



# Rail Safety Task Force

## March 2026

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Transportation Safety Services  
East End District

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East End District

# Rail Safety Task Force Top 3 Neighborhood Concerns

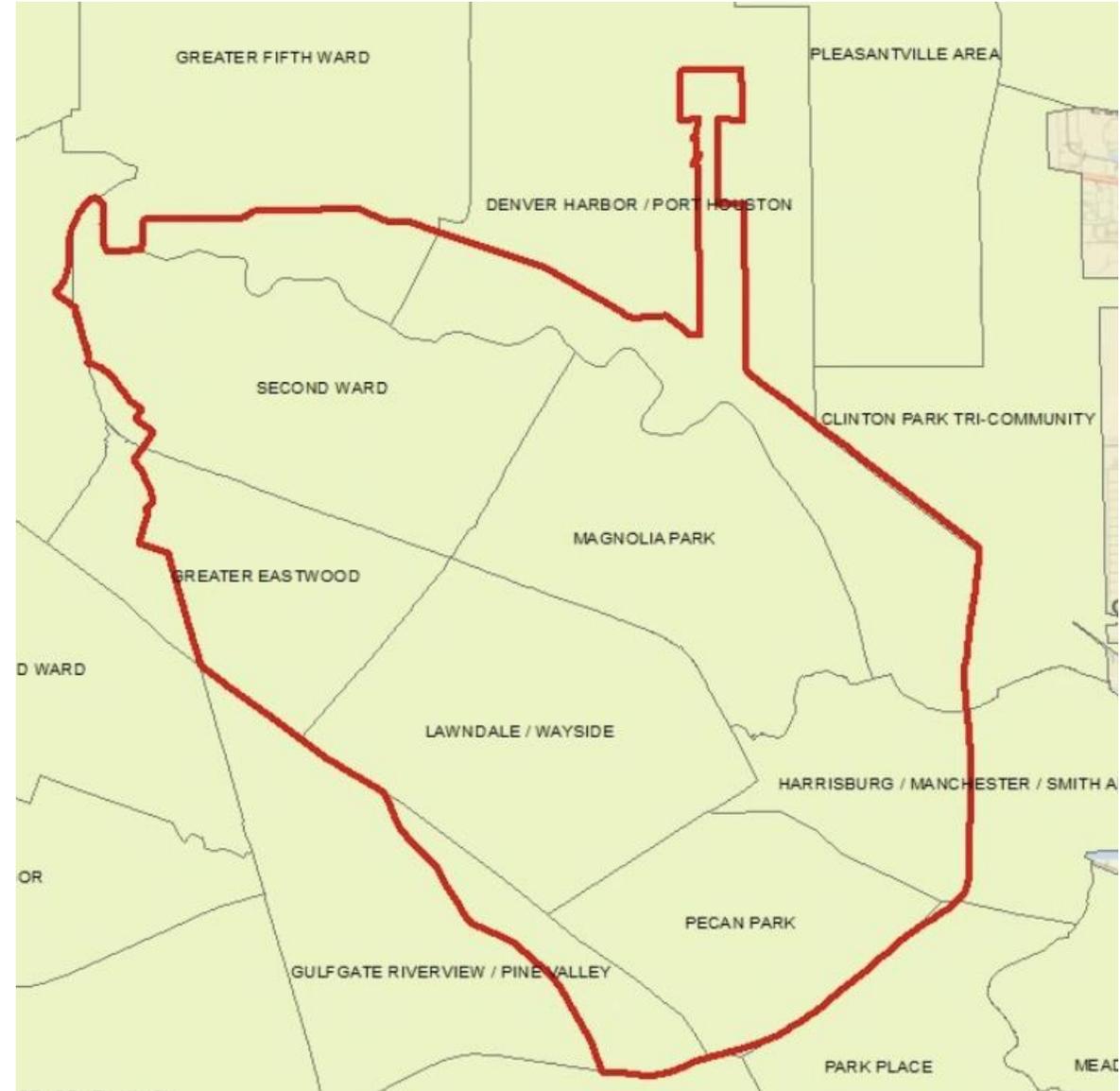
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2026

- Stopped Trains
- Smart Solutions
- Risk Management

2025

- Stopped Trains
- Train Horn Noise
- Speeding Vehicles



# Rail Corridor Collaborative

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## RSTF Concerns for February 2026

- Possible increase in the number of trains along the Galveston Subdivision
- Appears to be more stopped train events reported in February 2026
- Increase in rail crossing activations without train (Leeland & Cullen)
- UPRR Norfolk Southern Merger



# Rail Safety Focus Group

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Public and Private Sector entities from the four railroads, city, county, state and federal governments

- Continuity of Efforts
- Information Sharing
- Transparency
- Goal Oriented

<u>Short Term</u>	<u>Mid Term</u>	<u>Long Term</u>
Regional Crossing Catalog	Monitoring/Alerting Technology	Infrastructure Improvements
Signage (Wayfinding)	Pedestrian Access	Legislation
Railroad Operating Practices	Funding	
Communication		

# Railroad Corridor Projects

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- Broadway Pedestrian Bridge-\$10 million
- West Belt Grade Separation -\$36.9 million
- Train Triangle Study - \$2 million (Harris County Precinct 2 and City of Houston)
- TXDOT Off System Award - \$40 million for, Griggs, Long, Mykawa Project,
- Leeland/Cullen Crossing Study -Houston Tax Increment Reinvestment Zones (TIRZ) for a feasibility study

# TIRF Data Convergence

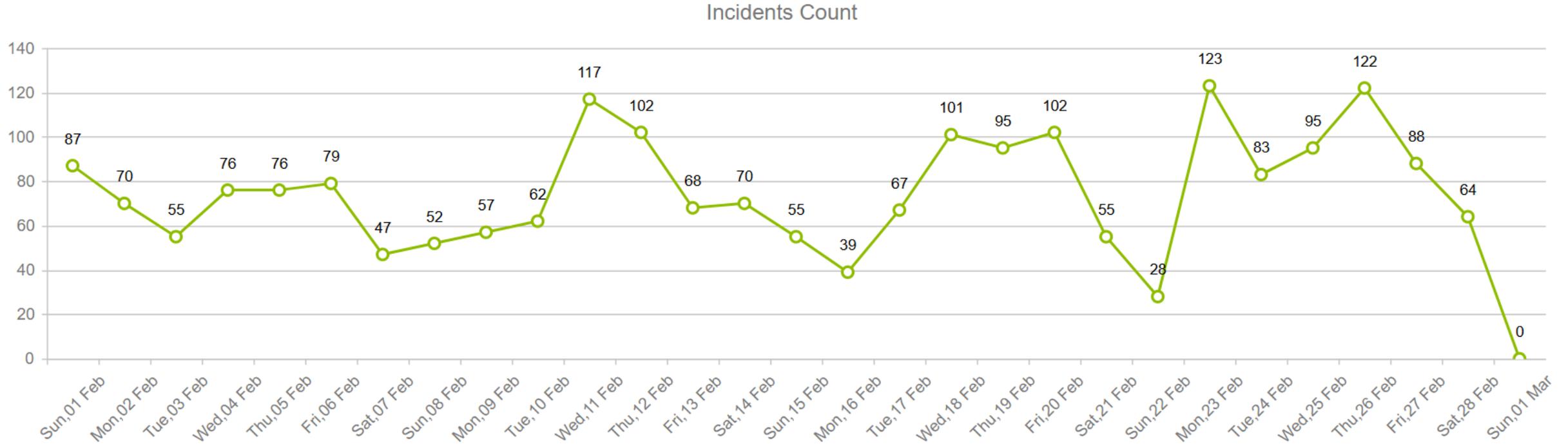
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Using FY24 SS4A Funding, The Traffic Injury Research Foundation is continuing the work of Texas A&M School of Public Health and TTI to correlate data content from the:

- FRA Blocked Crossing Report,
  - Houston Smart Railroad Project,
  - HFD Delay by Train Report
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- ❖ Cataloging trends that compound a Stopped Train Event
  - ❖ Evaluating Pedestrian Activity at Crossings



# National Blocked Crossing Trends February 2026



February 2026- 2,135

January 2026 – 2,143

December 2025 - 2,075

November 2025 – 2,214

October 2025 – 2,517

## East Houston Sensor Activity February 2026

February 2026	Daily Crossing Occupancy	Average Occupancy	Total over 1 hour	Longest Occupancy	location of longest occupancy
Validated: Smart Crossing Technology					
Commerce St	25	10 min	3	2.5 Hr 2/25/26 @ 5:17 AM	288129A
Hirsch Rd	9	22 min	21	2.3 Hr 2/25/26 @ 2:67 PM	755640L
Leeland/cullen	20	9 min	3	2.1 HRr 2/6/26 @ 1:04 PM	288224V
Lockwood St	9	11 min	1	1.0 Hr 2/20/26 @ 10:51 PM	859523F
Market(5900)	14	12 min	5	4.7 Hr 2/26/26 @8:14 PM	755709E
Polk (5400)	2	8 min	0	.13 Hr 2/6/26 @ 8:50 PM	288039B
York St	5	12 min	2	2.1 Hr 2/2/26 @ 9:41 PM	859517C

# Safe Streets for All Projects

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- FY22 EED Safety Action Plan – posted on EED Website
- FY24 EED Supplemental Planning and Demonstration - \$895,000
  - Planning and Discovery Phase
- FY24 Houston HFD Post Crash Care - \$3.4 Million
  - Agreement Review
- FY25 EED Supplemental Planning Bike/Ped Access -2<sup>nd</sup> Ward
  - Agreement Planning



- Western Gateway Traffic Demand - Identify impacts and projected traffic demand caused by environmental conditions and evolving infrastructure changes such as drainage improvement and road closures within a defined transportation segment.
- Railroad Crossing Catalog - Develop a process and criteria for creating at grade railroad crossing catalog that identifies risk, infrastructure needs, and project readiness to improve safety.

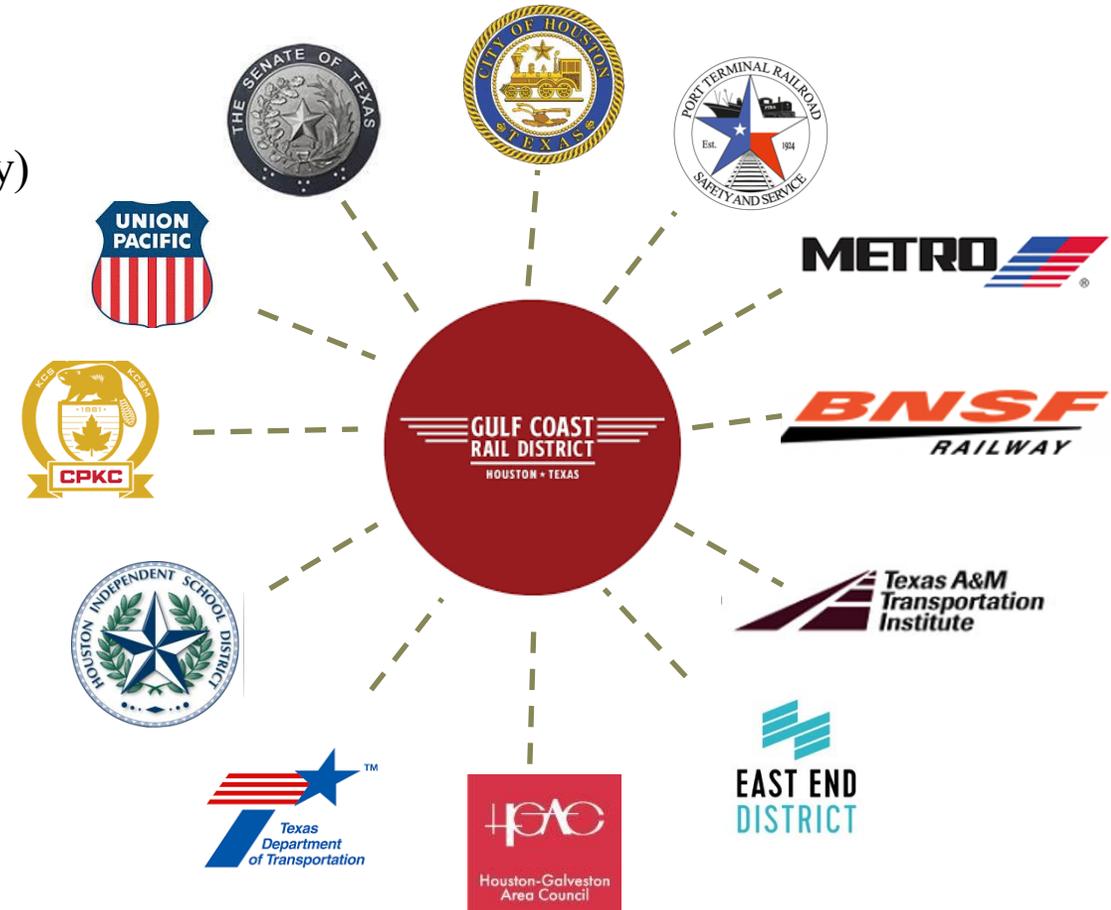


# Gulf Coast Rail District

## Houston Area Rail Transformation (THE HART)

- HART Executive Committee – Meets 1<sup>st</sup> Friday (Quarterly)
- HART Advisory – Meets Last Friday (Monthly)
- HART Public Safety – Meets 1<sup>st</sup> Monday (Monthly)
- HART Community Advisory – Meets 2<sup>nd</sup> Wednesday (Quarterly)

<u>Short Term</u>	<u>Mid Term</u>	<u>Long Term</u>
Crossing Catalog	Transition Project Plan	TXDOT Off System Crossing Projects
Safety Action Plan	Monitoring/Alerting Technology	CREATE Model Implementation
	Community Safety & Mobility Initiative	
	Infrastructure Prioritization	



# UPRR – Norfolk Southern Merger

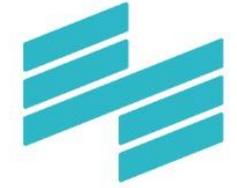
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- Both are considered “well run” railroads
- Better technology to manage operations
- Testing Environment
- Connecting end-to-end networks is easier than consolidation

## Concerns

- Safety and Labor Concerns
- Increase Service Disruptions-More Blockages
- Impacts competitive edge of other railroads
- Higher shipping costs
- Supply Chain Vulnerability

*\*Source UPRR*



**EAST END**  
DISTRICT

Thank You

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