



Pedestrian Safety Group

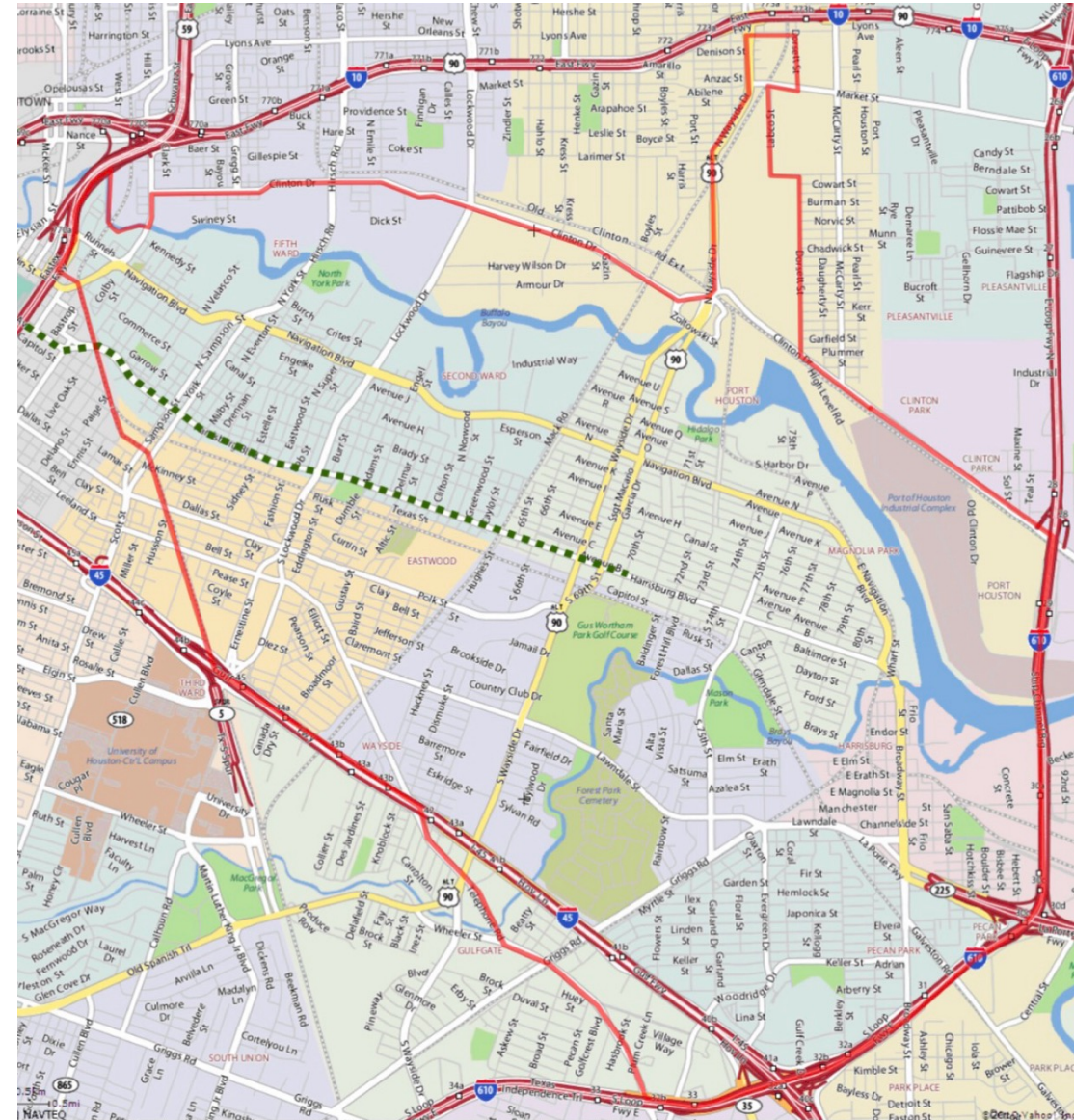
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East End District

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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
- Pedestrian Group Members
 - Denver Harbor
 - Eastwood
 - Magnolia Park
 - Pecan Park
 - Second Ward



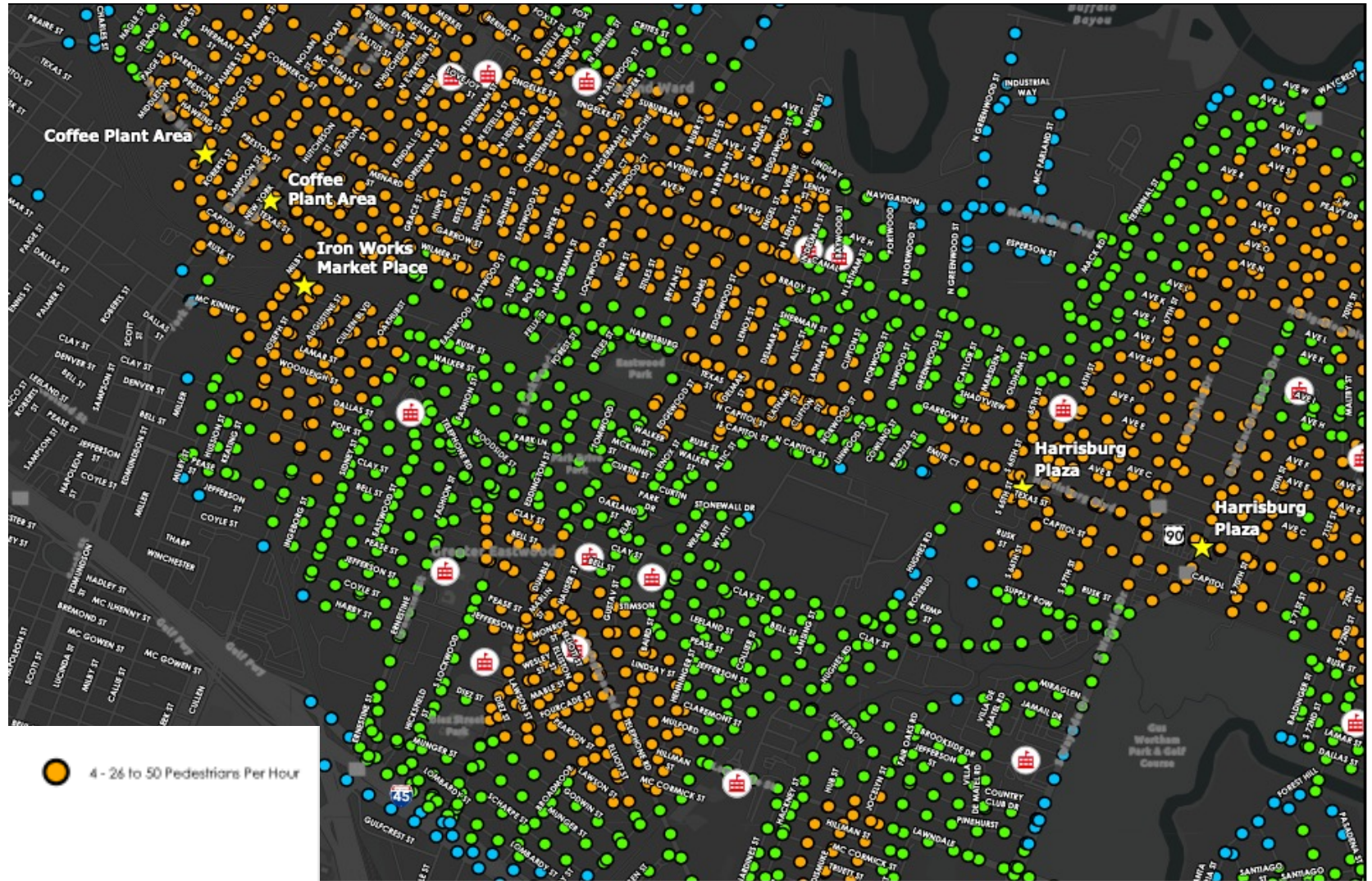
Safe Streets For All

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.

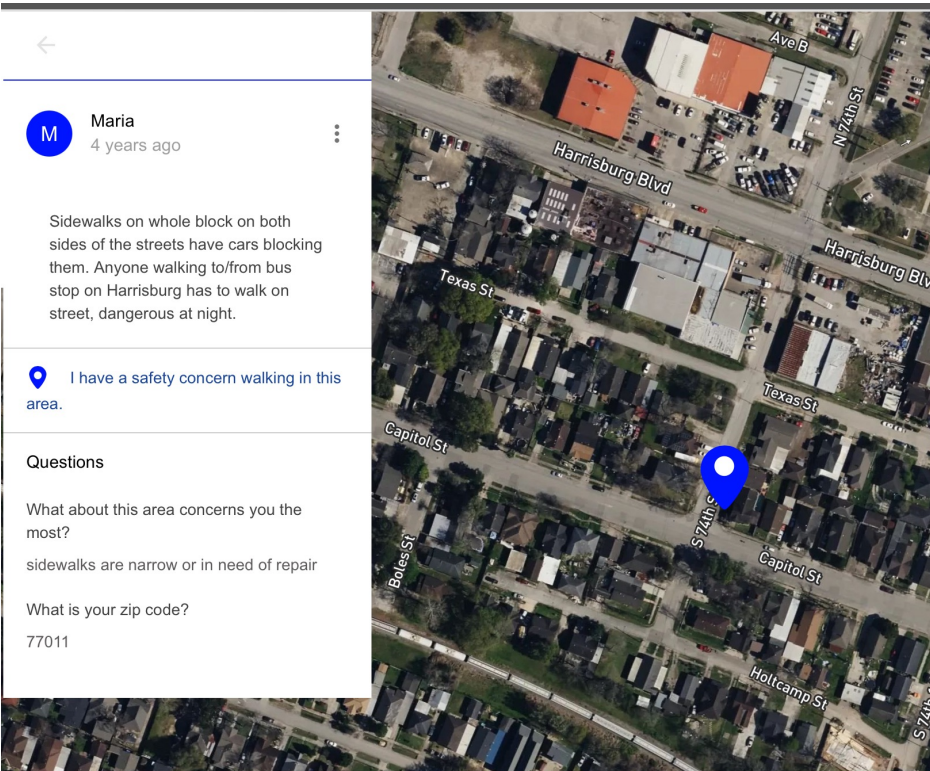
An objective will be to produce a Safety Action Plan by 2026 that includes “low-cost, high-impact strategies to improve safety over a wider geographical area” During this project the District will conduct feasibility studies and road assessments to identify treatments (without duplication of City of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

Us Road Assessment Project

- Evaluating safety of the EED Road Network and directing recommended treatments to areas that will have the most impact
- Supported by the Roadway Safety Foundation and Iowa State



Community Ties



- Received Funding from Union Pacific Railroad to support sidewalk and bike lane clean up
- Remove Debris, Trash and other obstacles from routes to schools, clinics and parks.
- Send us the top 3 Pedestrian Concerns of your neighborhood
- Safe Route Criteria
 - Primary Route to School, Clinic, Park or Neighborhood Center
 - Route has a Moderate Use Rate



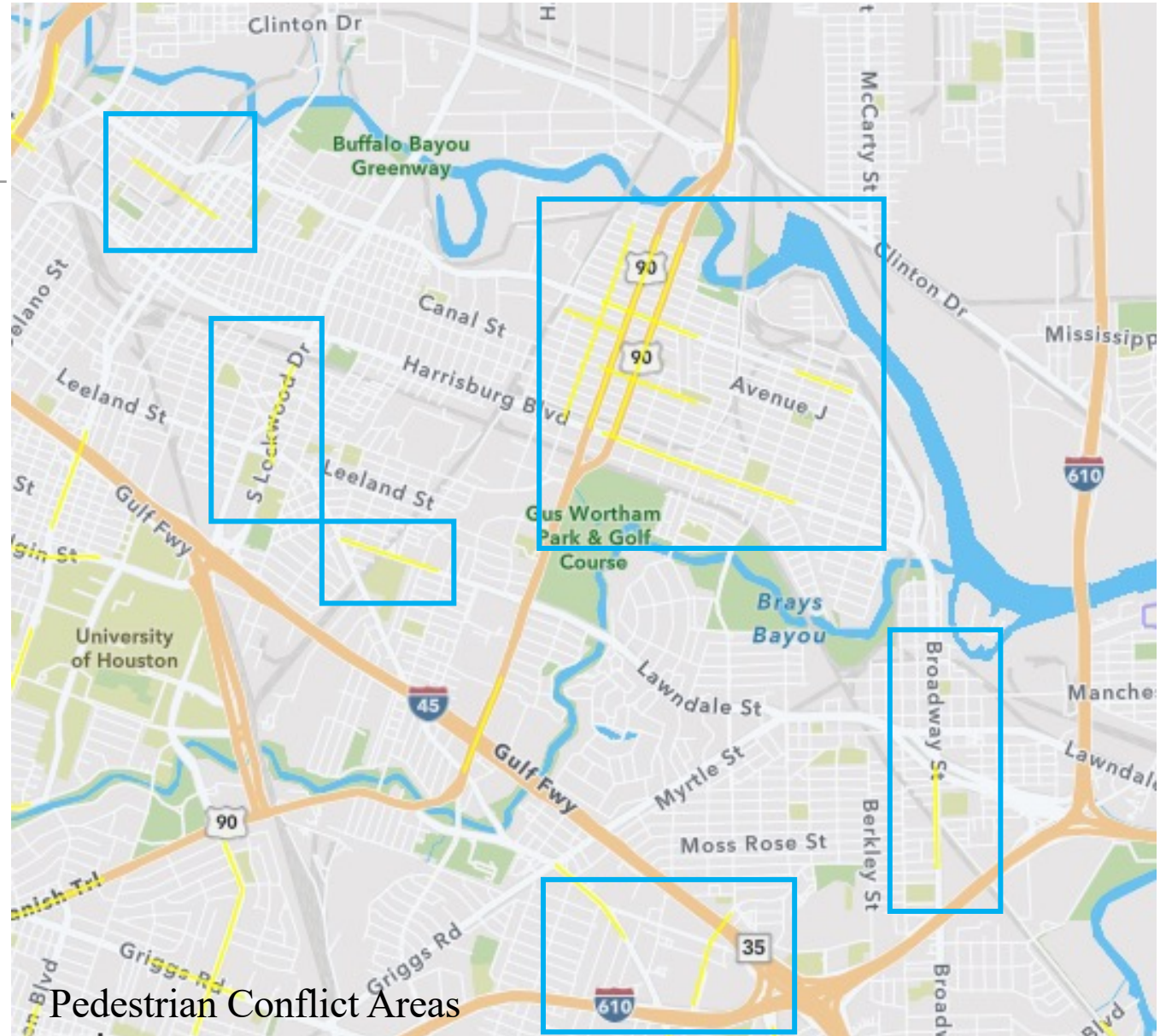
East End Studies



- 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
 - Conducted Community Interviews
 - Using Assessment Tool around Neighborhood Schools
 - Drafting Report
- Traffic Conflict Toolkit** - measure needs using a safe system approach to determine if recommended changes could affect near misses before and after treatments
 - Conducted Community Interviews
 - Conducted Traffic Assessments in Eastwood and Pecan Park
 - Drafting Report
- 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.
 - Assessed and Prioritized Intersections
 - Designing Technology Needs to monitor intersections
 - Moving into Implementation Phase
- 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.
 - Cataloged Community Clinics and Neighborhood Centers
 - Conducting Street Risk Assessment
 - Drafting Report
- 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
 - Completed Route Simulations
 - Design Phase for Sign Placement

Pedestrian Community Score Card

- Unsafe Roadway Conditions
- Destinations are not connected by safe sidewalks
- Lack of pedestrian accommodations
- Concerns with vehicle traffic (speed and/or congestion)
- Are Pedestrian Concerns in other transportation plans



Transportation Gap Analysis

- Is the Plan still accurate?
- Are current efforts meeting planned goals?
- Are bike & Pedestrian accommodations following a holistic framework?
- Is there a Bikeway Maintenance Plan?
- Is there adequate direction or guidance (Wayfinding) along routes?
- Is there proper Lighting along routes and pathways?
- Is there a coordinated focus on safety?
- Are efforts considering the entire transportation community?
- Safety Awareness for all Road Users?



Equity, Diversity, & Inclusion



Education/Awareness



Evaluation & Planning

Non-Inclusive Pedestrian Accommodations

- Unsafe Roadway Conditions
- Destinations are not connected by safe sidewalks
- Lack of pedestrian accommodations
- Concerns with vehicle traffic (speed and/or congestion)



Railroad Activity in the East End District

April 2024	Daily Crossing Occupancy	Average Occupancy	Total Over 1 Hour	Longest Occupancy
Commerce Street	22	10 Minutes	3	2.5 Hours 4/28/24 8:51 PM
Lockwood	7	11 Minutes	2	3 Hours 04/26/24 4:13 PM
York	19	6 Minutes	8	2 Hours 04/28/24 8:57 PM
Market (5900)	23	7 Minutes	8	2 Hours 04/16/24 1:00 AM
Polk (5400)	13	11 Minutes	10	2 Hours 04/05/24 10:44 PM
Leeland/Cullen	Off Line	--	--	--
Hirsch Road	8	28 Minutes	31	3 hours 4/27/24 9:08 AM

March 2024	Daily Crossing Occupancy	Average Occupancy	Total Over 1 Hour	Longest Occupancy
Commerce Street	25	9 Minutes	5	(2.5 Hours) 03/19/24 @11:58PM
Lockwood	8	12 Minutes	5	(2Hours) 03/05/24 @9:25 PM
York	10	6 Minutes	5	(3.5 Hours) 03/10/24 @10:23 PM
Market (5900)	20	9 Minutes	12	(3.5 Hours) 03/13/24 @6:14 AM
Polk (5400)	3	15 Minutes	15	(5 Hours) 03/19/24 @9:07 PM
Leeland/Cullen	Offline	Offline		
Hirsch Road	7	30 Minutes	6	(2.5 Hours) 03/31/24 @7:56PM

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.

Thank You



Find Out More at: eastenddistrict.com