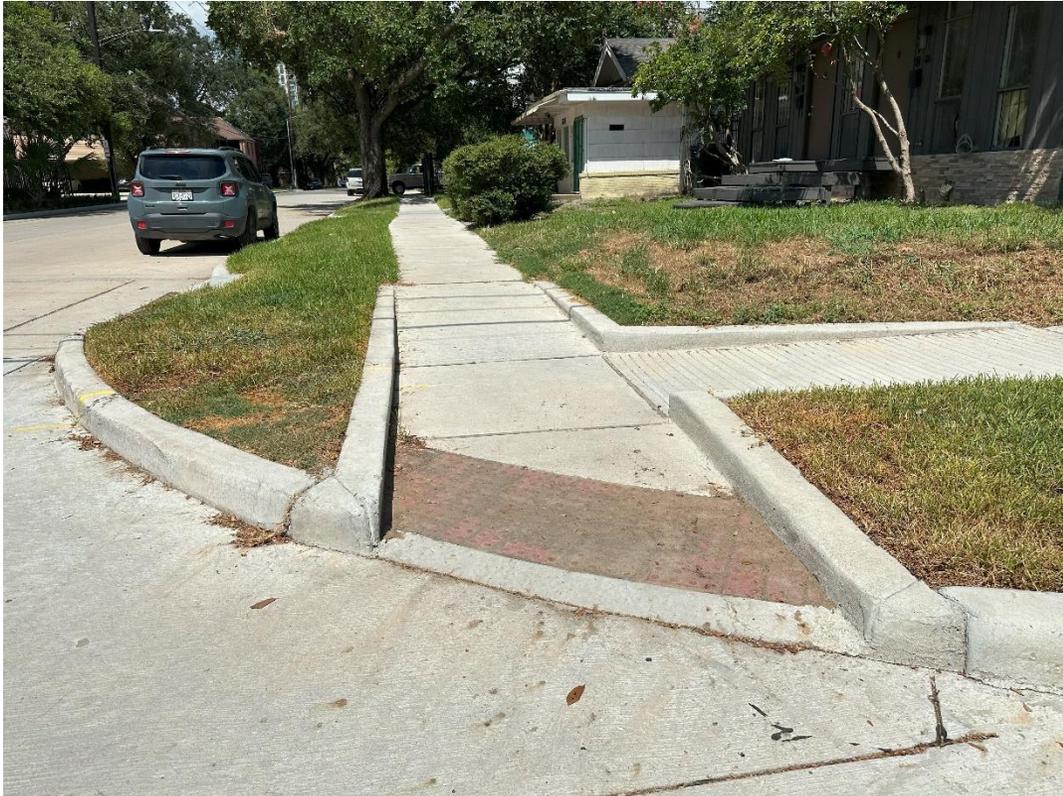
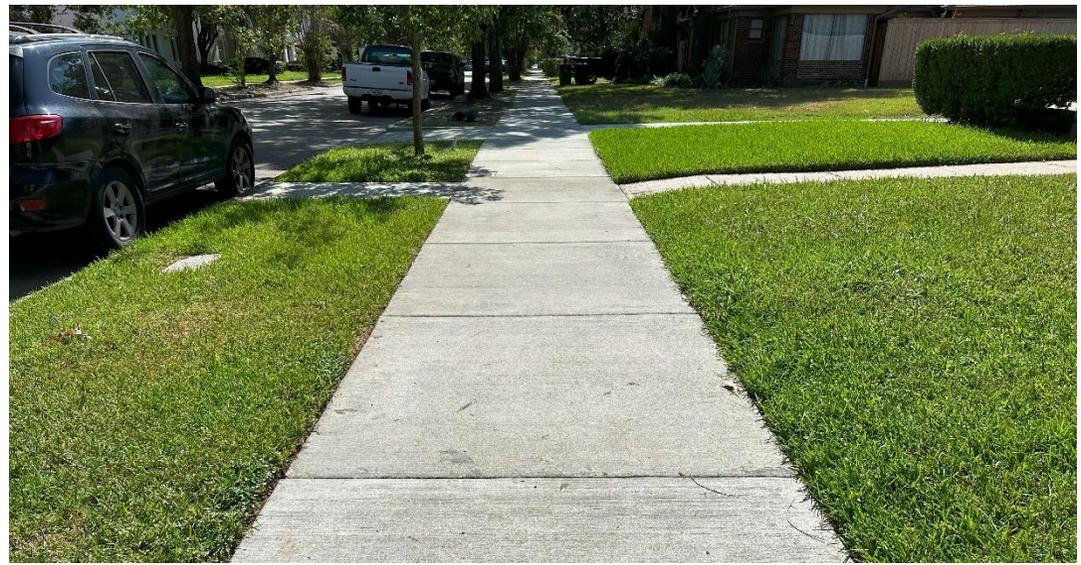
## Preservation Intent

- Preserve large, healthy mature trees
- Preserve as many trees as possible
- Selective removal for ramps and intersection pedestrian visibility



# COMPLETED PROJECT EXAMPLES

- Hawthorne St & Woodhead St
- Waugh Dr & Commonwealth St
- Gray St
- Montrose Blvd (construction is near completion)



# WHAT TO EXPECT DURING CONSTRUCTION?



# 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 Dunlavy 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



## PROGRESS REPORT — FEBRUARY 2026

### Montrose Blvd Improvements Segment One from Allen Pkwy to W Clay

WBS No. N-T27000-0005-7



#### CONSTRUCTION TIME

Original Contract Time: 349 Days  
Mobilization Date: March 31<sup>st</sup>, 2025

#### CONTACT INFORMATION

**Construction Manager:**  
HR Green  
11750 Katy Freeway, Suite 400  
Houston, TX 77079



**Contractor:**  
mc<sup>2</sup> Civil



#### PAYMENT ESTIMATES

Original Contract Amount	\$17,896,003.00
Change Order Amount to Date	\$894,800.15
Current Contract Amount	\$18,790,803.15
Previous Payments	\$13,320,634.69
Current Payment(s) Due	\$1,548,214.01
Total Retainage	\$782,570.98
Contract Completion Date	03/14/2026
Balance Remaining	\$3,235,161.47

#### PROGRESS PHOTOS



Traffic Signal



Roadway Preparation



Streetlight and Trees



Pavers Installation

#### 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.

# SCHEDULE AND NEXT STEPS



# SCHEDULE AND NEXT STEPS

Presentation at  
Board Meeting  
March 2026

Design Phase  
Thru Spring 2026

Construction Phase  
Summer 2026 to Winter 2027  
(6 months)

- Receive Feedback from Community
  - Email: [info@montrosehtx.org](mailto:info@montrosehtx.org)
  - Comment cards
- Finalize Design

*\*Timeline subject to change*

# PROJECT RESULTS



Good condition, ADA-compliant sidewalks and ramps



Smooth roadway surface



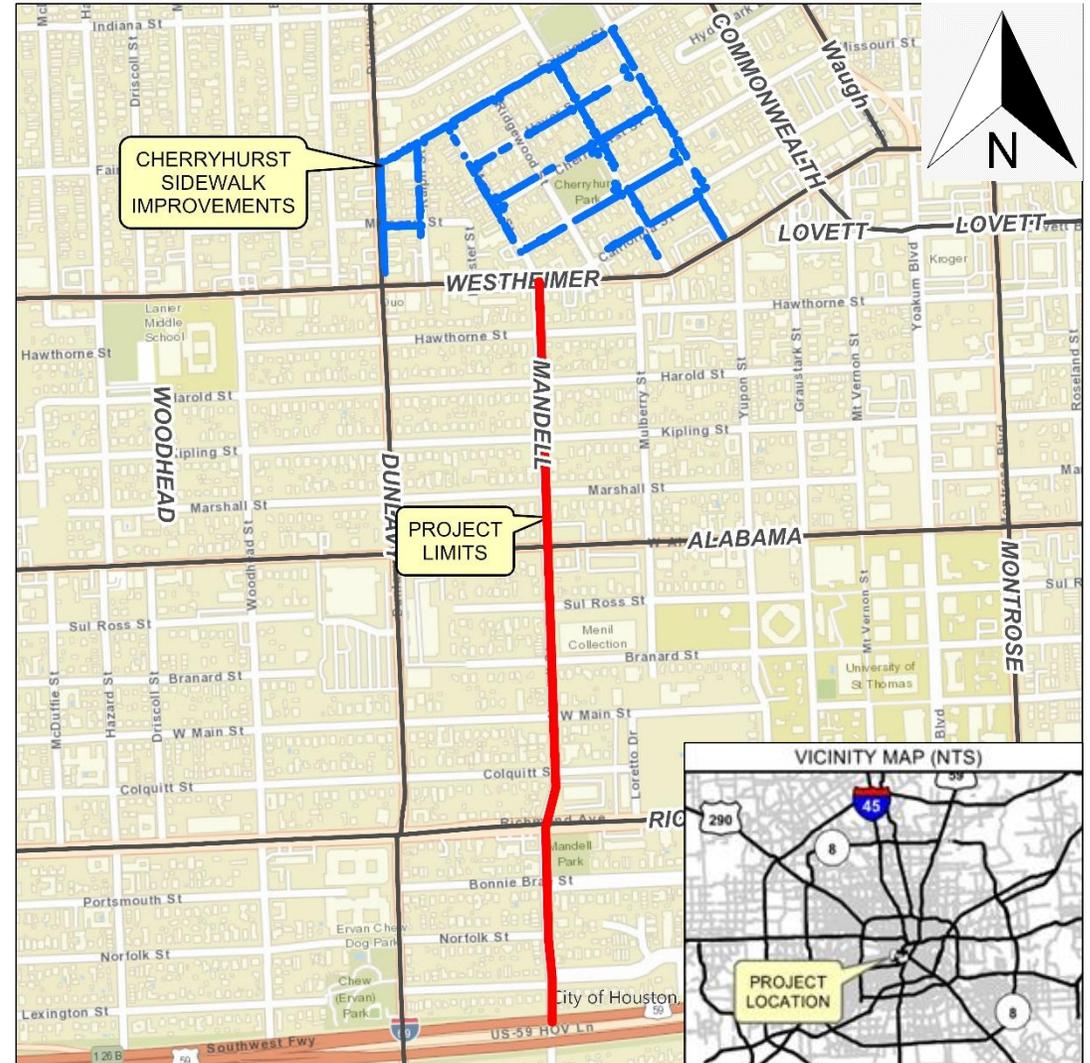
Better lit roadway



Preserved trees maintain streetscape character and shade



Improved safety on roadway and sidewalks



# Thank You!

## Contact Us

- [info@montrosehtx.org](mailto:info@montrosehtx.org)
- [montrosehtx.org](http://montrosehtx.org)



**MONTROSE**  
TAX INCREMENT REINVESTMENT ZONE 27