

Pedestrian Safety Group
February 2024

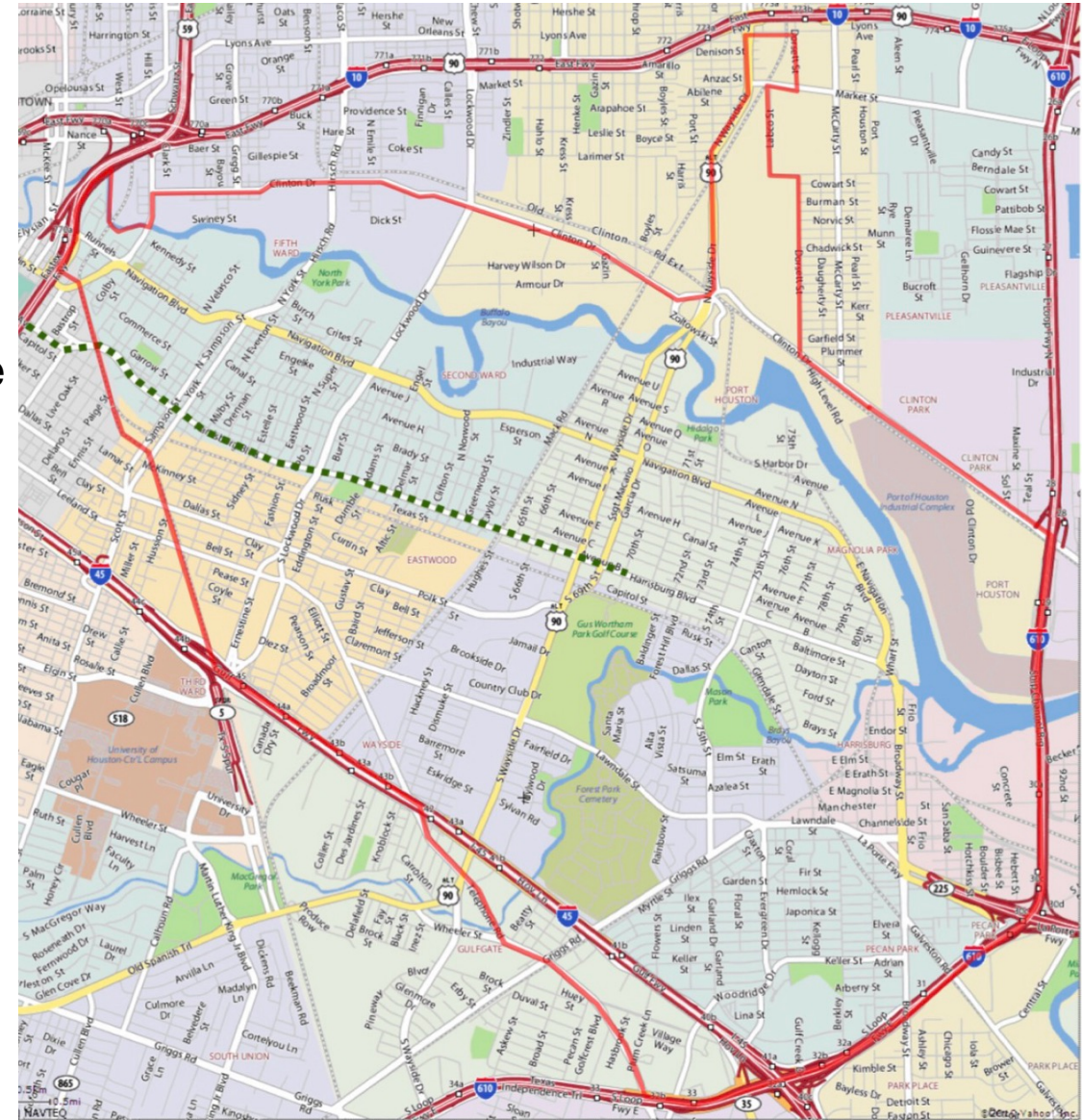


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East End District

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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



Houston Sidewalk Program

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.

Safe Streets For All

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

Transportation Safety Initiatives

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 – Started Phase 2 (Lockwood & Leeland/Cullen)
- US Road Assessment Program – Due by January
- Feasibility Studies



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)

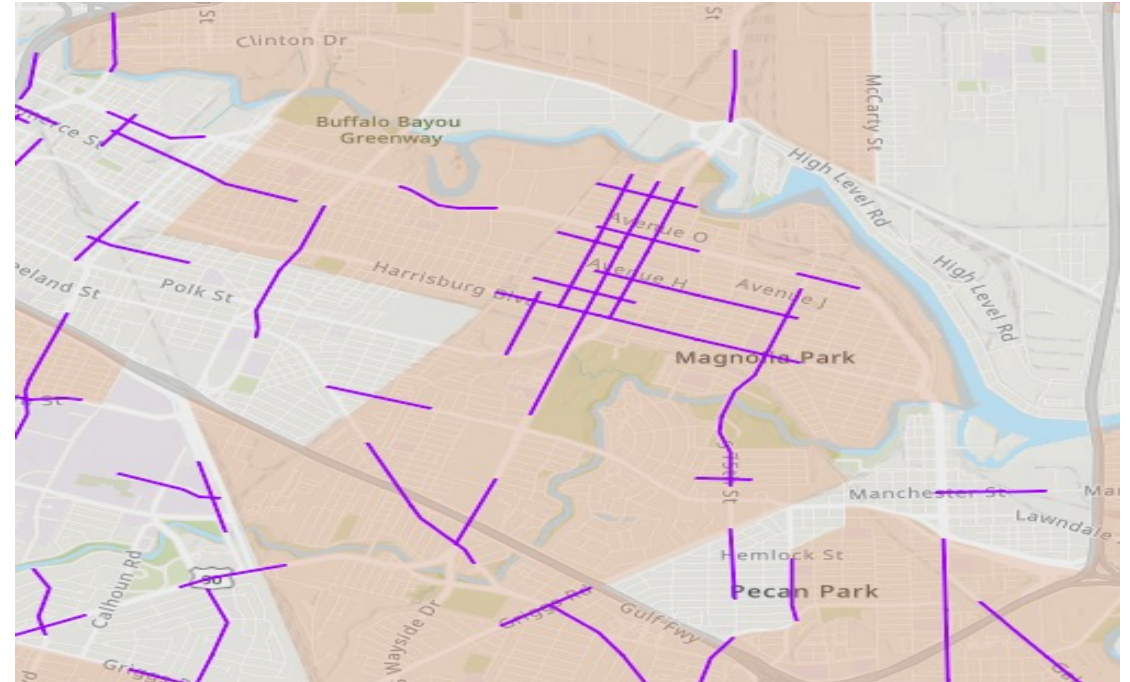
•**Safe Road Study** (Smart Intersection)-analyze the volume of crashes occurring at intersections around the Harrisburg Plaza and Coffee Plant areas and use technology to identify and evaluate the data collected. This data will also be used to measure transportation anomalies that create risk and/or 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.

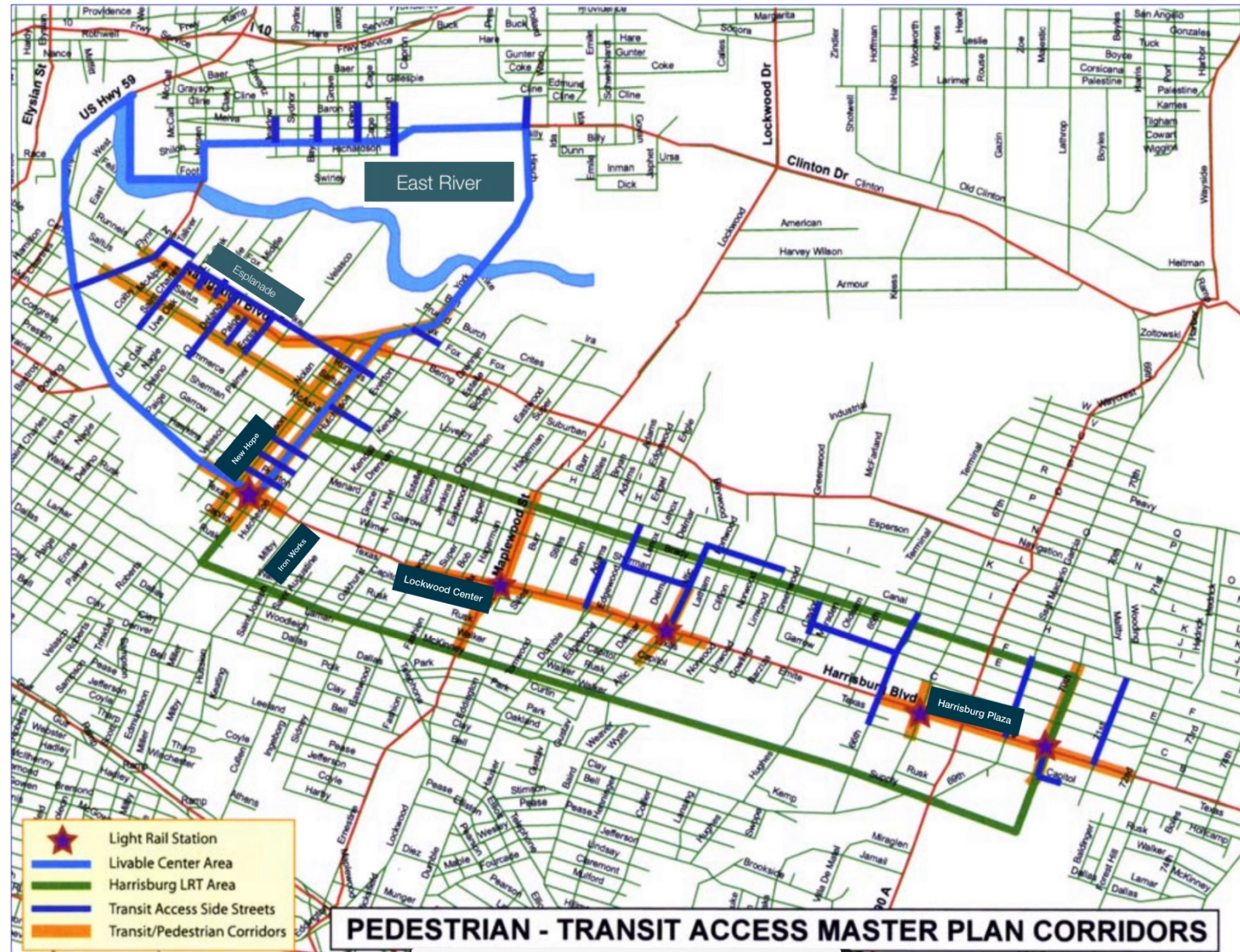
- Magnolia Park
- Harrisburg/Manchester
- Eastwood/Lawndale

•**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



Livable
Community

Figure ES.1 – Pedestrian/Transit Access Plan Corridors



Safe Route To School

Safe Roads System will require conducting needs assessment survey(s) of schools, which will directly target high level concerns. Resources, such as, Star Rating for Schools, provided by the Roadway Safety Foundation, will aid in providing primary, and secondary, safe routes to schools within the High Injury Network. Faculty, staff, students, families, and citizens will benefit from these findings.

Safe Route To School

Prioritize Schools based on traffic volume, infrastructure conditions in surrounding areas, and saturated concerns. Safe Routes to Schools will rely on deliverables, to best address community and school concerns. School(s) and Parent/Guardian(s) will participate in their respective survey. These findings will help bridge the gap between administration and community.

Community interviews will be conducted with citizen's consent.

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

Safe Route To A Healthy Community

Community residents and health care providers face road safety risks traveling to and from health services providers in the East End District. Some programs intended to increase physical activity and wellness may also increase exposure to traffic around these areas.

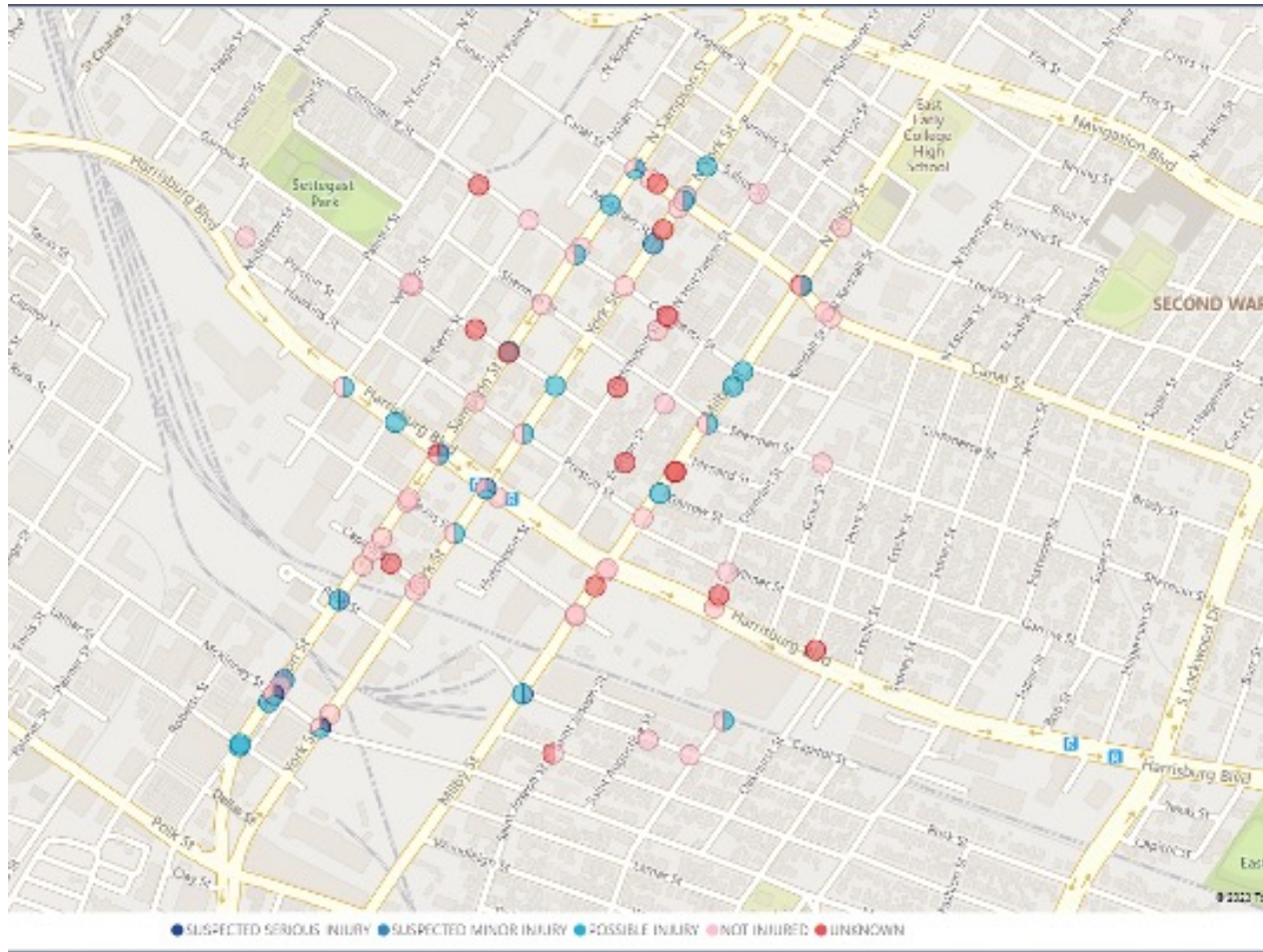
Safe People Study: Questions to address

- Where are the health service centers located?
- What routes do community residents and health staff take to access health care or programs?
- What transportation modes are commonly used to access the health service centers?
- What are the road hazards and how can they be mitigated?

Safe Road Study

- Safer Vehicles
 - Task 5.1 - Assess safety related to environmental issues of consumer and commercial traffic, speeding, idling, travel patterns, emissions, unsecured loads
- Safer Speeds
 - Task 6.1 – Assessment of roads related to speeds along thoroughfare and intersection approach
 - Task 6.3.- Assessment of speeds for larger vehicles
 - Task 6.3. Assess speed signage locations and appropriate posted speed limits
- Post Crash Care and Response
 - Task 7.2 - Assess technology to give advance warning to first responders about delays of blocked routes

Second Ward (2018-2022)

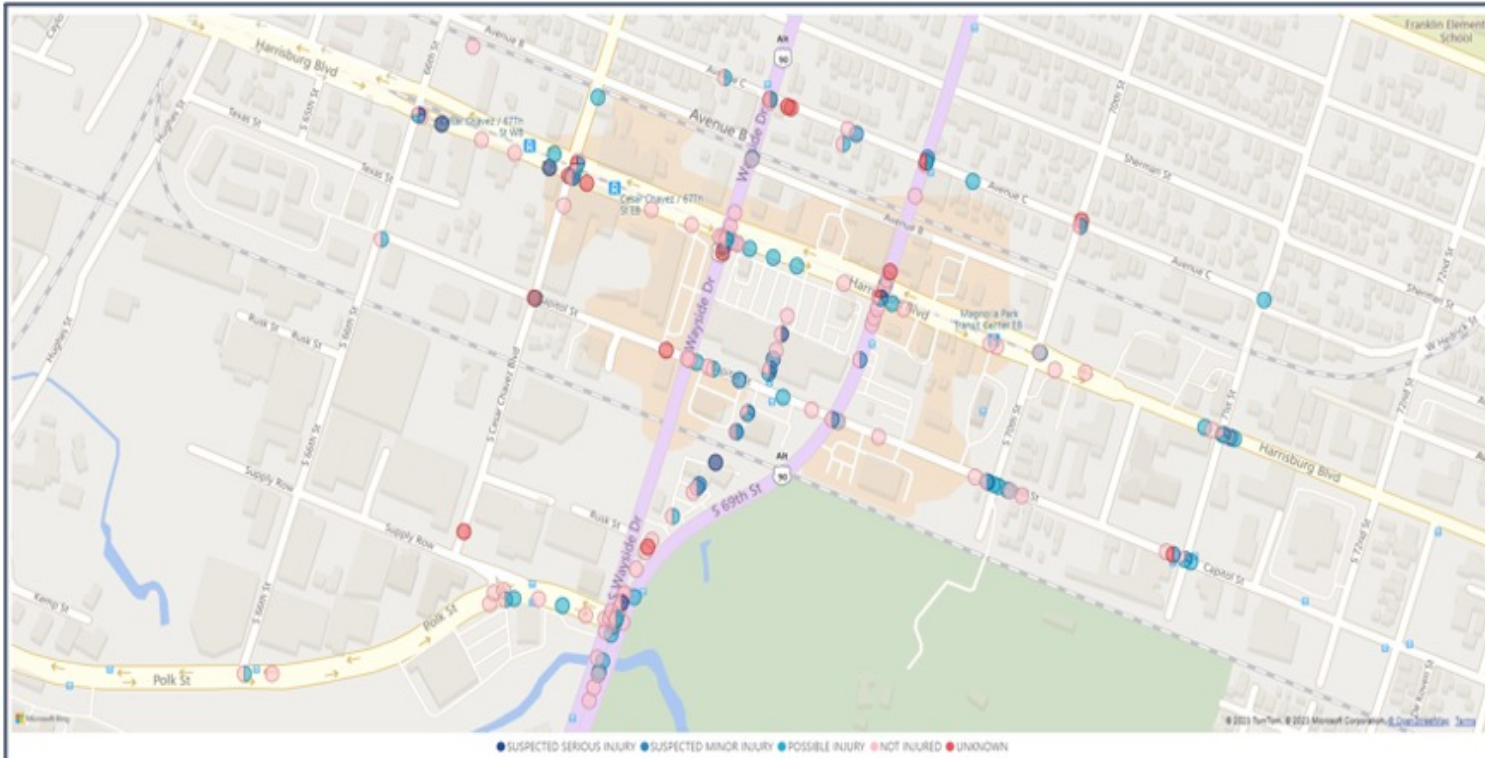


Emphasis Area	Count of Crashes	% of Crashes
Intersection Related	118	67%
Single Vehicle Crash	40	23%
Speeding Related	24	14%
Distraction	16	9%
Run-Off Road	16	9%
Impairment	5	3%
Cyclist Involved	2	1%
Pedestrian Involved	2	1%
Total	176	100%

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%

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%

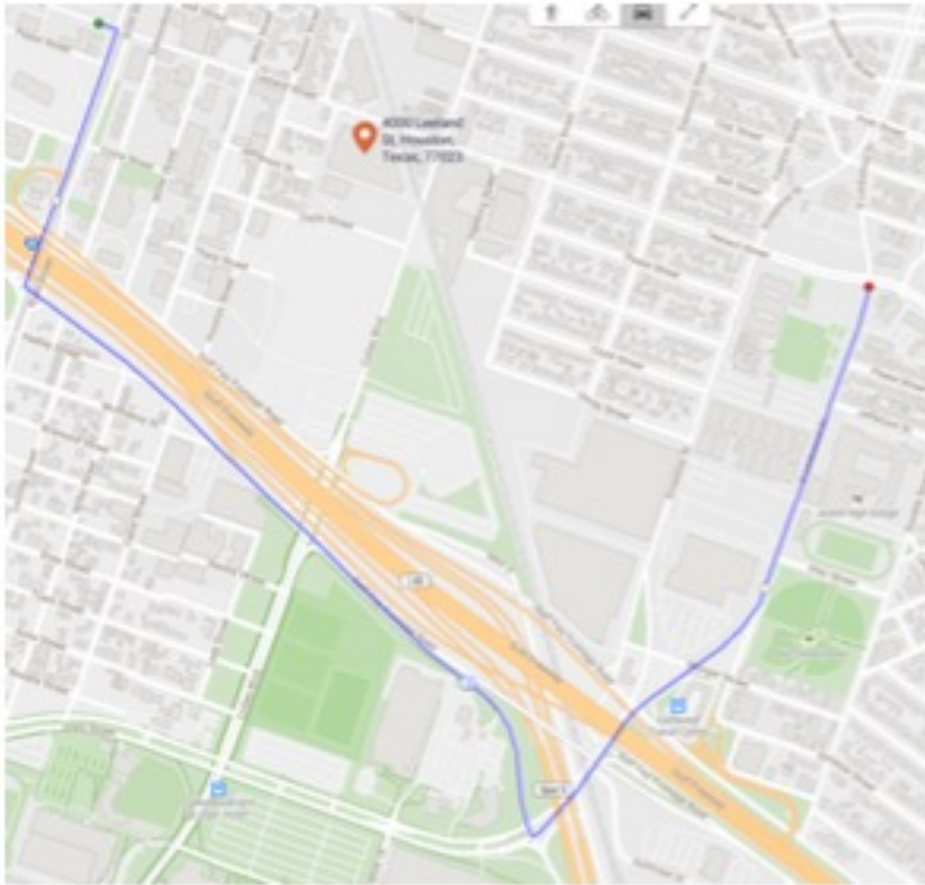
Alternate Route Study

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

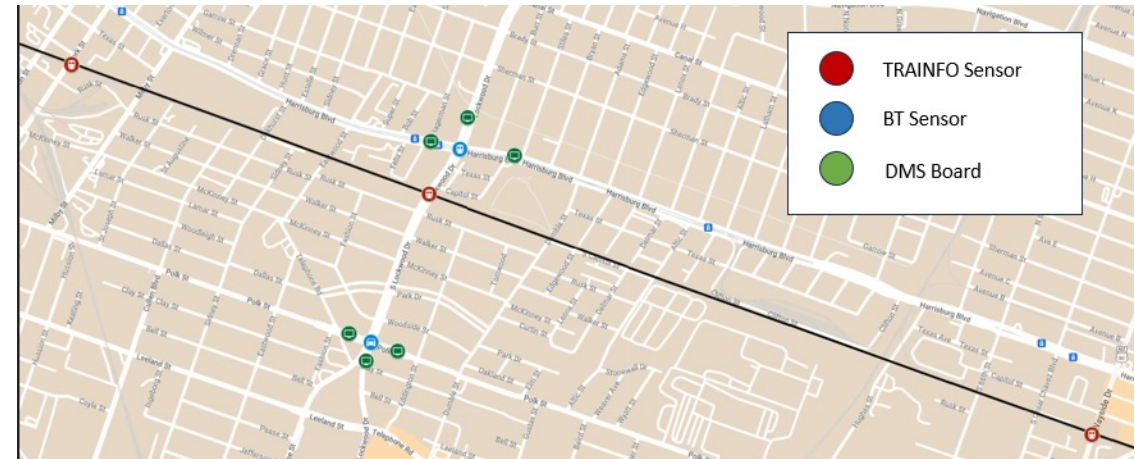
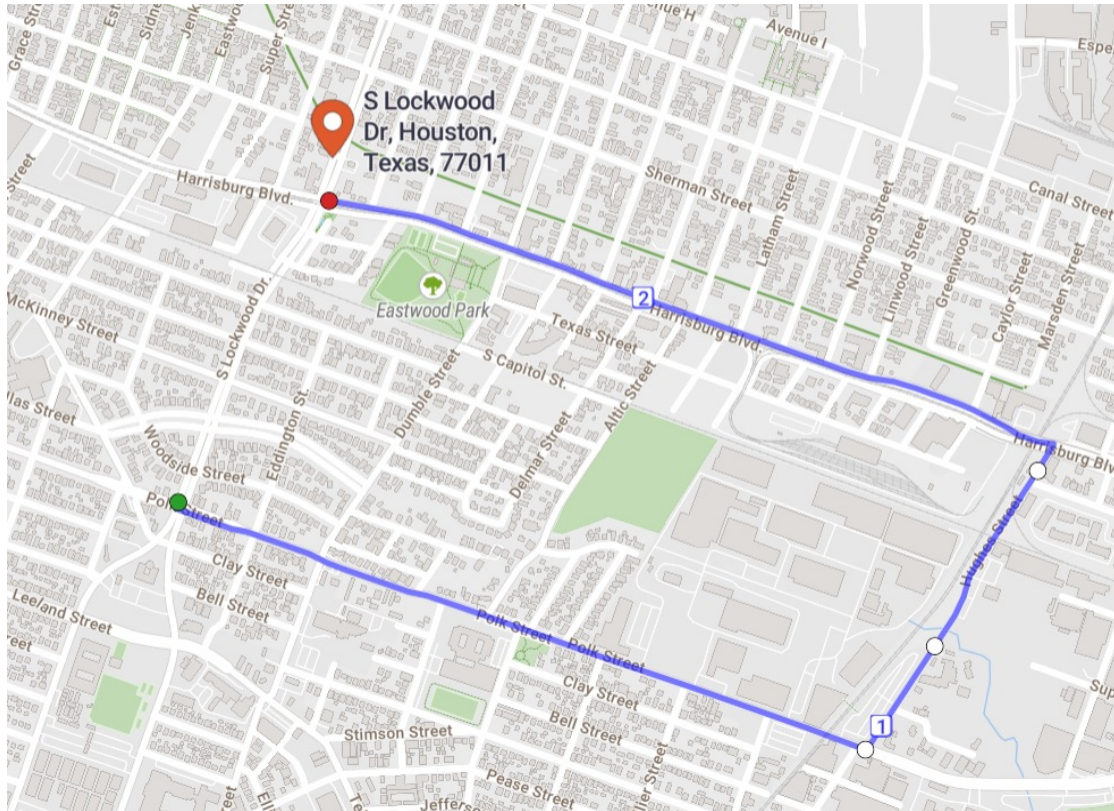
- Create Goals and Objectives
- Develop a process to conduct simulations of proposed routes
- Survey Community Stakeholders
 - Business Survey
 - Interview community to assess neighborhood needs and expectations regarding alternate routes
 - Review technology solution to manage motorist expectations
- Provide a report of project findings and recommendations

4000 Leeland at Cullen

4000 Leeland



700 S. Lockwood

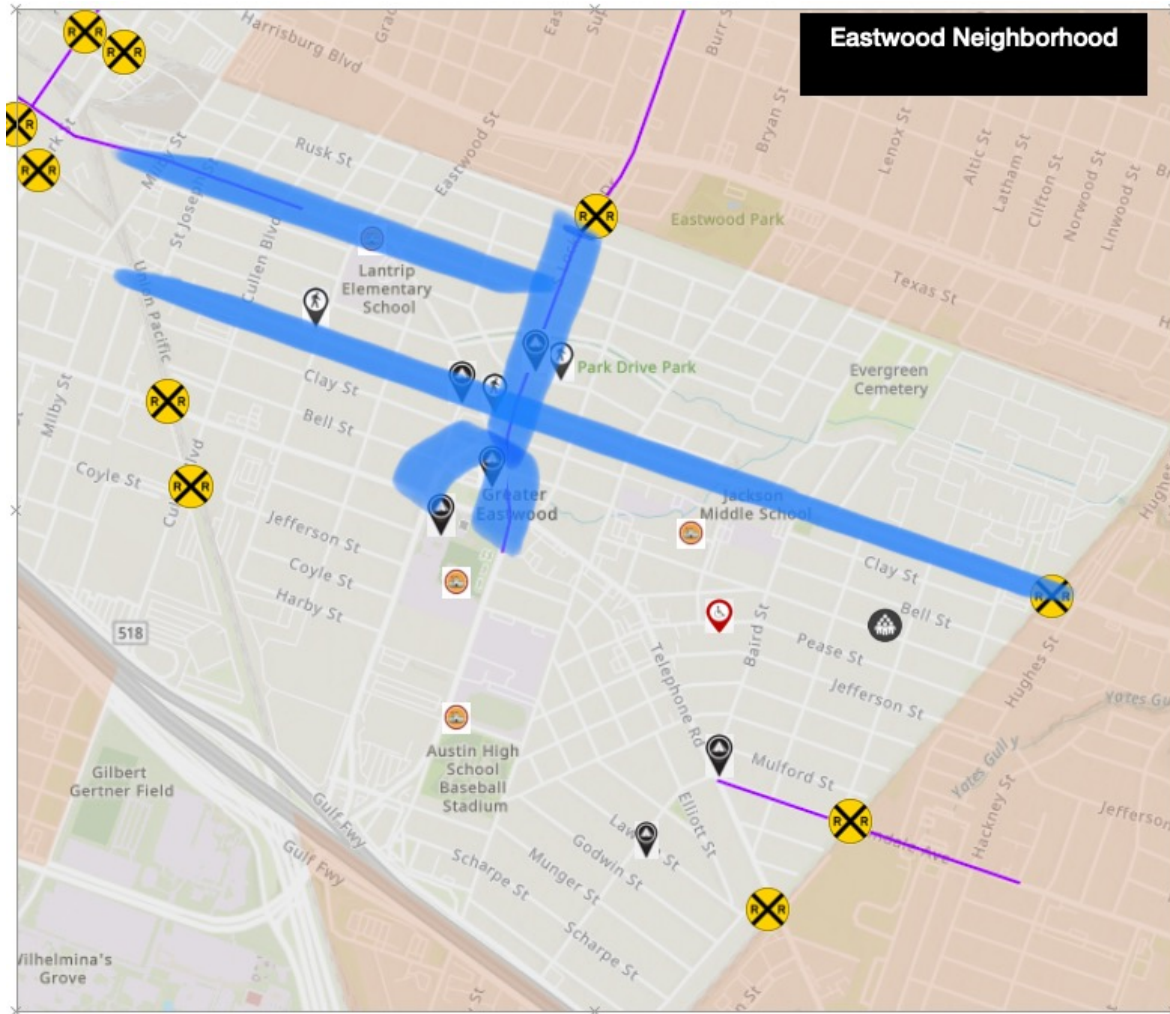


Traffic Conflict Studies

Measure needs using a safe system approach to determine if recommended changes could affect near misses before and after infrastructure/quick build

- Review the Traffic Conflict Toolkit Process
- Connect with ITDP to learn more about the Traffic Conflict Technique and establish dates for training
- Review Area of Scope
 - Vision Zero Network (Review Network Map for Study Areas)
 - Review Historical Community Concerns for Study Areas
 - Let's Talk Houston Vision Zero Map Tool
- Conduct Community Interviews
- Review the Traffic Conflict Toolkit Process and develop timeline for implementation
- Identify existing Traffic and Infrastructure Studies
- Develop Project Charter
- Receive Training on TCT
- Write Report on Findings and Recommendations

Traffic Conflict Study - Lockwood



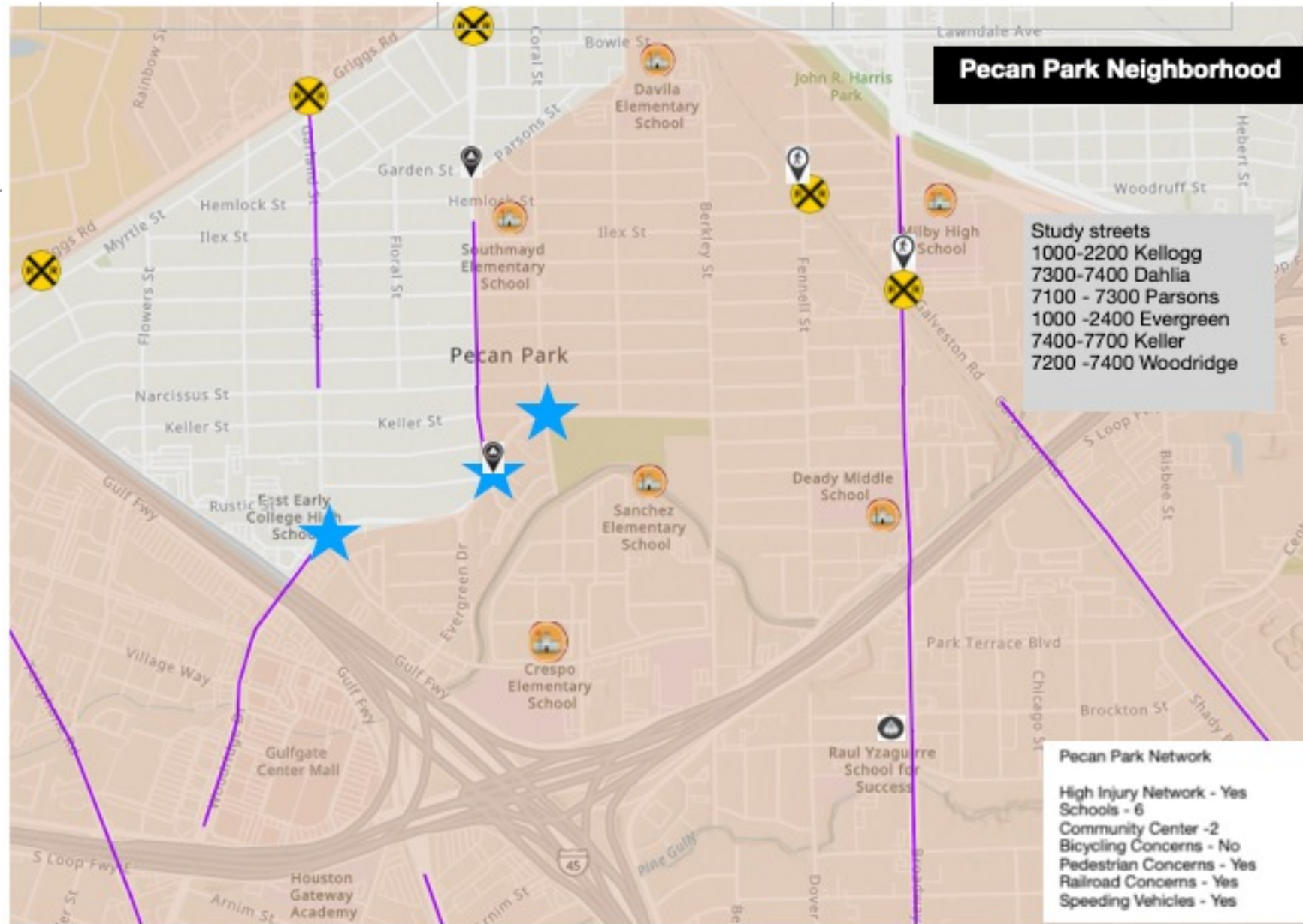
Eastwood Network

High Injury Network - Yes
Community Centers - 1
Schools - 4

Cycling Concerns - None Registered
Pedestrian Concerns - Yes
Railroad Concerns - Yes
Roadway Concerns - Yes

Study Streets:
400-1600 S. Lockwood
1300-1600 Ernestine
4100-5400 Polk
4100-4600 McKinney
100-300 Telephone

Traffic Conflict Study – Pecan Park



Railroad Crossing Sensor Activity

January 2024	Daily Crossing Occupancy	Average Occupancy	Longest Blockage	Longest Occupancy
Commerce Street	26	9 Minutes	2 Hours	Non – Peak (01/06/24/12:15 AM)
Lockwood	8	13 Minutes	2.5 Hours	Non-Peak (01/21/24 @11:55 PM)
York	12	7 Minutes	1.5 Hours	Partial- Peak (01/25/24 @2:07 PM)
Market (5900)	19	9 Minutes	6 Hours	Non-Peak (01/21/24 @10:24 PM)
Polk (5400)	11	13 Minutes	5.5 Hours	Non-Peak (01/25/24 @9:58 PM)
Leeland/Cullen	26	8 Minutes	2 Hours	Holiday (01/15/24 @3:20 PM)
Hirsch Road	Off-Line			

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			

West Belt Maintenance Project

- Union Pacific will be conducting part of their annual maintenance and replacement effort. It will take place on the West Belt Subdivision of Houston. This project will require the closure of numerous railroad crossings at staggered times during the month of February. Specifically, February 11th through February 27th of 2024.
- UP will strive to complete this project as quickly and as safely as possible. This project is coordinated through Houston Public Works. HPD and HFD have been informed on this matter.

2200	Cavalcade	H
2200	Cavalcade	H
2200	Quitman	H
2200	Quitman	H
2200	Quitman	H
1400	West St.	B
1400	West t.	B
2400	Lyons Ave.	B/H
2400	Lyons Ave.	B/H
2700	Nance St.	H
2700	Nance St.	H
2100	Runnels St.	H
2100	Runnels St.	H
2200	Commerce St.	H
2200	Commerce St.	H
900	Sampson St.	H/I
900	Sampson St.	H/I
900	York St.	H/I

900	York St.	H/I
3600	McKinney St.	H/I
3600	McKinney St.	H/I
1200	Milby St.	H/I
1200	Milby St.	H/I
4000	Leeland St.	I
4000	Leeland St.	I
1700	Cullen Blvd.	I
1700	Cullen Blvd.	I
5800	Griggs Rd.	I
5700	Long Dr.	I
5700	Long Dr.	I

What's What in the East End

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)

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



Thank You

Find Out More at: eastenddistrict.com

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