

# SAFETY

Vehicular crashes in the study area are distributed along the major streets, with a significant increase in the areas where major north/south streets intersect with Washington Avenue.

Houston Street and Shepherd/Durham have the most cyclist crashes and Memorial Drive at Shepherd is a dangerous area for pedestrians.

Transportation for America, a national advocacy organization for safer streets, produces a yearly report entitled Dangerous by Design in which they document pedestrian fatalities across the United States. The study area was the site of four

pedestrian fatalities between 2002 and 2008. Although a very small sample size, the data would suggest that very young people and older people are at the highest risk for these accidents (the fatalities were 18, 23, 57 and 80 at the time of the accident).

An additional fatality occurred in a hit and run incident in February of 2012.

Hot spot at TC Jester, there is no designated bike facility for cyclists. TC Jester is the only at grade RR crossing.



Data Sources: 2006 - 2010 Crash Record Information System, TxDOT

# SIGNALS & CROSSINGS

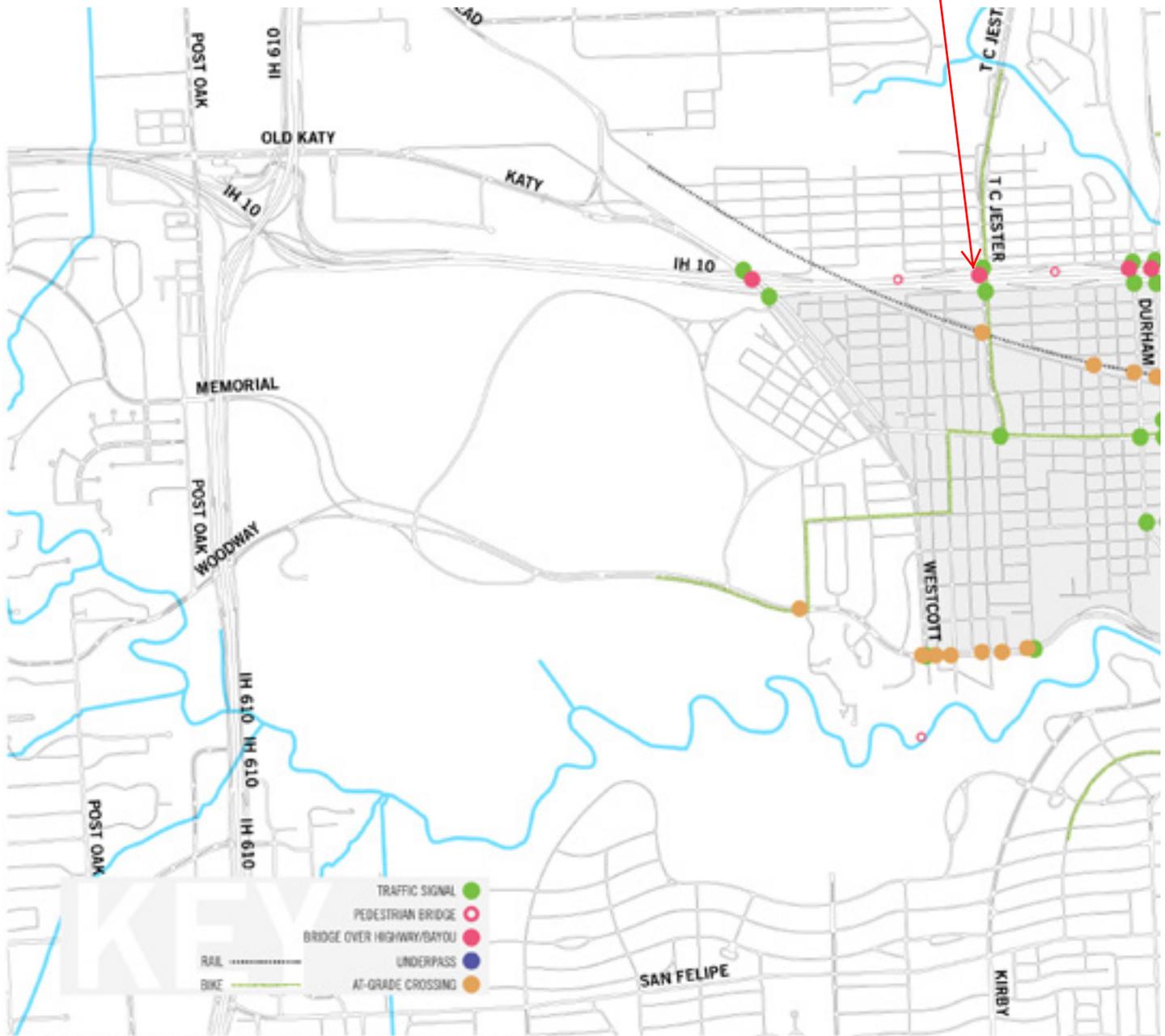
The unique geography of the study area contributes to a greater ease of east/west transportation compared to north/south transportation. The Bayous, railroads, IH10 and Memorial Drive all present significant barriers to crossing for pedestrians, cyclists and motorists.

IH10 (and White Oak Bayou) is crossed at 10 points by vehicles and an additional three by pedestrian bridges or underpasses. The railroad is crossed at 14 points, 11 at grade and three underpasses. Buffalo Bayou is only crossed at four points, with an additional two pedestrian bridges. Memorial Drive has several additional crossings, both separated pedestrian

crossings and at-grade, especially in the farthest western portion of the study area.

Traffic signals are concentrated along Washington and Center, IH10, Shepherd/Durham, Sawyer and Houston.

TC Jester is the only at grade RR crossing east of the railroad tracks.



Data Sources: City of Houston Public Works & Engineering

# MODE SHARE

Mode share, the percentage of residents using different modes of transportation, is notoriously hard to measure. Privacy concerns create difficulty in collecting data, and the possibility of collecting through counts (actually standing on a street and counting off the number of people or vehicles that pass) is limited by the ability to be in many places at once, as well as the differences in the ways in which users behave while using different modes. For example, counting the cars on a main street may give you a good idea of the vehicular traffic, but many cyclists may avoid that street because of the high number of vehicles.

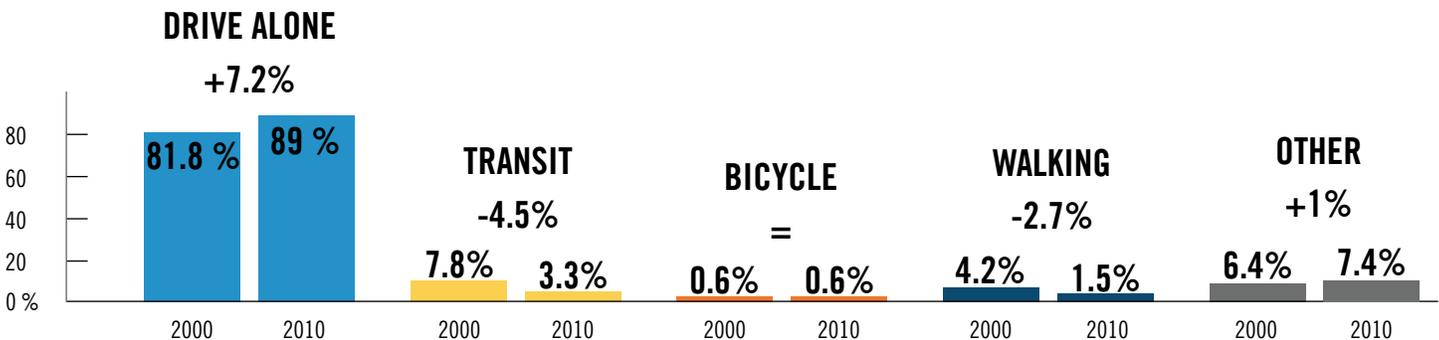
One of the main ways in which we may assess mode share is by using self-reporting about commute mode as reported to the census. Although this gives us an interesting picture of mode share, it is important to note that it is not complete. This style of reporting only captures the main way in which residents commute. A commuter who drives to work four days a week, rides his or her bike on the fifth and consistently walks to restaurants and takes transit to the grocery store will be reported as “drive alone.” Indeed, commute only makes up roughly ten trips per week, where each person may make many, many more trips overall.

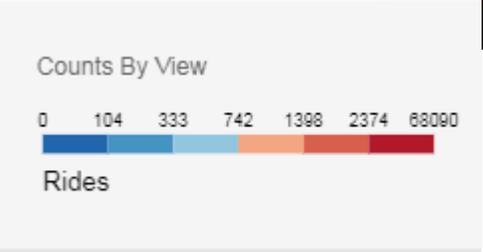
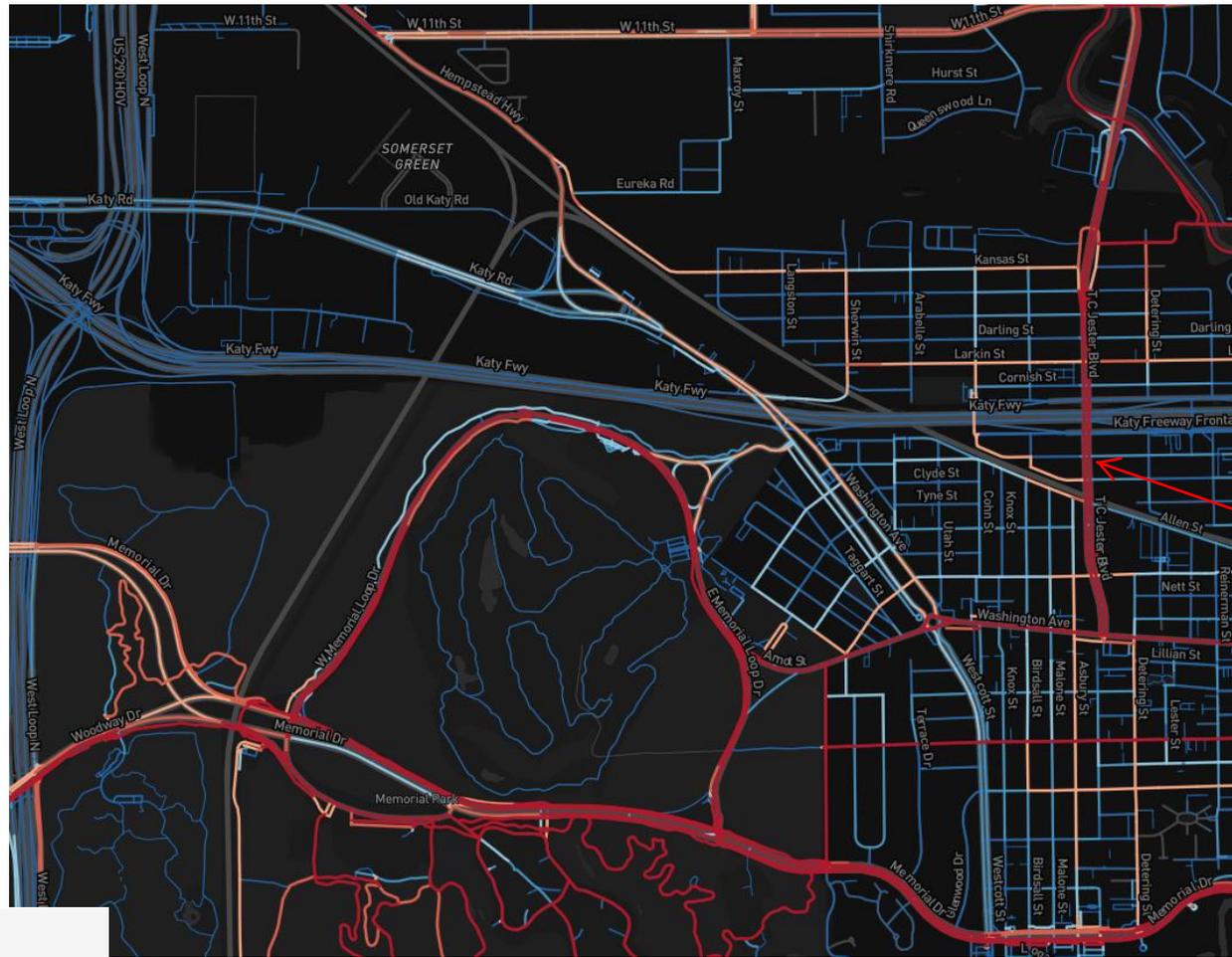
At the same time, residents are not the only people who use a transportation system within a neighborhood. A better split would include those working, recreating and shopping in the study area. As the study area contains numerous off-street bicycle and running trails, there is almost certainly a higher number of people walking and bicycling than is reported using the census numbers. In addition, many trips are multi-modal. All transit trips will begin as walking, bicycling or driving trips.

Keeping all this in mind, looking at the mode share of commute is still useful, especially for looking at trends in subsequent censuses. Looking at the trends between the 2000 and 2010 census, the number of commuters driving alone has grown significantly, the “other” category has grown slightly, bicycling as remained at the same level and transit and walking have declined. The “other” category includes carpoolers, telecommuters and other “nontraditional” commuters. The significant increase in commuters driving alone reflects the increasing socio-economic situation of many residents, but varies significantly by neighborhood within the study area. Generally, the areas that have seen the most growth, both in new buildings and added residents, have seen the biggest decline in other modes, though some declines are fairly universal. Bicycling and “other” have also seen increases in some neighborhoods, generally at the expense of transit.

It is also important to remember that the overall population of the study area has increased. As such, a reduction in the percentage of people using a mode may still represent an increase in the absolute number of people using a specific mode. For example, the 0.6% of commuters using a bicycle in 2000 would represent 93 commuters, the same percentage in 2010 would represent 137. Transit and walking modes show absolute declines.

Overall, the study area remains automobile dominated, though significant opportunities exist to increase the uses of other modes.





Strava data shows that cyclists currently use TC Jester to cross the railroad track and to access Memorial Park and the network of trails.

# SUPERNEIGHBORHOOD 22

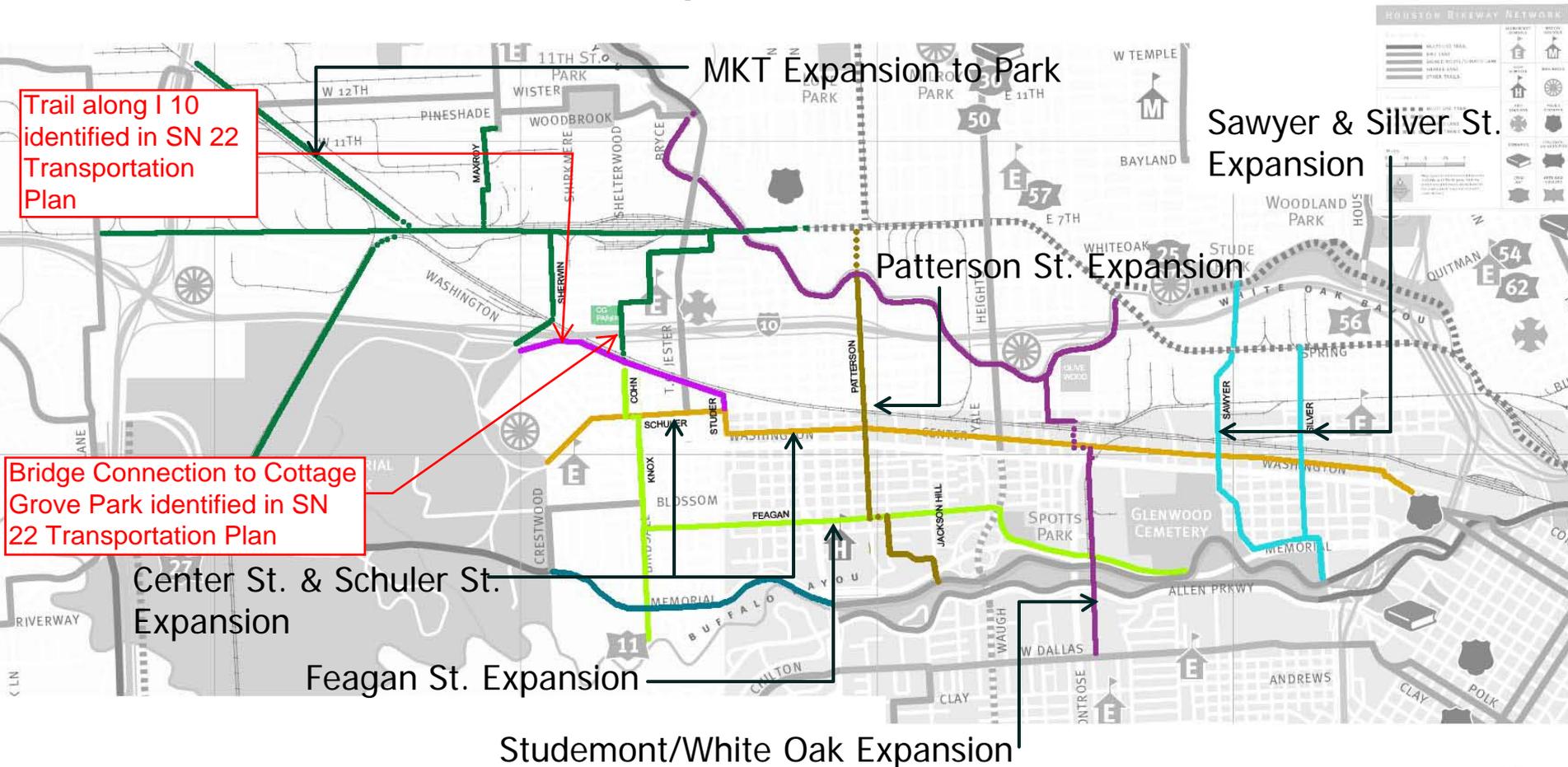
## TRANSPORTATION COMMITTEE

# Transportation Master Plan

*July 2010*

# Hike & Bike Grid Expansion

## ■ Possible Future Expansions



# Hike and Bike Trail Expansion

- Highest priority: completion of MKT trail from Shepherd westward and especially into Memorial Park
- One bridge and a short extension would connect MKT to Cottage Grove, Crestwood, etc.
- Connection to Memorial Park requires permission from UPRR or Centerpoint
- Improvement to freight rail in the trench is a bargaining chip
- Connection under rail lines on the north end of Memorial Park at I-10 is needed



Blue and green lines are private property boundaries.

Yellow line possible Heights - Memorial Park connector trail, with signalized crossing of Washington/Westcott.

Alternative to downtown via White Oak to avoid Memorial Park to Shepherd bottleneck along Memorial Drive. Also eliminates at-grade crossing of UPRR railroad tracks.



Looking west on TxDOT ROW toward Washington Ave south of I-10 intersection from west of UPRR bridge. ~17' from fence to edge of slope.

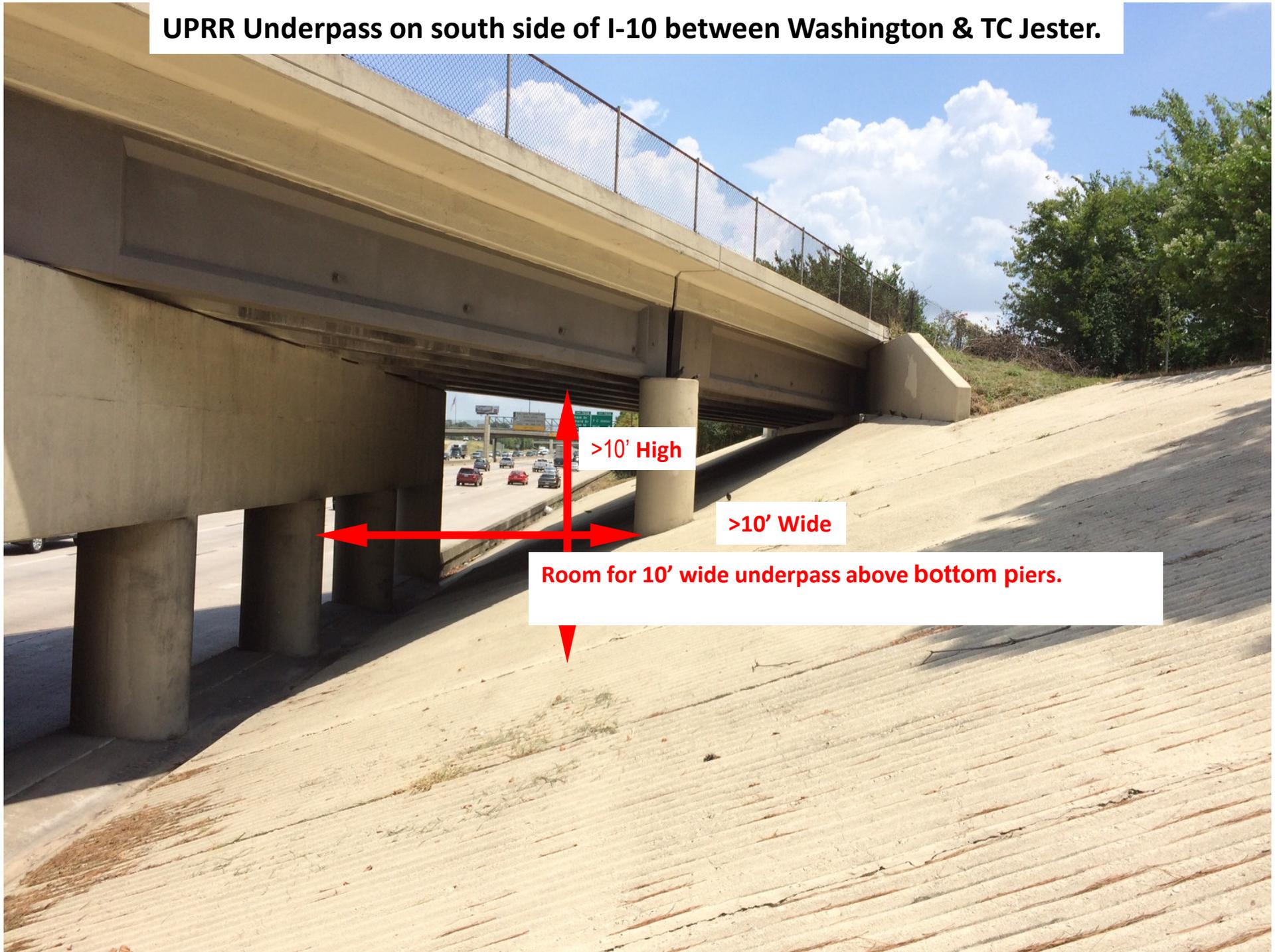


**Current 6' wide pedestrian overpass at Cohn Street. Project Scope includes Bridge Widening.**



Looking west on TxDOT ROW toward UPRR bridge over I-10 from just west of Cohn Street bike/ped overpass. ~14' from fence to edge of slope.

**UPRR Underpass on south side of I-10 between Washington & TC Jester.**



**>10' High**

**>10' Wide**

**Room for 10' wide underpass above bottom piers.**