

Pedestrian Safety Group  
January 2024

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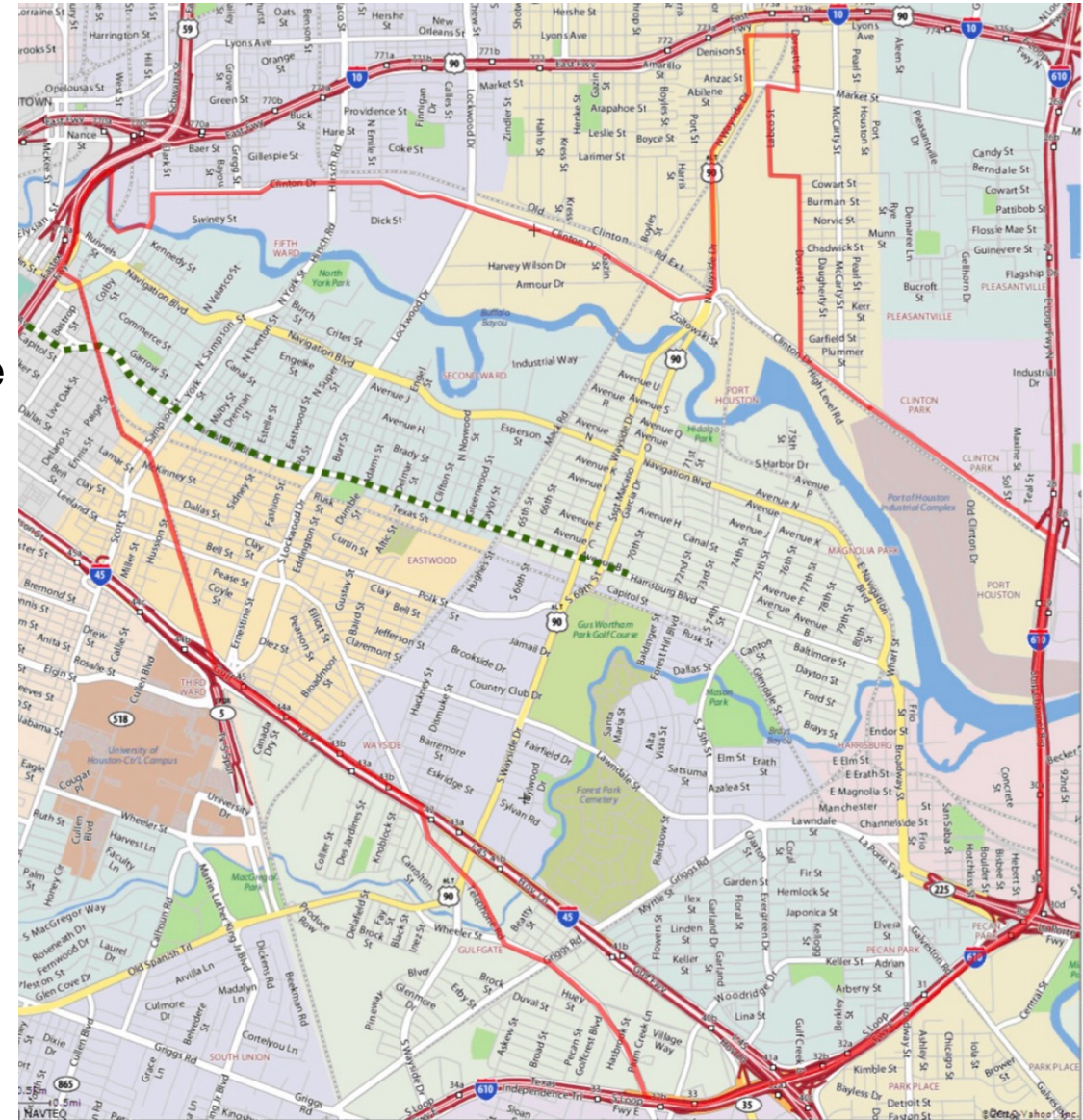


Jack C. Hanagriff, Manager  
Road & Rail Safety Program  
East End District

Trinity Parker  
Safe Street for All Project  
East End District

# East End Focused

- Continue to identify needs and address concerns related to Transportation Safety in the East End
- Prioritize a list of pedestrian needs within your respective Neighborhood



# Safe Streets For All

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The East End District received funding for the Federal Highway Administration to conduct a two-year planning effort on Transportation Safety in Houston's East End. The goal is to develop a comprehensive strategy focusing on public safety, quality of life, and mobility.

An objective will be to produce a Safety Action Plan by 2026 that includes “low-cost, high-impact strategies to improve safety over a wider geographical area” During this project the District will conduct feasibility studies and road assessments to identify treatments (without duplication of City of Houston Activities) to reduce crashes. These countermeasures could include improved signage, some changes in road environment conditions, coordinated safety awareness programs, and community training

# Road Safety Concerns

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- Unsafe railroad crossings
- Unsafe sidewalks and bicycle lanes
- Speeding
- Limited or no infrastructure to make roads safer
- Improper or no road maintenance

# Road Safety System

## *Traffic Injury Research Foundation*

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- Surveyed 12 neighborhoods in the East Houston area
- Diverse stakeholders: teachers, first responders, city council offices, business owners, professional drivers, and residents
- Key Takeaways
  - Lack of consistency in road safety activities
  - Limited awareness of safety programs
  - Siloed data sharing efforts
  - No identified funding mechanism

 Desjardins  FOUNDATION

TIRF

## Action 2 Zero

The tool was designed to assist communities to:

- > track progress achieving their strategic road safety plan and assess their community rating;
- > determine what strategies and initiatives have been implemented in the community and are working well; and,
- > prioritize improvements to address gaps and achieve their strategic road safety plan and 5-star community status.

# Transportation Safety Initiatives

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A collaborated effort with transportation safety organizations and academia to implement a road and rail safety awareness strategy for the East Houston Area

## Current Initiatives:

- Safe Streets For All - Safety Action Plan
- Texas A&M Crossing Bypass Study – Phase 1 Completed
- US Road Assessment Program – Due by January
- Healthy Community – Assess Safe Routes to School, Clinics, and Community Center



# East End Studies

*9% of Houston Roads Account for 58% of transportation related fatalities or serious injuries*

•**Star Rating for Schools** -evaluate the use of evidence-based processes to measure, manage and communicate roadway risk along primary routes to schools found within the High Injury Network

- Magnolia Park
- Pecan Park
- Second Ward

•**Traffic Conflict Toolkit** - measure needs using a safe system approach to determine if recommended changes could affect near misses before and after infrastructure/quick build

- Lockwood (Eastwood)

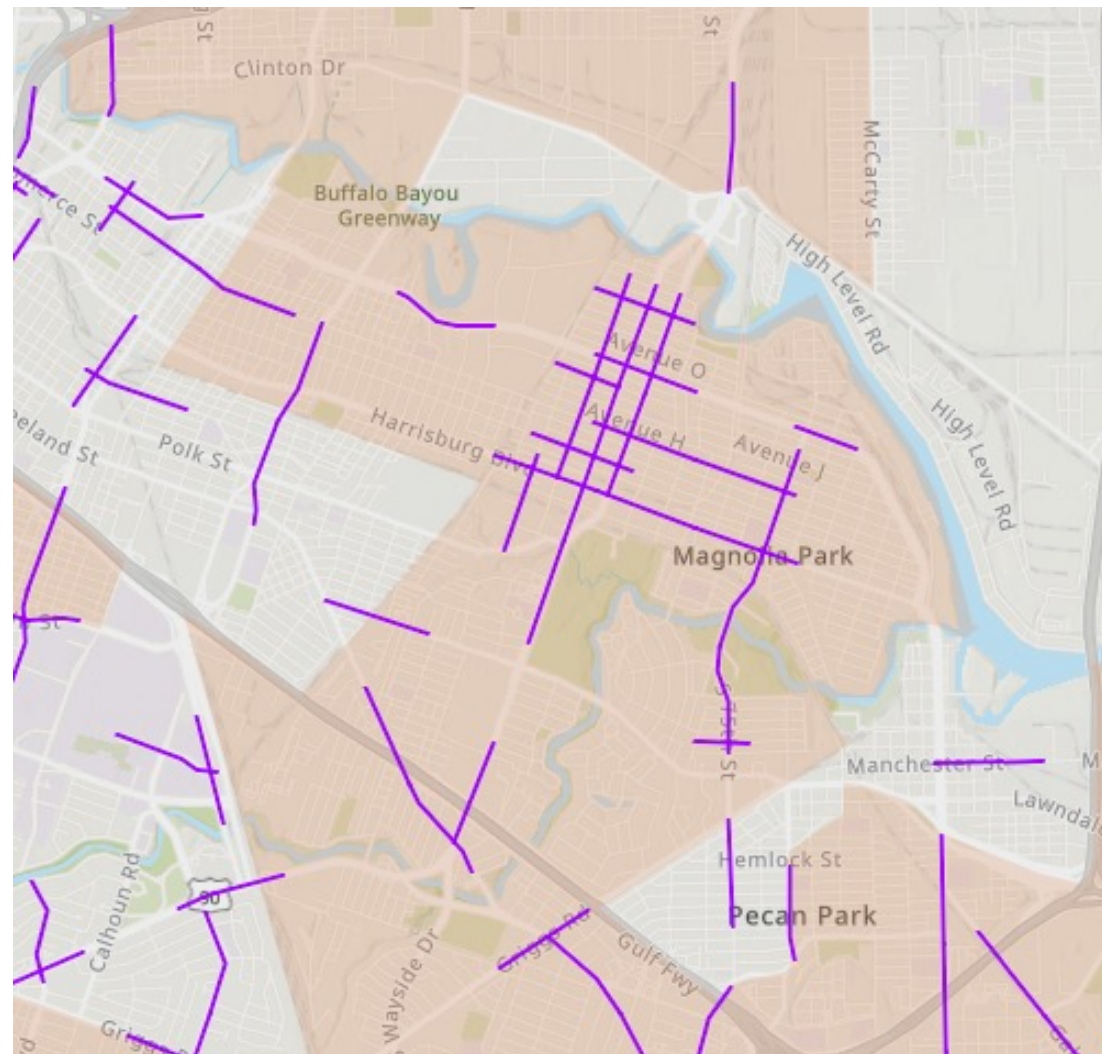
•**Safe Road Study** (Smart Intersection)-analyze the volume of crashes occurring at intersections around the Harrisburg Plaza and Coffee Plant areas and use technology to identify and evaluate the data collected. This data will also be used to measure transportation anomalies that create risk and/or contribute to a crash and determine whether the technology can be effective in alerting transportation users of potentially high-risk intersections.

- Harrisburg Plaza (6800 Harrisburg)
- Coffee Plant (3400 Harrisburg)

•**Safe People Study** – support new community/clinic programs intended to increase physical activity and wellness may also increase exposure to traffic around these health centers. By assessing transportation safety needs based on routes providers and patients take to access health care or programs.

- Magnolia Park
- Harrisburg/Manchester
- Eastwood/Lawndale

•**Alternate Route Study (Phase 2)** - use simulated traffic flow projects to expand on efforts from a previous Capstone to develop a Railroad Crossing By-Pass set of solutions to alert and guide motorists around Blocked Crossings



# Texas A&M Capstone

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Students from the Texas A&M Institute of Industrial & Systems Engineers (IISE) will...

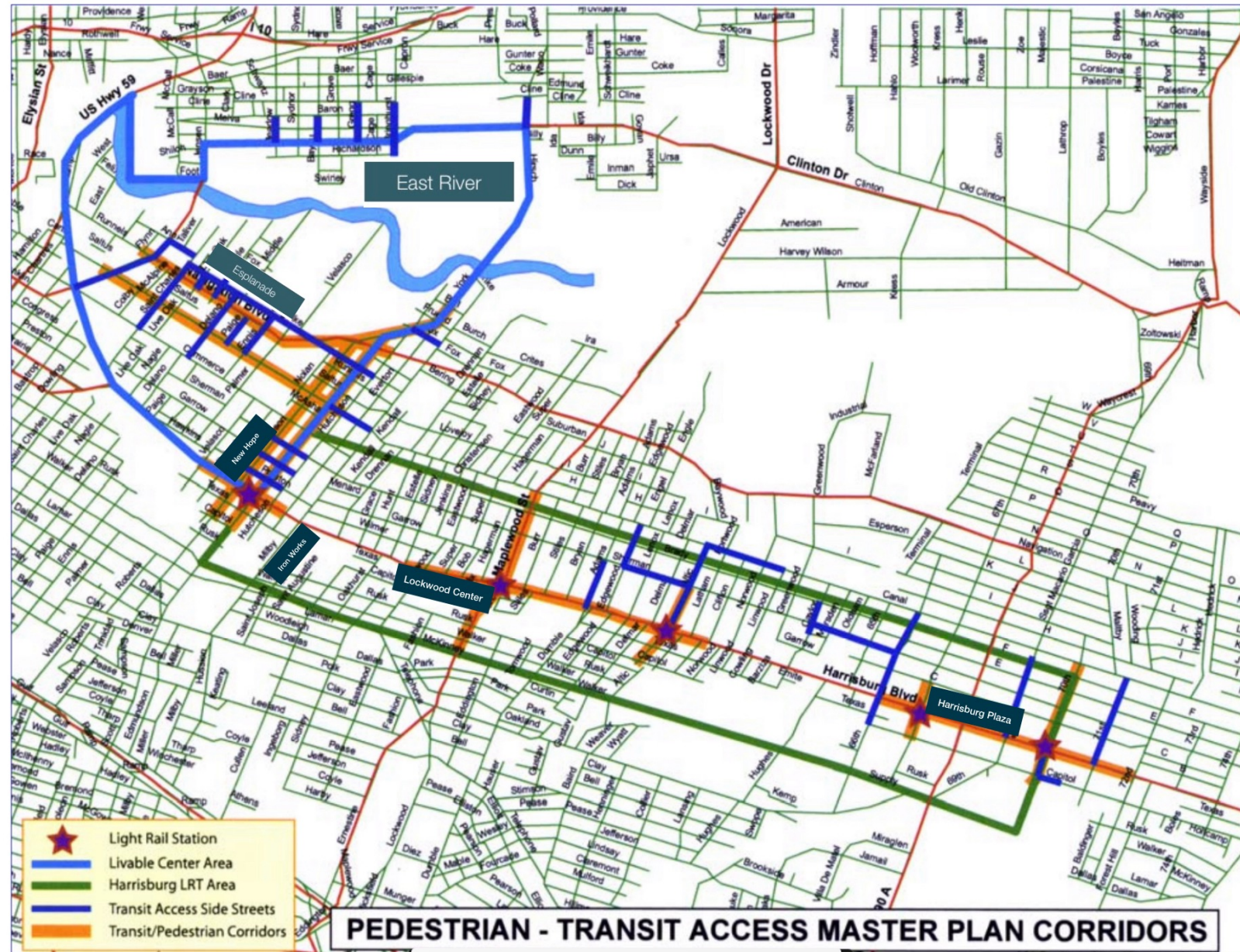
- Assist in roadway assessment supporting project design and evaluation
- Conduct needs assessment and acquire roadway physical characteristics
- Provide on ground support to assist in the development of the technology implementation
- Assist in surveying traffic patterns, flow, and transportation behavior





Livable  
Community

Figure ES.1 – Pedestrian/Transit Access Plan Corridors



# Houston Sidewalk Program

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Houston Public Works Sidewalk Program constructs new sidewalks and ramps along streets leading to schools, major thoroughfares and improves accessibility for people with disabilities.

- **Pedestrian Accessibility Review Program**

- The highest priority projects come from the [Mayor's Office for People with Disabilities](#) Pedestrian Accessibility Review. The request provides up to 1,500 feet of improved sidewalk accessibility for people with disabilities to safely travel to the bank, bus stop, educational facility, employment, grocery store, home, medical facility, METROLift, pharmacy, vehicle or place of worship.

- **School Sidewalk Program**

- The School Sidewalk program constructs sidewalks up to four blocks leading to an existing school, not including sidewalks around the perimeter of the school.
- Also, it will not be approved if there is an existing sidewalk, on either side of the street, along the path requested.

- **Major Thoroughfare Program**

- The Major Thoroughfare program provides up to four blocks of new sidewalks along major thoroughfares, as approved by the Houston Planning Commission, for people to safely access shopping centers, bus stops and other frequently traveled routes.
- The area must have acceptable existing right-of-way with no ditches, slopes, large tree roots, fences, walls or obstructions. The length of time between a request and construction depends on the type of request, program funding and number of requests received.
- Also, it will not be approved if there is an existing sidewalk, on either side of the street, along the path requested.

- Top 3 Concerns of your neighborhood
- Safe Route Criteria
  - Primary Route to School, Clinic or Center
  - Moderate Use Rate

# Railroad Crossing Sensor Activity

December	Daily Crossing Occupancy	Average Occupancy	Longest Daily blockage (hr)	Longest Occupancy
Commerce Street	24	10 Minutes	1.5 Hours	12/24/23 @1:05 AM (Non Peak)
Lockwood	7	17 Minutes	4.5 Hours	12/14/23 @9:16 AM (Non Peak)
York	13	8 Minutes	5 Hours	12/2/23 @2:30 AM (Non Peak)
Market (5900)	28	3 Minutes	2 Hours	12/1/23 @9:42 PM (Non Peak)
Polk (5400)	12	14 Minutes	9 Hours	12/31/23 @10:07 PM (Non Peak)
Leeland/Cullen	24	9 minutes	2 Hours	12/31/23 @11:55 PM (Non Peak)
Hirsch Road	No Data			

November 2023	Daily Crossing Occupancy	Average Occupancy	Longest Blockage	Longest Occupancy
Commerce Street	23	10 Minutes	3.5 Hours	11/29/23 @12:43 PM (Partial Peak)
Lockwood	8	17 Minutes	4.5 Hours	11/9/23 @7:40 PM (Non-Peak)
York	11	9 Minutes	5 Hours	11/21/23 @1:20 AM (Partial Peak)
Market (5900)	34	4 Minutes	3 Hours	11/13/23 @8:37 PM (Non – Peak)
Polk (5400)	11	9 Minutes	6 Hours	11/16/23 @9:23 PM (Non-Peak)
Leeland/Cullen	9	4 Minutes	20 Minutes	11/2/23 @5:14 AM (Non-Peak)
Hirsch Road	80	4 Minutes	5 Hours	11/10/23 @10:25 PM (Non-Peak)

# What's What in the East End

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## Current Projects

### East End Walkability:

- East End District leveraged \$2.5M into \$31M. Improvements in sidewalks, transit connections, parks, and hike-bike trails are developing the East End into an efficient, safe route, urban neighborhood.

### East End Streetscape:

- Harrisburg Blvd. Underpass and Esplanades between Emancipation and Velasco St.
- Harrisburg Blvd. at S Wayside
- Franklin St. Underpass
- S Wayside Underpass at I-45 South

## Upcoming Projects

### Telephone Road: Main Street Revitalization Project-RAISE (Rebuilding American Infrastructure with Sustainability and Equity)

- Plans are to transform Telephone Rd. into a multimodal street. The final product will consist of converted traffic lanes complemented by protected bike lanes and improved sidewalks. It will also feature a safe crosswalk technology.
- Span from Lawndale Ave. and Telephone Rd. for 2.8 miles ending at IH-610
- This work will complement the TIRZ 23 (Harrisburg Redevelopment Authority) and TIRZ 8 (Gulfgate Redevelopment Authority)



Thank You

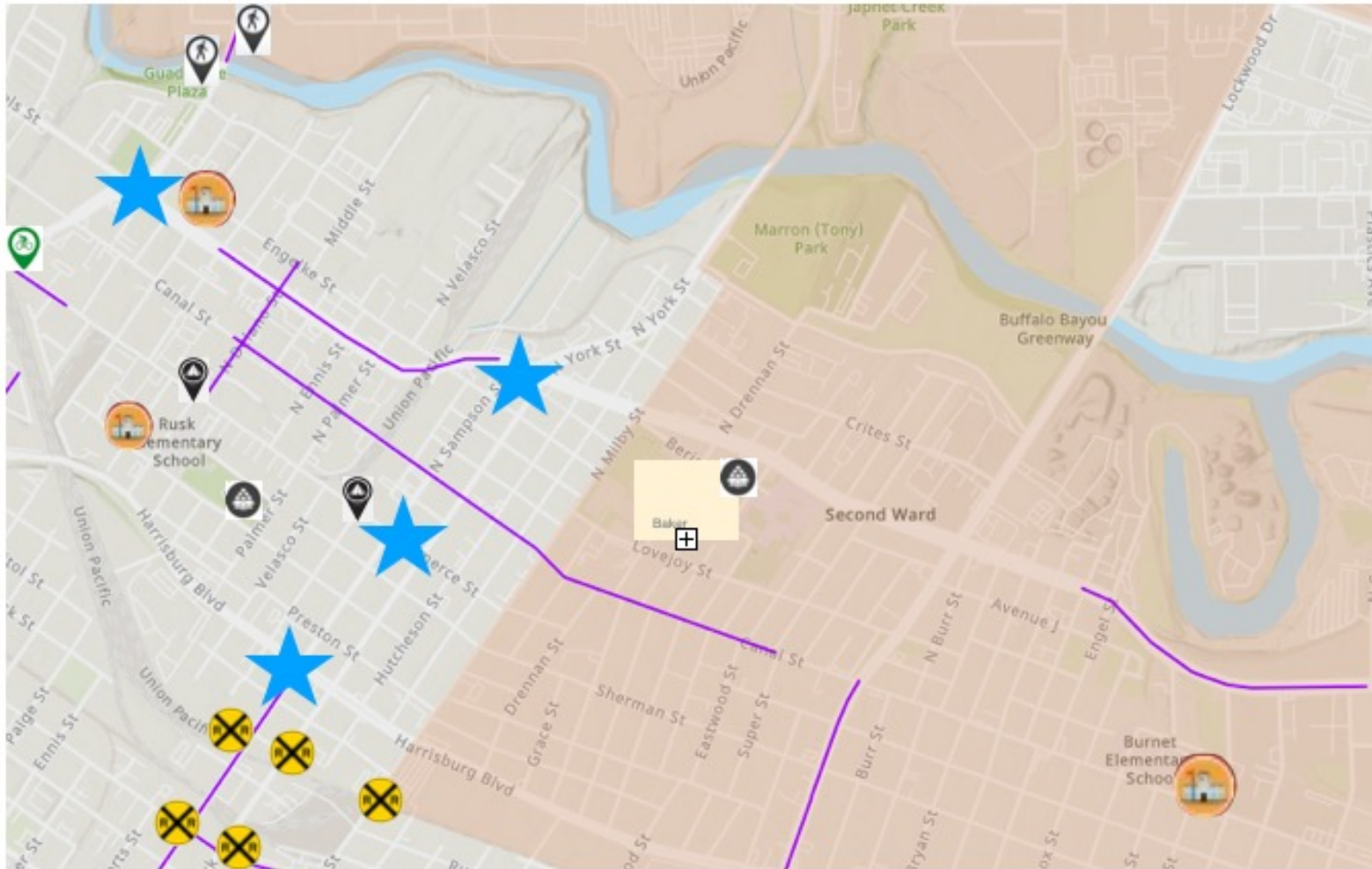
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Find Out More at: [eastenddistrict.com](http://eastenddistrict.com)

Jack C. Hanagriff, Manager  
Road Safety and Mobility Program  
[Jack@eastenddistrict.com](mailto:Jack@eastenddistrict.com)

Trinity Parker  
Safe Streets for All Project  
[Trinity@eastenddistrict.com](mailto:Trinity@eastenddistrict.com)

## Second Ward

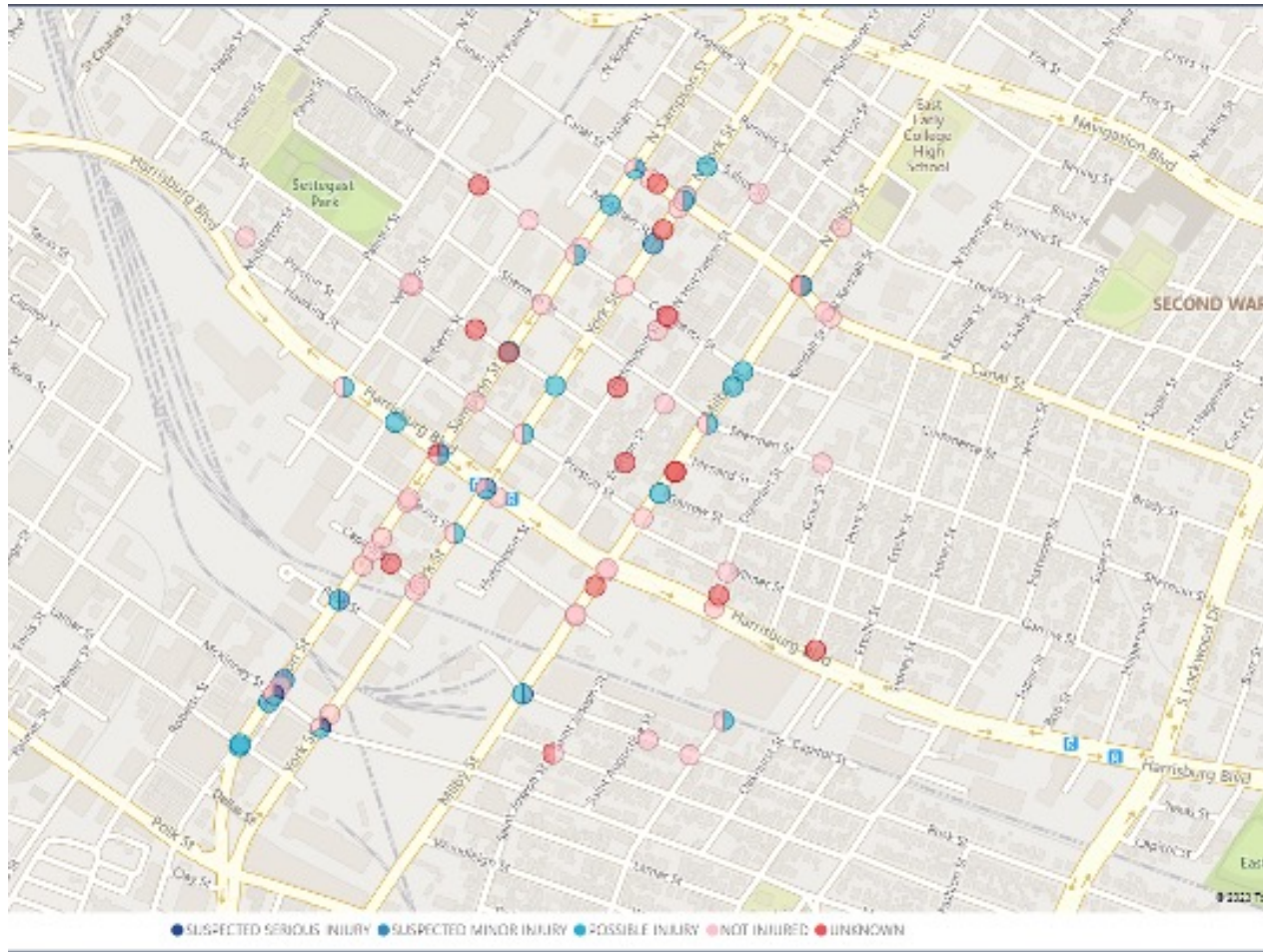


## Second Ward Network

High Injury Network- Yes  
School - 3  
Community Center - 2

Complex Intersection - 4  
Cycling Concerns - Yes  
Pedestrian Concerns - Yes  
Railroad Concerns - Yes

## Second Ward (2018-2022)

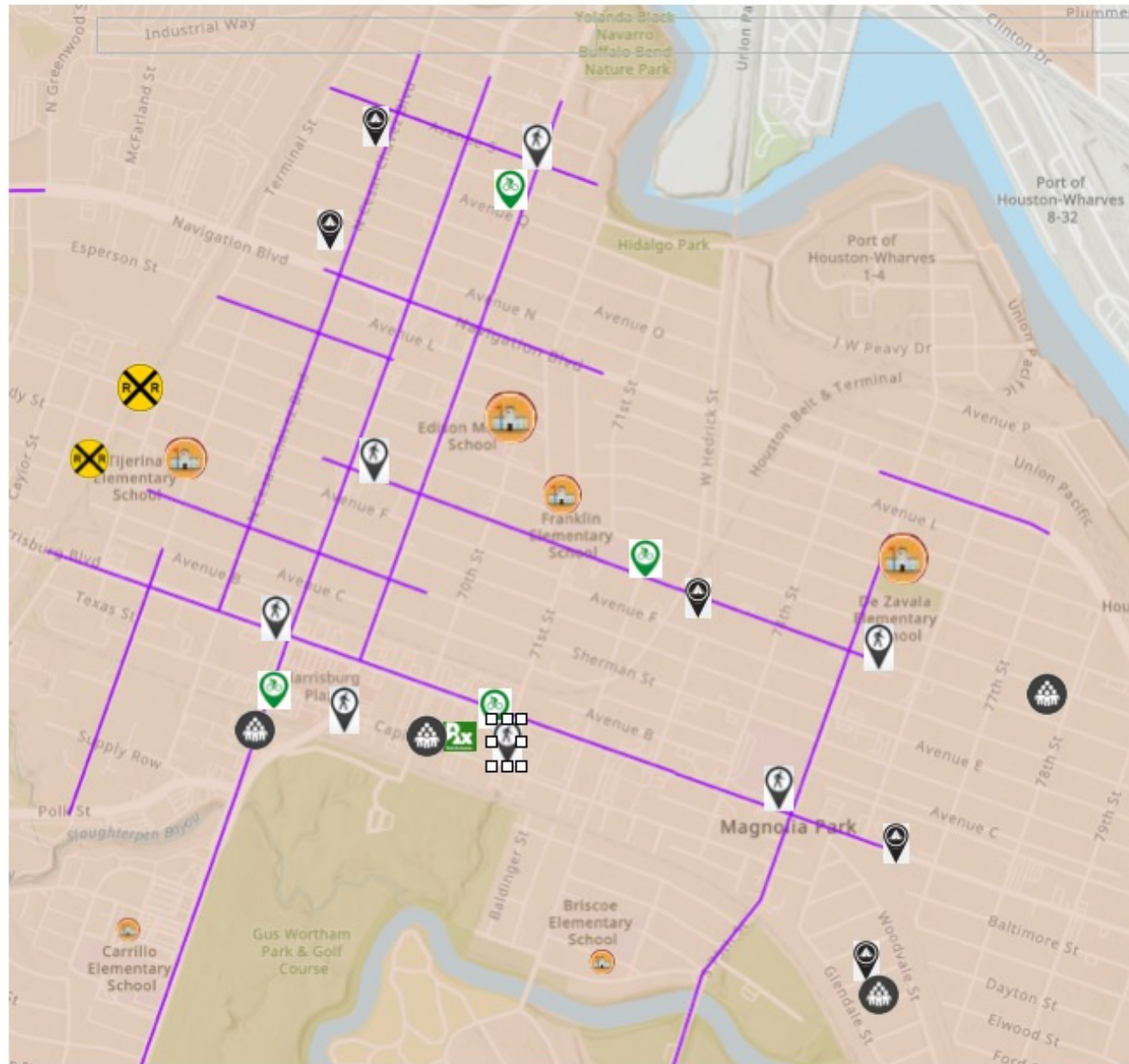


Emphasis Area	Count of Crashes	% of Crashes
Intersection Related	118	67%
Single Vehicle Crash	40	23%
Speeding Related	24	14%
Distraction	16	9%
Run-Off Road	16	9%
Impairment	5	3%
Cyclist Involved	2	1%
Pedestrian Involved	2	1%
Total	176	100%

Street Name	Count of Crashes	% of Crashes
SAMPSON ST	28	16%
YORK ST	24	14%
CANAL ST	18	10%
N SAMPSON ST	18	10%
MILBY ST	16	9%
HARRISBURG BLVD	12	7%
N YORK ST	11	6%



# Magnolia Park



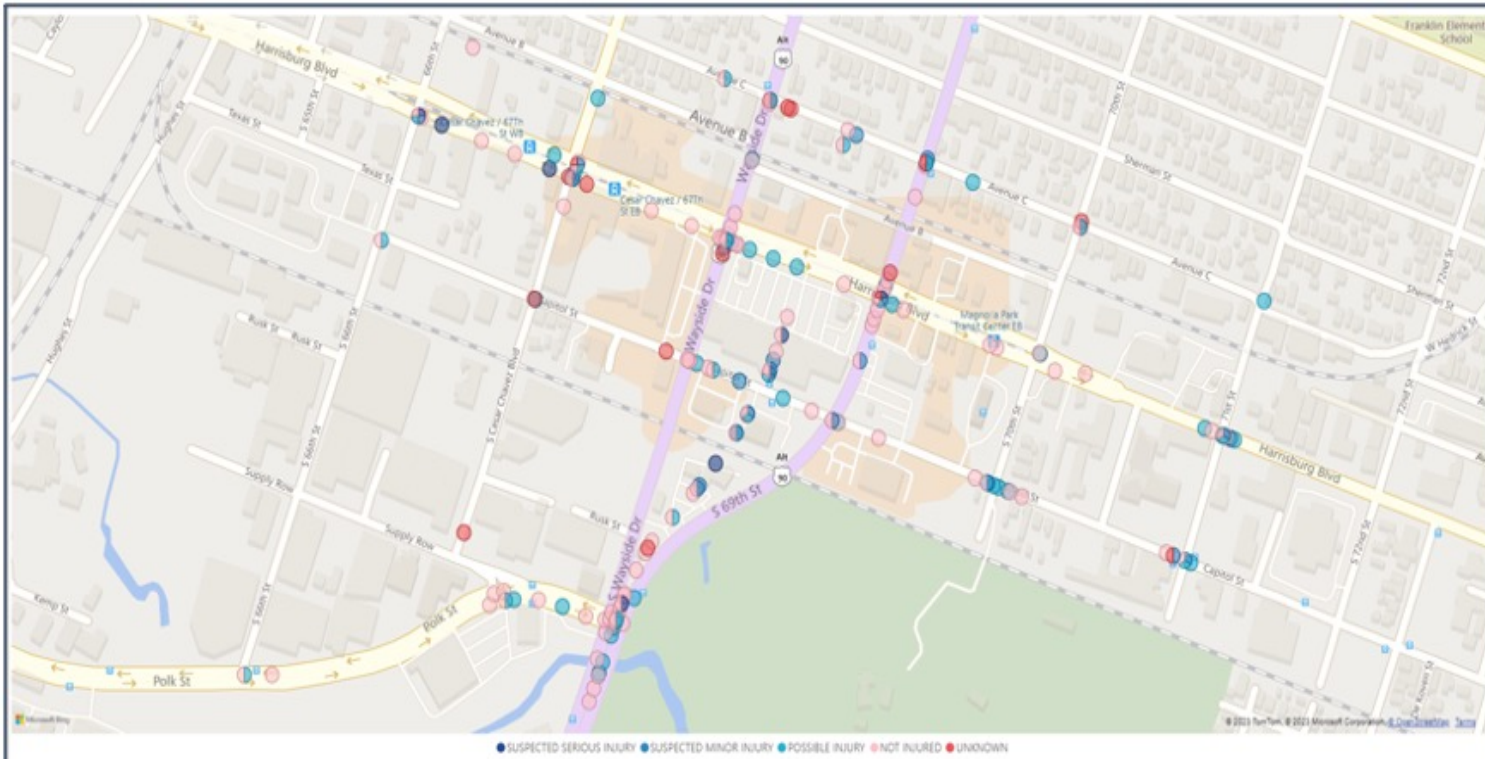
## Magnolia Park Network

Community Centers - 5  
Schools - 7

- High Injury Network - Yes
- Park RX Clinic - Yes
- Vision Zero Concerns
  - Bicycle Access
  - Dangerous Intersection
  - Pedestrian Access
  - Sidewalk Hazards
  - Speeding Vehicles
- Railroad Concerns
  - Blocked Crossings
  - Pedestrian Hazards

# Harrisburg Plaza Crash Study

(2018-2022)



Emphasis Area	Count of Crashes	% of Crashes
Intersection Related	209	58%
Speeding Related	83	23%
Single Vehicle Crash	80	22%
Run-Off Road	39	11%
Distraction	36	10%
Impairment	15	4%
Cyclist Involved	8	2%
Pedestrian Involved	5	1%
Total	359	100%

Street Name	Count of Crashes	% of Crashes
HARRISBURG BLVD	71	34%
UA0090	66	32%
CAPITOL ST	12	6%
SSGT MACARIO GARCIA DR	11	5%
WAYSIDE DR	10	5%
POLK ST	7	3%

## *Community Engagement*

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- Safe Streets Technical Advisory Committee
- Pedestrian Safety Group
- EED Bicycle Advisory Committee
- Rail Safety Task Force
- Seguridad del Tráfico en las Carreteras

