

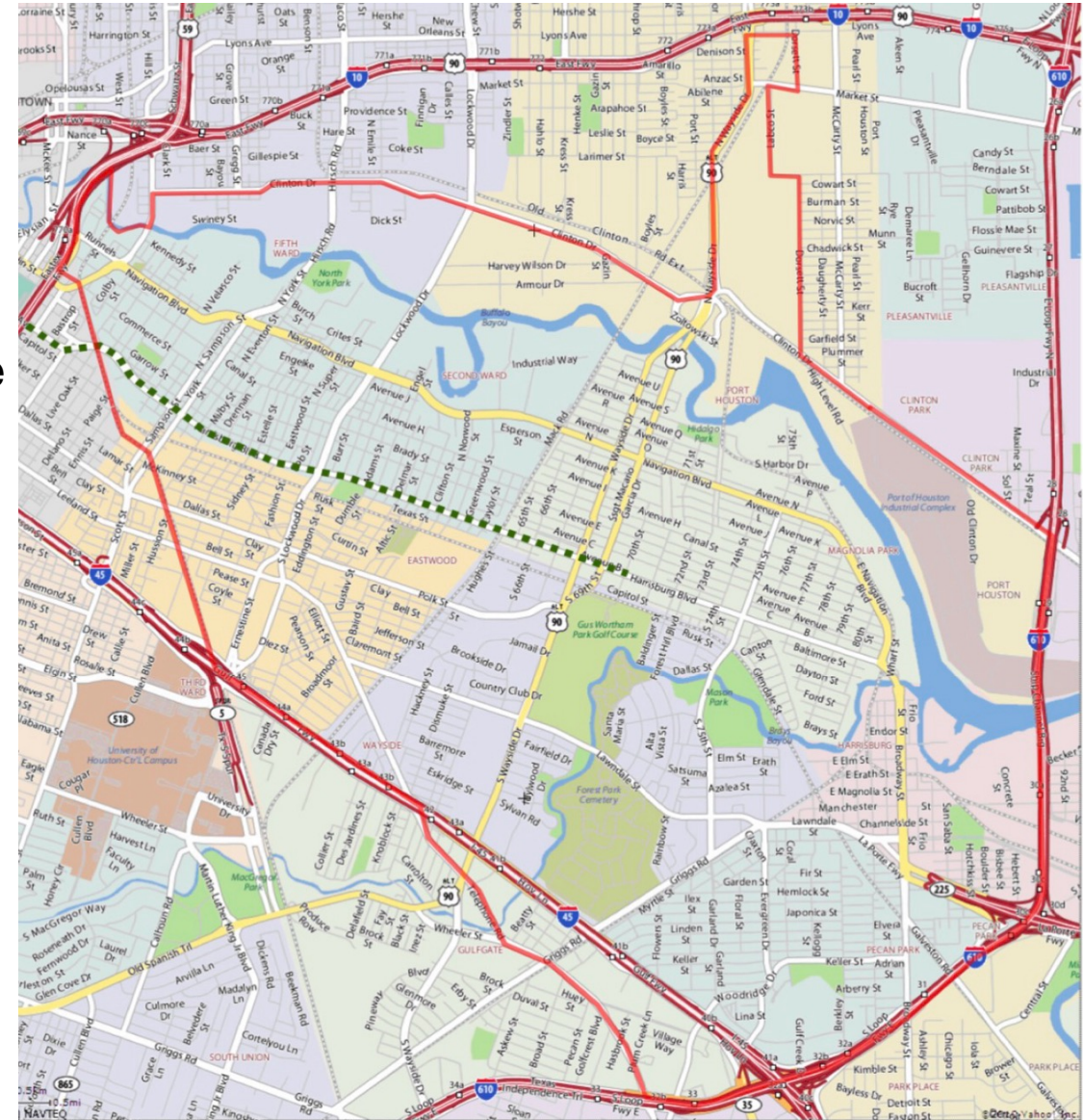
Pedestrian Safety Group
December 2023



Jack C. Hanagriff, Manager
Road & Rail Safety Program
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



Road Safety Concerns



- 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

- 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

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

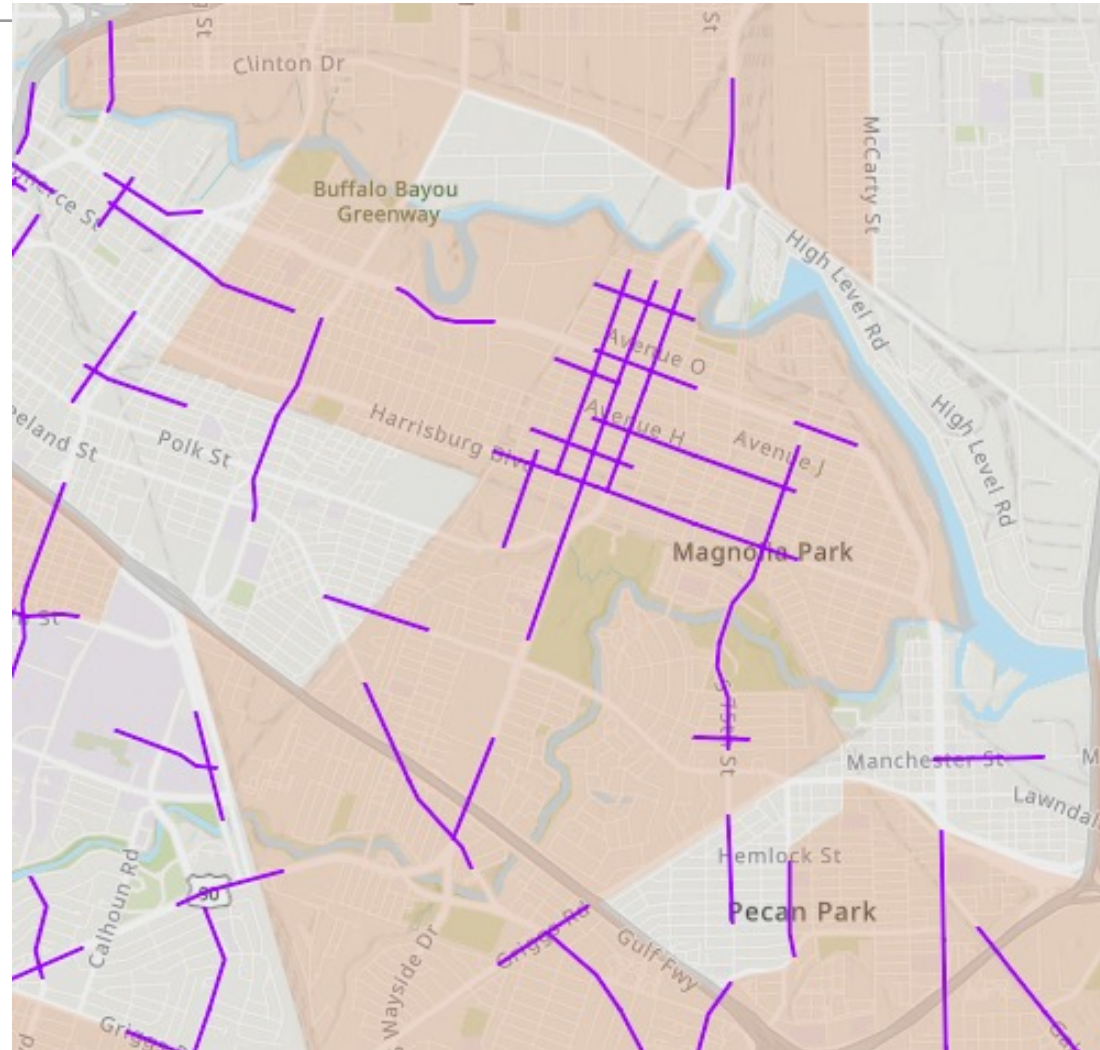
Current Initiatives:

- 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



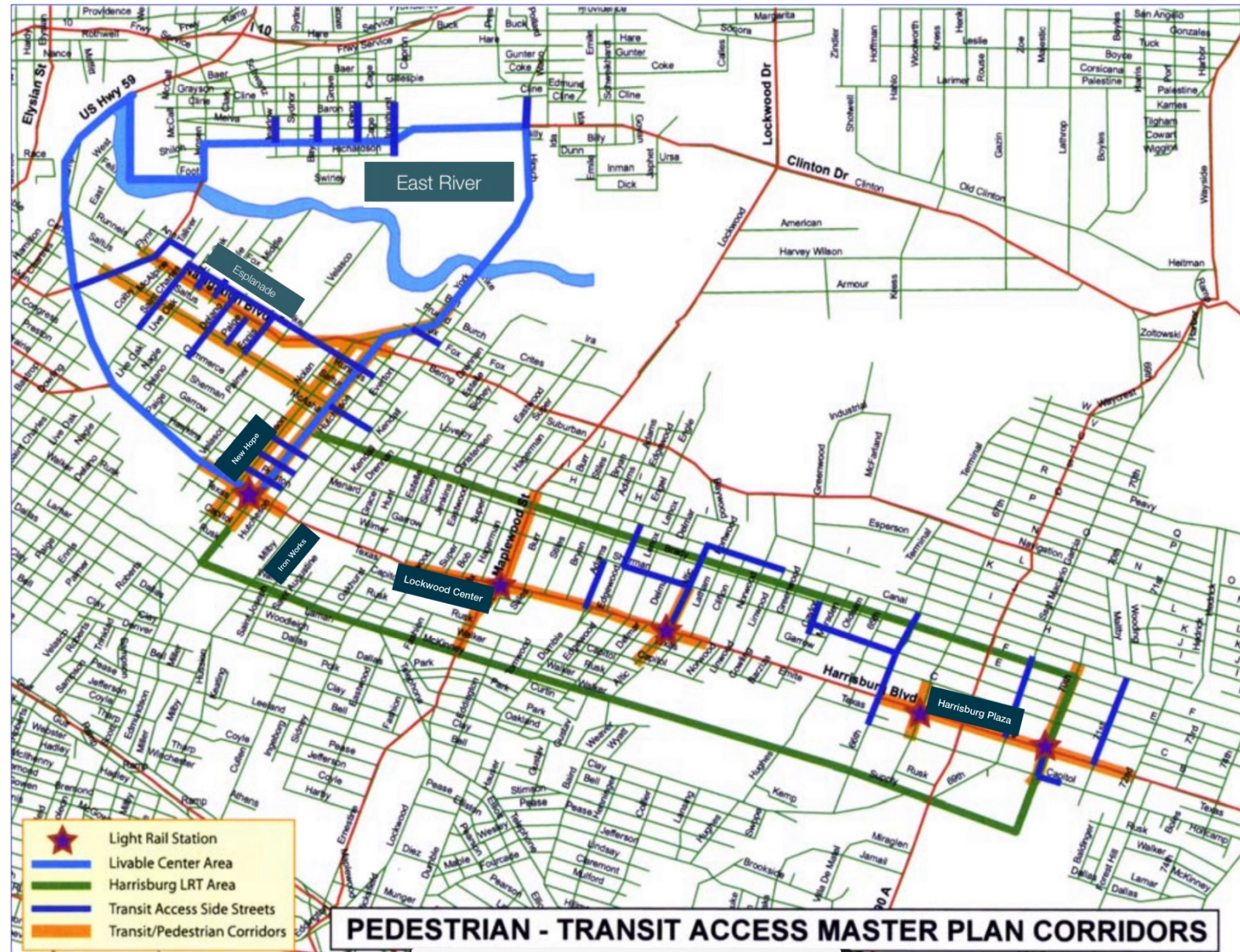
Houston High Injury Network

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



Livable
Community

Figure ES.1 – Pedestrian/Transit Access Plan Corridors

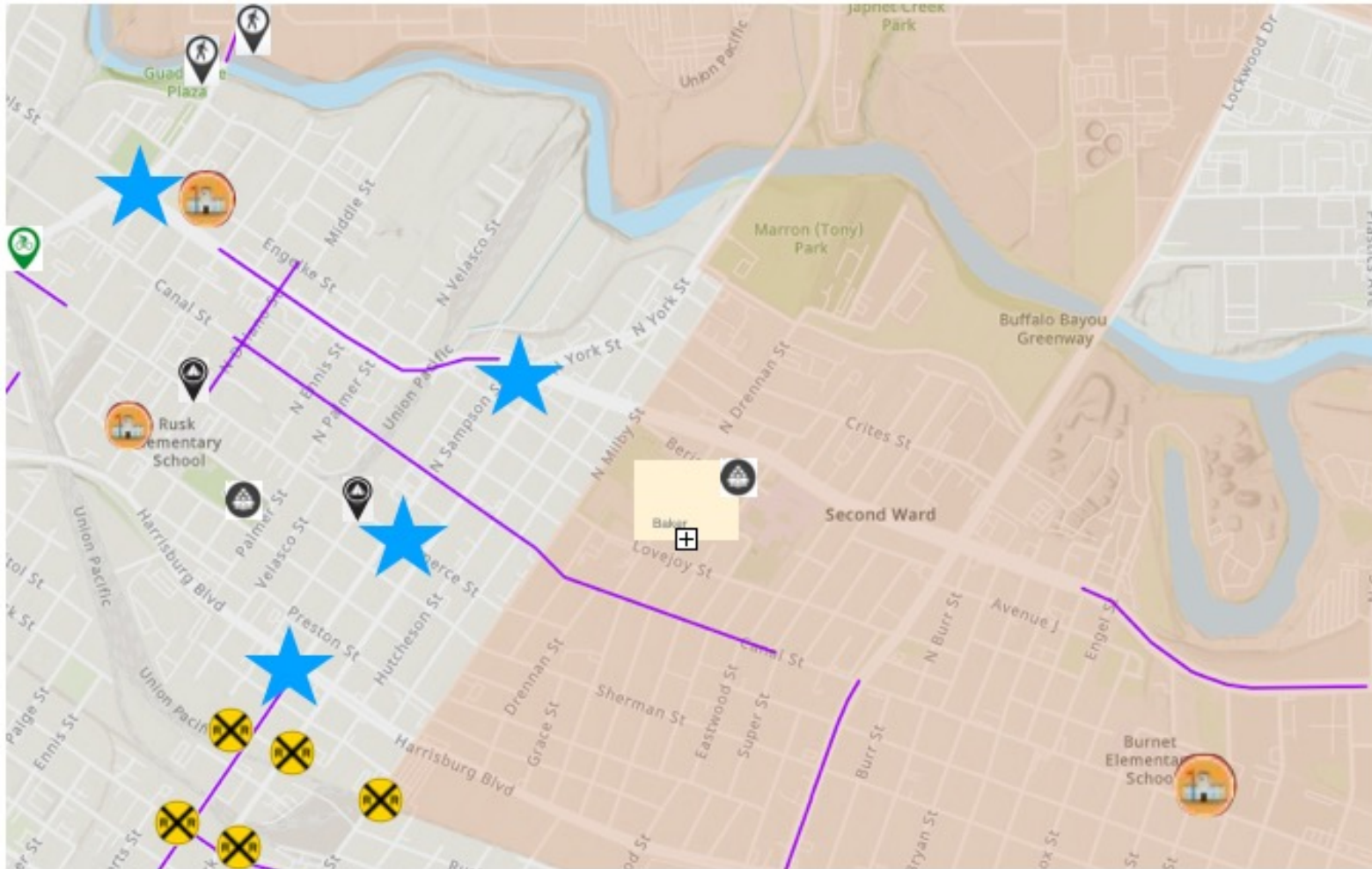


Safe Road Study



- US Road Assessment Program
- Star Rating for School
- Behavior Studies (Pedestrian, Driver, Cyclist)

Second Ward

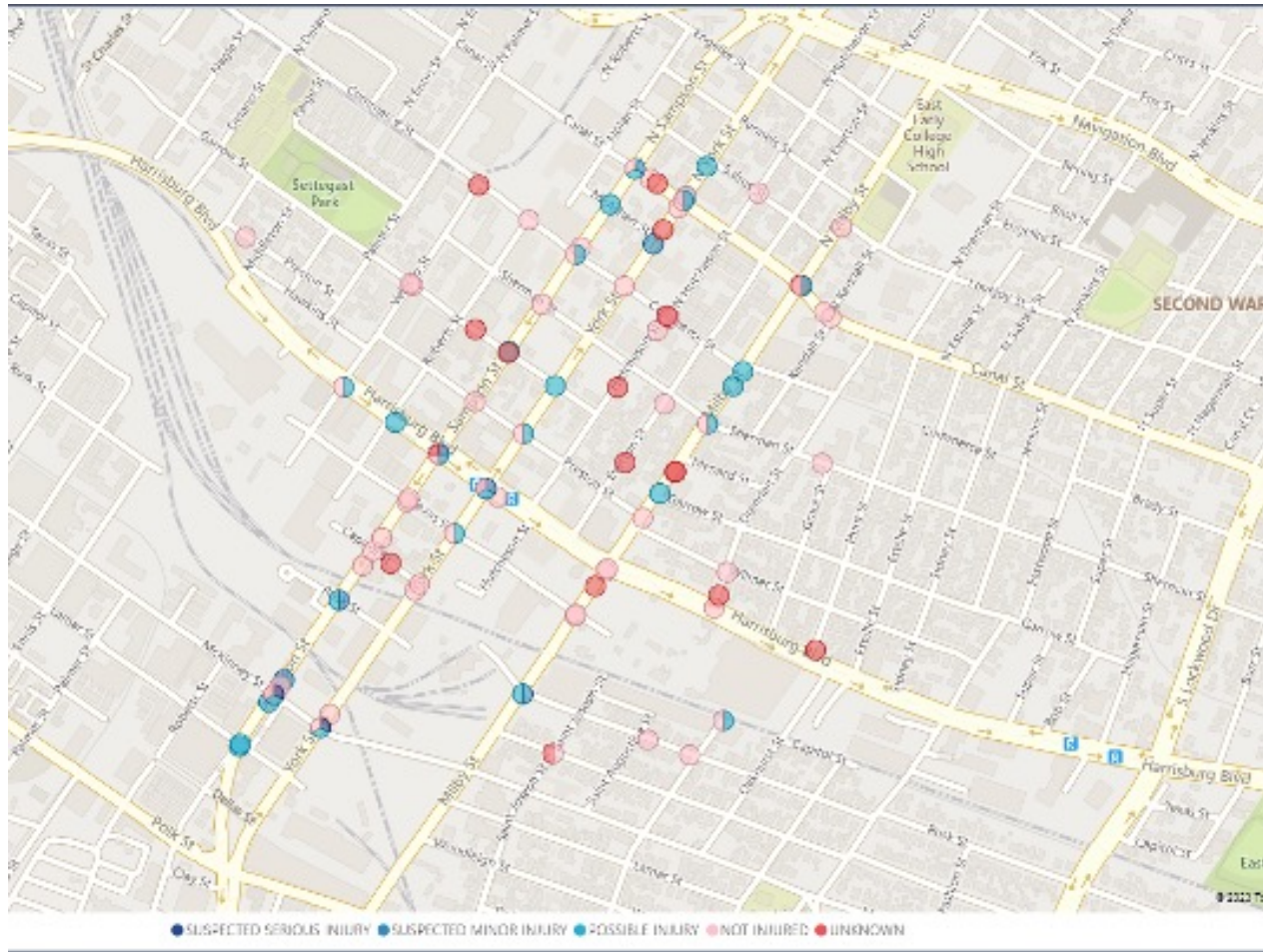


Second Ward Network

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

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

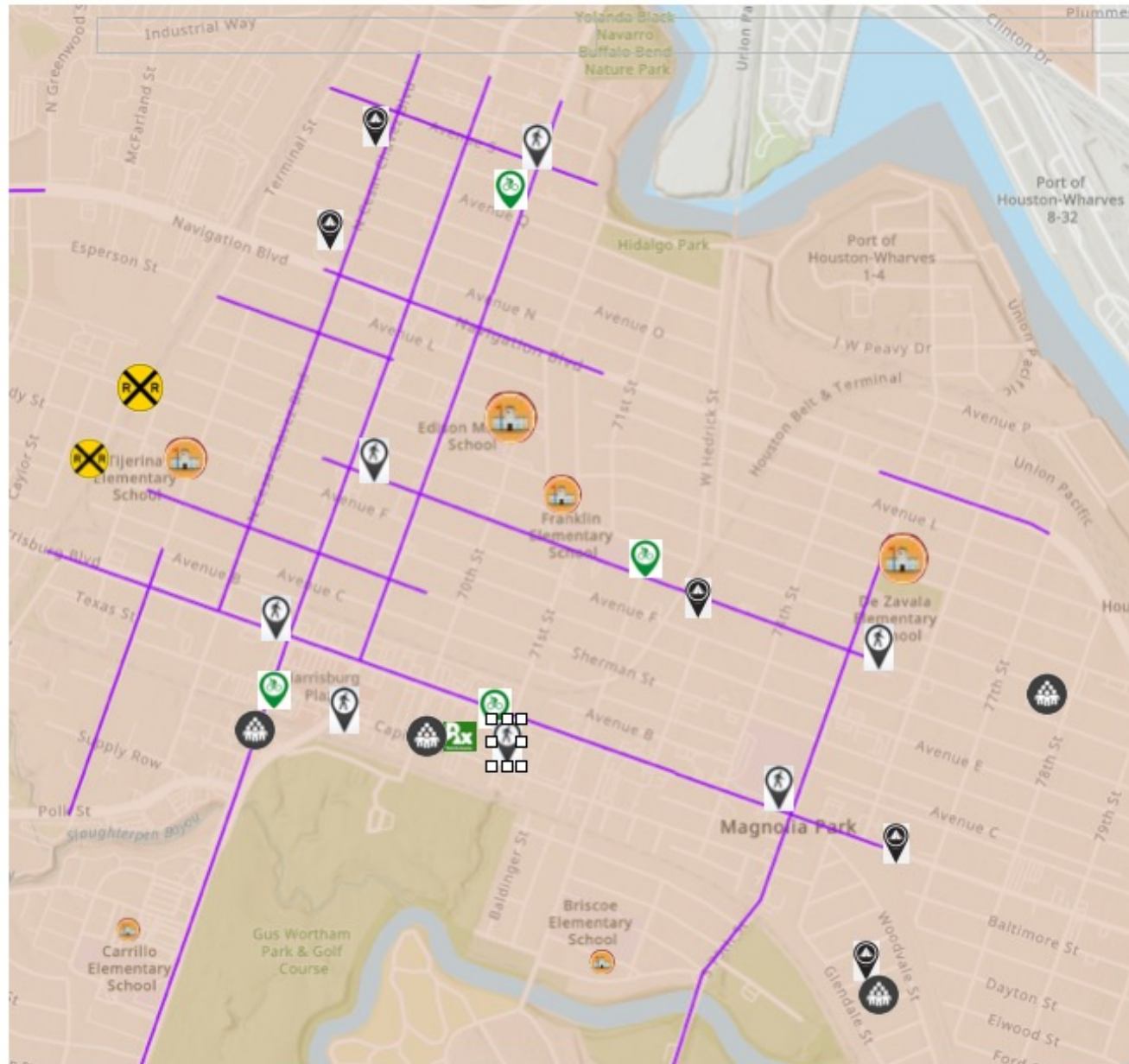
Second Ward (2018-2022)



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



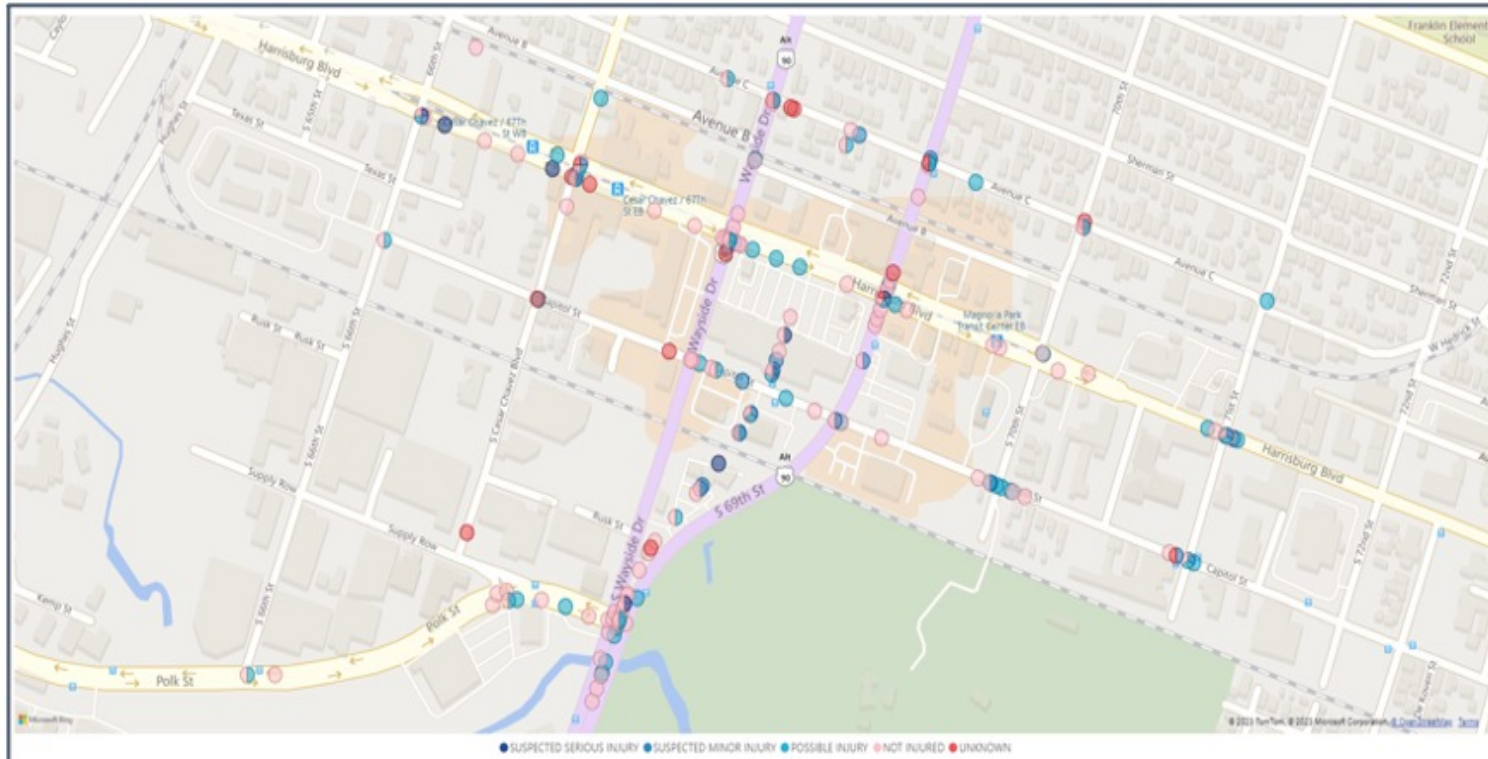
Magnolia Park Network

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

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



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

Railroad Crossing Sensor Activity

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)

October	Daily Crossing Occupancy	Average Occupancy	Longest Daily blockage (hr)	Longest Occupancy
Commerce Street	24	10 Minutes	2 Hours	10/8/23 @2:59 PM (Non-Peak)
Lockwood	8	22 Minutes	9 Hours	10/22/23 @9:01 PM (Partial Peak)
York	25	5 Minutes	3 Hours	10/16/23 @2:37 AM (Non-Peak)
Market (5900)	45	4 Minutes	4 Hours	10/3/23 @8:10 PM (Non-Peak)
Polk (5400)	14	14 Minutes	10 Hours	10/8/23 @7:05 PM (Non- Peak)
Leeland/Cullen	27	10 Minutes	6 Hours	10/25/23 @12:08 AM (Partial Peak)
Hirsch Road	12	23 Minutes	6 Hours	10/15/23 @3:02 AM (Partial Peak)



Thank You

Find Out More at: eastenddistrict.com

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