

A photograph of a sidewalk with a utility pole and a 'MAGNOLIA PARK TO' sign.

**METRO** EAST END COMMUNITY ADVISORY BOARD  
HARRISBURG SIDEWALK COMMITTEE

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# **WALKABILITY REPORT**

**MARCH 2013**

# **METRO** EAST END COMMUNITY ADVISORY BOARD HARRISBURG SIDEWALK COMMITTEE

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# **WALKABILITY REPORT**

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# **METRO EAST END COMMUNITY ADVISORY BOARD HARRISBURG SIDEWALK COMMITTEE**

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## **WALKABILITY REPORT**

In response to walkability issues along Harrisburg Boulevard raised by members of the East End Community Advisory Board and others in the community, METRO empowered an ad hoc committee made up of members of the community and facilitated by the Greater East End Management District to assess and document the issues and come up with solutions.

The committee consisted of the following people:

STEVE PARKER, CHAIR

ROBERT GALLEGOS

SYLVIA MEDINA

CHARLES MAYFIELD

SPENCER HOWARD

GREATER EAST END MANAGEMENT DISTRICT REPRESENTATIVE

METRO REPRESENTATIVE

SCOTT SLAGLE OF CLARK CONDON ASSOC., served as a technical assistant for the committee on City of Houston requirements within the sidewalk right of way.

### **COMMITTEE OPERATING RULES:**

1. The goal of the committee is to create maps, block by block. The maps will identify issues, block by block, and present ideas for solutions.
2. The agenda for the committee's meeting will be posted ahead of the meeting, and minutes written after every meeting. Agenda items will be voted on by a quorum of members present.
3. The primary purpose is to ensure compliance with legally defined ADA requirements. GEEMD and METRO will take all steps necessary to meet ADA requirements, including remedying any deficiencies that are identified by this committee's work.
4. The secondary goal is ensure walkability within the existing right of way. These steps may include a variety of "fixes," such as relocating signs and paint on driveways; these steps will not include the purchase of additional right of way (including the purchase of easements) or moving Centerpoint utility poles. The committee may work to achieve the donation of additional rights of way, or seek funding through sources other than METRO or GEEMD for the acquisition of additional rights of way.

## **SUMMARY**

This report documents the findings of the committee listed by the north and south sides of each block organized within the East End Line's construction segments, beginning on the west end of the line and proceeding east. The committee held an organizing meeting and walked one section of the line to establish the manner of data collection and documentation. Teams were assigned blocks along Harrisburg beside the light rail line. The assembled information was reviewed by the committee members.

Harrisburg Boulevard is one of Houston's most historic avenues; originally connecting the cities of Harrisburg and Houston. It was a major corridor for early commerce and continued to be a significant commercial area for many decades. After experiencing a period of decline, the East End community focused on revitalizing it. The surrounding communities strongly supported METRO's rail initiative and chose Harrisburg Boulevard as their preferred alignment. Early in the process preserving as much of the area's historic heritage as was feasible was identified as a high priority. This also was in line with the findings of the East End Strategic Vision Project. While many locations along the rail line would permit wider sidewalks, the community understood that width would be limited in some areas in order to preserve some of the historic structures.

Except for a couple of sites noted within this report, the sidewalks were within the minimum ADA requirements. At several locations utility poles, signage, and other obstacles limited walkability. In many situations, signs could be moved to permit greater walkability, especially when several signs and poles are in close proximity. Of these, there are several significant walkability issues caused by the subsequent placement of utility poles. In several locations adequate space was available, and in others designated spots for the poles were ignored. In two locations, the space for the street name blocks were used.

For a considerable part of the street, the sidewalks begin at the curb. In those sections where there are driveways, it is not obvious where the sidewalk ends and the road begins. The committee felt that a marking could be added along those drives so that pedestrians and vehicles could distinguish their own paths and not inadvertently cross into each others space. Other places were also identified which could benefit from similar markings, such as steps and significant grade changes.

The committee also identified some sites for added amenities; such as bike racks, benches, artwork, or other beautification. Almost all of the spaces noted in this report are within the Right of Way.

We encourage all of the agencies and stakeholders involved to look for appropriate solutions that can reduce the number of walkability issues along this important commercial corridor through the heart of Houston's historic East End.

## SEGMENT 3

### 3.1 - 3000 North



Significant space along here for amenities, trees, bus shelter, & street furniture.



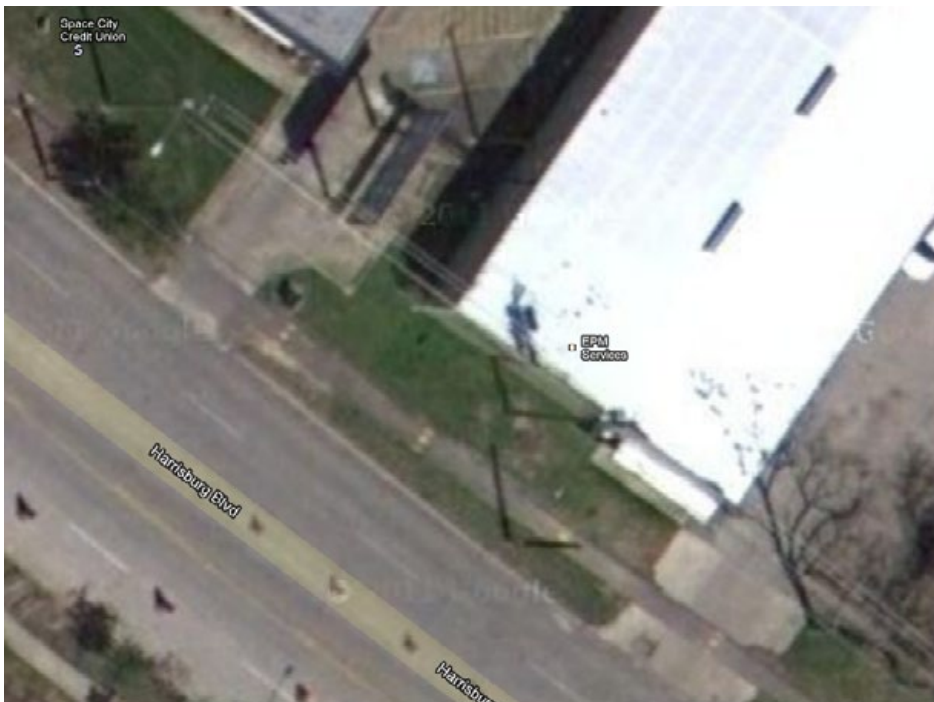
### 3.2 - 3000 North

Driveway needs striping.



## SEGMENT 3

### 3.3 - 3000 North



Driveways need striping.

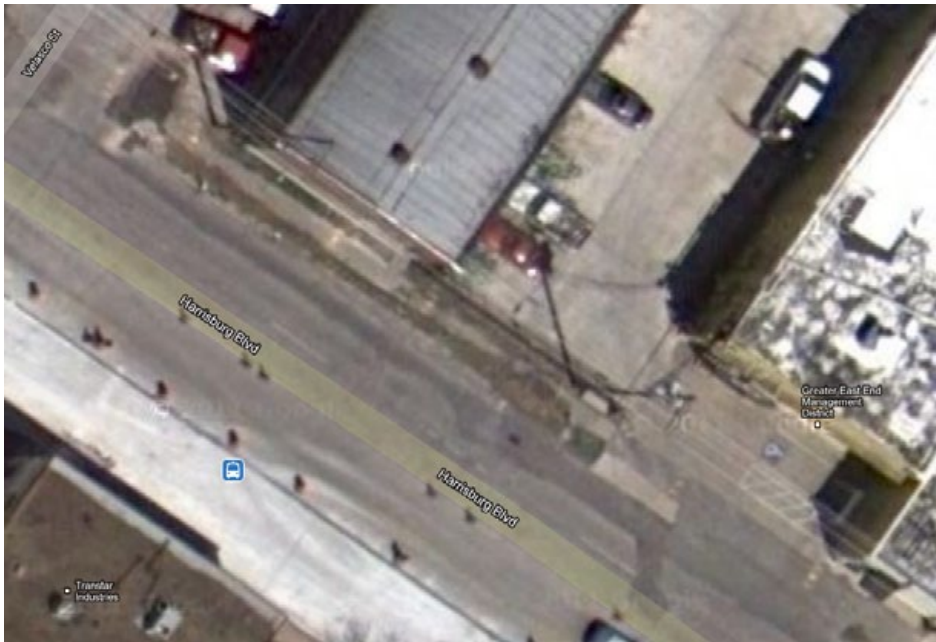
### 3.4 - 3000 South



Trees need planting.

## SEGMENT 2B

### 2B.1 - 3100 North



Enough room for bench at bus stop.

### 2B.2 - 3100 South



Driveway at GEEMD needs striping.

## SEGMENT 2B

### 2B.3 - 3100 North



Power pole #226408 creates a walkability problem.

### 2B.4 - 3200 South

Power Pole #481378 creates a severe ADA compliance issue.





## SEGMENT 2B

### 2B.5 - 3300 North

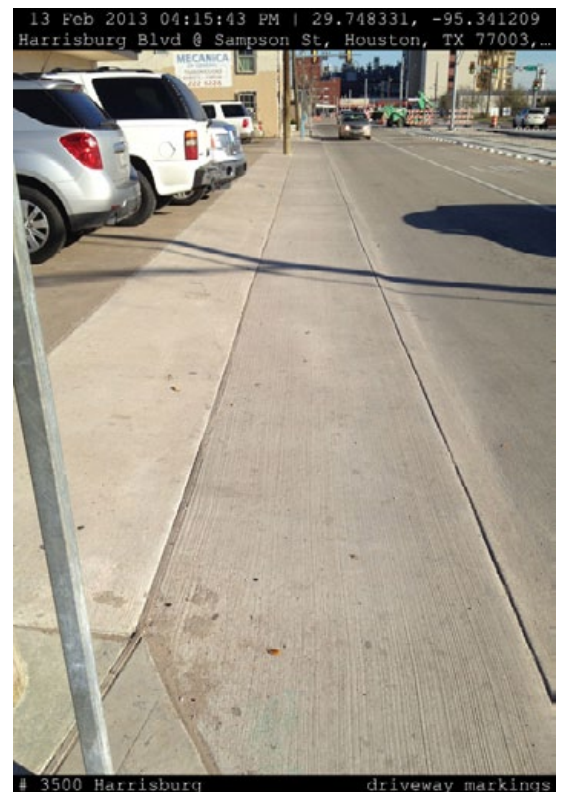


Potential for bench and trash receptacle on existing concrete pad.

### 2B.6 - 3400 North



Many signs and a post in staggered proximity. Turn and No Parking signs placed close together.



### 2B.7 - 3400 North

Driveways need marking.

## SEGMENT 2B

### 2B.8 - 3400 North



Encroachment into ROW by blue painted pressure relief valve.

Distance between base of pipe and street is 33".



Pipe head encroaches 9 " into this 33" space.

Bracket holding the pipes together encroaches 1 3/4".





## SEGMENT 2B

### 2B.9 - 3400 South



Three driveways  
need marking.

### 2B.10 - 3400 South

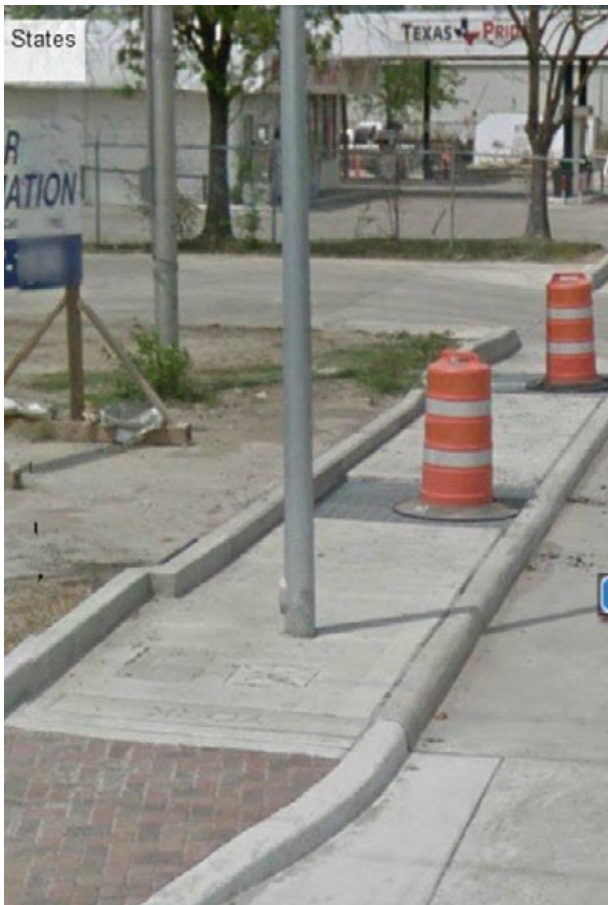


Unnumbered power pole  
under 31" from concrete wall.



## SEGMENT 2B

### 2B.11 - 3400 South



Power pole #481379 is placed in the middle of the sidewalk causing a really severe ADA and walkability issue.

### 2B.12 - 3500 South



Add concrete pad for bike racks and street furniture.



## SEGMENT 2B

### 2B.13 - 3500 North



30 1/2" from curb to release value and  
24" from wall to release value.

### 2B.14 - 3500 North

Paver section has been driven  
over with heavy equipment and  
is damaged.



## SEGMENT 2B

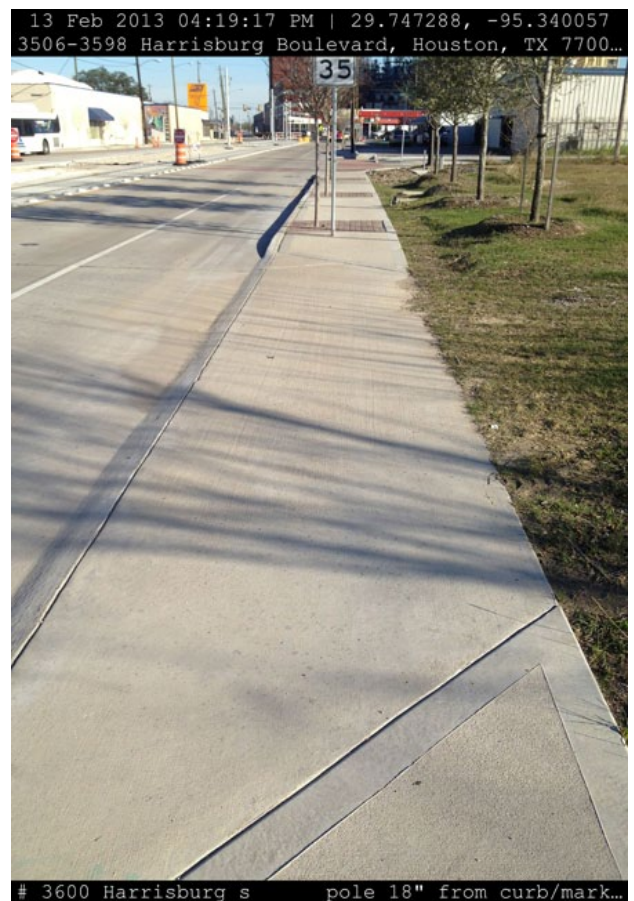
### 2B.15 - 3500 North



Power pole #226416 in sidewalk causing significant walkability issue at intersection.

### 2B.16 - 3600 South

Traffic sign in middle of sidewalk decreases walkability. Driveway needs marking.





## SEGMENT 2B

### 2B.17 - 3700 North



Sunken water meter in front of Rex Supply creates a tripping/walkability hazard.

### 2B.18 - 3700 South

Street name block has been damaged.



## SEGMENT 2A

### 2A.1 - 3800 South



Exactly 32" from edge of added metal plate to concrete wall.

### 2A.2 - 3800 South

Distance from concrete wall to edge of brick is under 32".





## SEGMENT 2A

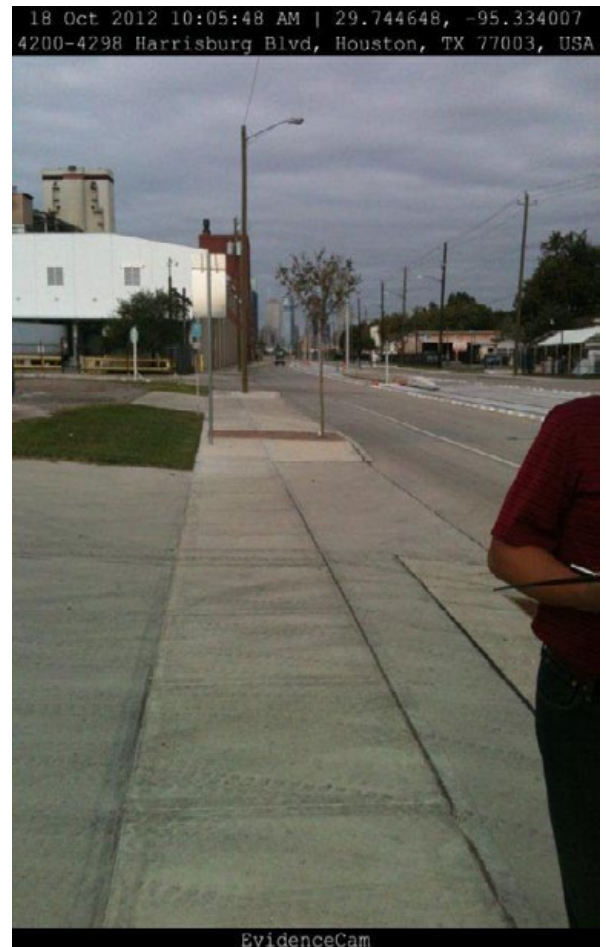
### 2A.3 - 3800 South



Exactly 32" from edge  
of brick to concrete wall.

### 2A.4 - 4200 South

Power pole #664273  
placed in the middle of  
the sidewalk creates a  
severe walkability issue.



## SEGMENT 2A

### 2A.5 - 4200 South



Power pole #664272 creates a severe walkability issue.

### 2A.6 - 4200 South

Power pole #664271 creates a severe walkability issue.



## SEGMENT 2A

### 2A.7 - 4300 South



This unnumbered power pole creates a severe walkability issue.

### 2A.8 - 4400 North

Power pole #664269 creates a severe walkability issue.





## SEGMENT 2A

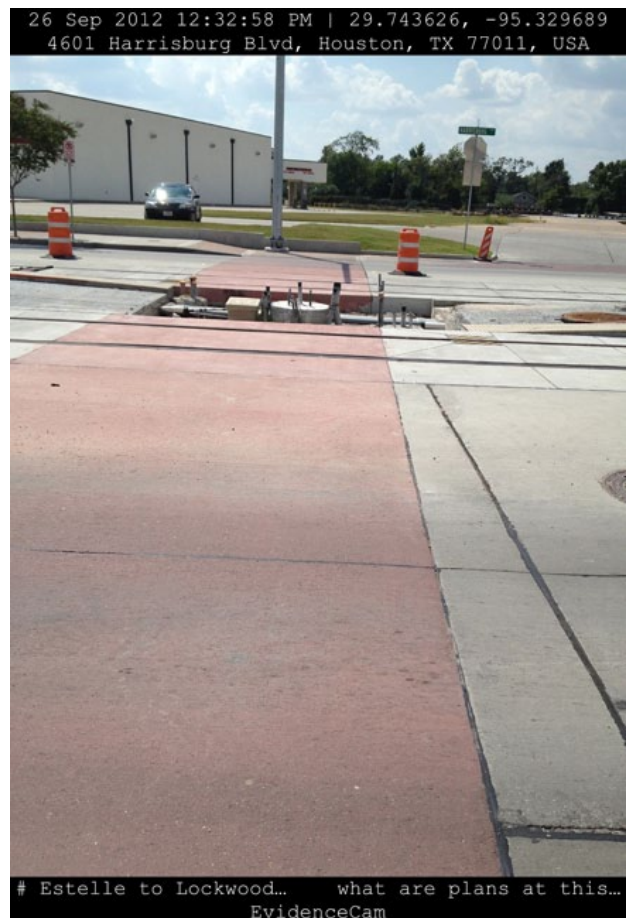
### 2A.9 - 4500 North



Power pole #664269 creates a severe walkability issue.

### 2A.10 - 4500 Platform

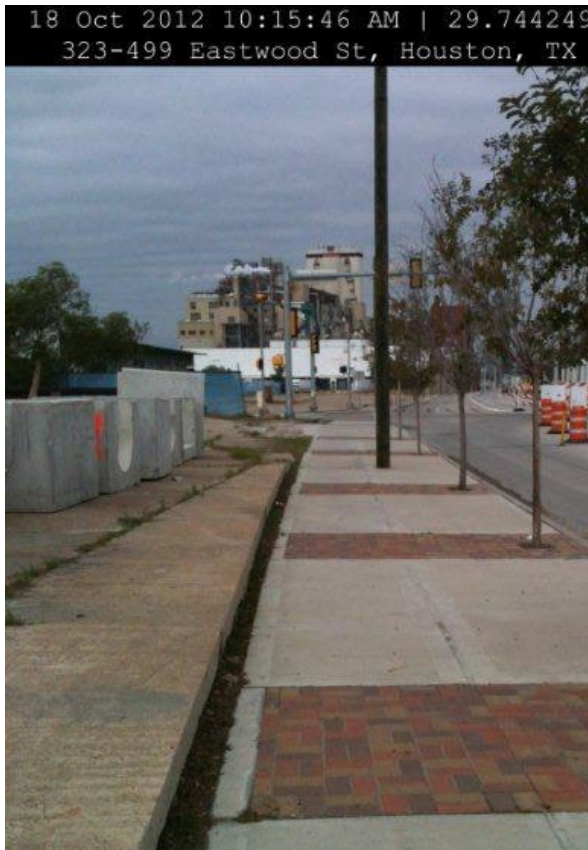
It appears that some apparatus will be positioned in the middle of this crosswalk, between the two platforms, potentially causing a walkability issue.





## SEGMENT 2A

### 2A.11 - 4400 South



Power poles #664270 (2A.11), an unnumbered pole (2A.12), and #226438 (2A.13) create severe walkability issues.

### 2A.12 - 4400 South

18 Oct 2012 10:18:02 AM | 29.743891, -95.331642 | 4400-4464 Harrisburg Blvd, Houston, TX 77011, USA



**MOVED**



### 2A.13 - 4400 South

## SEGMENT 2A

### 2A.14 - 4500 South



Power poles #226439 (2A.14), #664268 (2A.15), and #664267 (2A.16) create severe walkability issues.

### 2A.15 - 4500 South



### 2A.16 - 4500 South



## SEGMENT 1B

### 1B.1 - 4800 North



Power pole #226450 creates a severe walkability issue.

### 1B.2 - 4800 North

Power pole #664284 creates a severe walkability issue.



## SEGMENT 1B

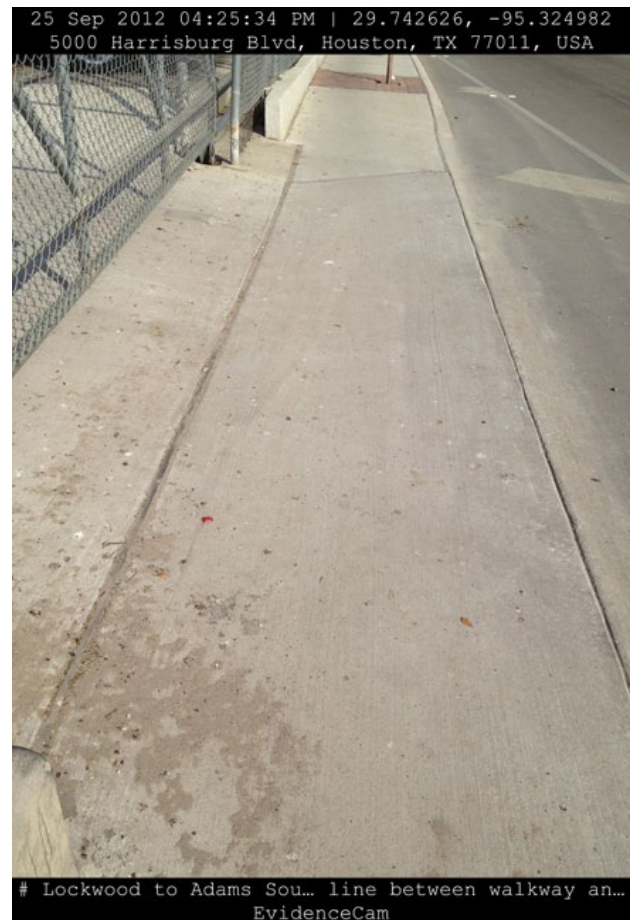
### 1B.3 - 4900 North



Unfinished wall.  
Possible location  
for art - faces  
Eastwood Park.

### 1B.4 - 5000 North

Driveway needs marking.





## SEGMENT 1B

### 1B.5 - 4900 South



Sidewalk crossing needs to be marked.

### 1B.6 - 4900 - 5000 Between Guideways



There needs to be a fence similar to the one at the soccer stadium to prevent the frequent crossings in the middle of the block that occur from Eastwood Park to the convenience store and food vendors on the north side of the street.



## SEGMENT 1B

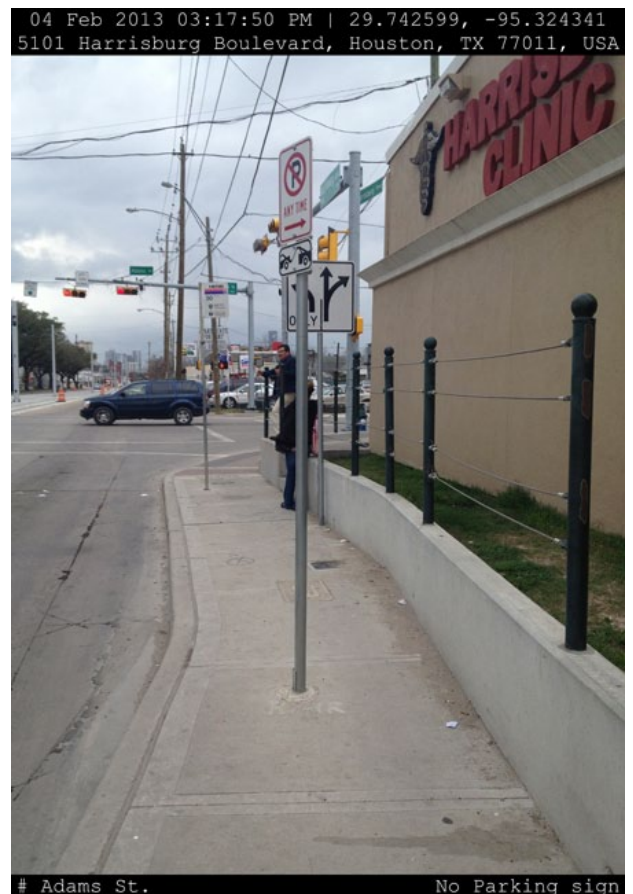
### 1B.7 - 5000 South



Power Pole 213090 creates a really sever walkability problem as well as being placed in the center of the walkway and in the space reserved and constructed by the Greater East End Management District for the street name.

### 1B.8 - 5100 North

No Parking signs in center of walk creating a walkability issue.





## SEGMENT 1B

### 1B.9 - 5100 South



These posts appear to set to connect to something in the future. If so, additional barriers may be necessary to prevent contact with vehicles in the parking lot.

### 1B.10 - 5200 South

Driveway needs marking.

04 Feb 2013 03:21:21 PM | 29.742174, -95.323982  
5104 Harrisburg Boulevard, Houston, TX 77011, USA



# Edgewood St.

Driveway marking



## SEGMENT 1B

### 1B.11 - 5300 North



Driveway needs marking.

## SEGMENT 1B

### 1B.12 - 5300 North



Newspaper dispenser on concrete pad attached with a chain and lock to a METRO bus stop pole impedes walkability.

### 1B.13 - 5300 South

Driveway needs marking.



# SEGMENT 1A

## 1A - 5500 - 6200

Underpass section in progress.





# SEGMENT 1

## 1.1 - 6600 North

Storm drains—two along the northside of this block, both are covered preventing free flow of water.

## 1.2 - 6600 North

Sidewalks are 85" wide making benches and bike rack placement available.

## 1.3 - 6600 North



Driveways need marking.

## 1.4 - 6600 North



Traffic control box and elevated underground utilities leaving a 4" wide by 5" deep gap; potential hazard.

# SEGMENT 1

## 1.5 - 6600 North

Sidewalk at corner is only 34" from curb to traffic pole.

## 1.6 - 6600 South

Addresses 6600 and 6624 Harrisburg both have flooding problems, only storm drain on this side is at the corner of Harrisburg and Cesar Chavez.

## 1.7 - 6600 South

Sidewalks are 86" wide making benches and bike rack placement available.

## 1.8 - 6600 South



6642 Harrisburg, street light poll is in middle of the sidewalk, causing a walkability issue. Drive needs marking.

# SEGMENT 1

## 1.9 - 6700 North

No storm drains along the north side of this block. Business owners, managers, and residents state flooding occurs into businesses and yard of home owner. (Nearest drain is in the middle of the 6600 block.

## 1.10 - 6700 North

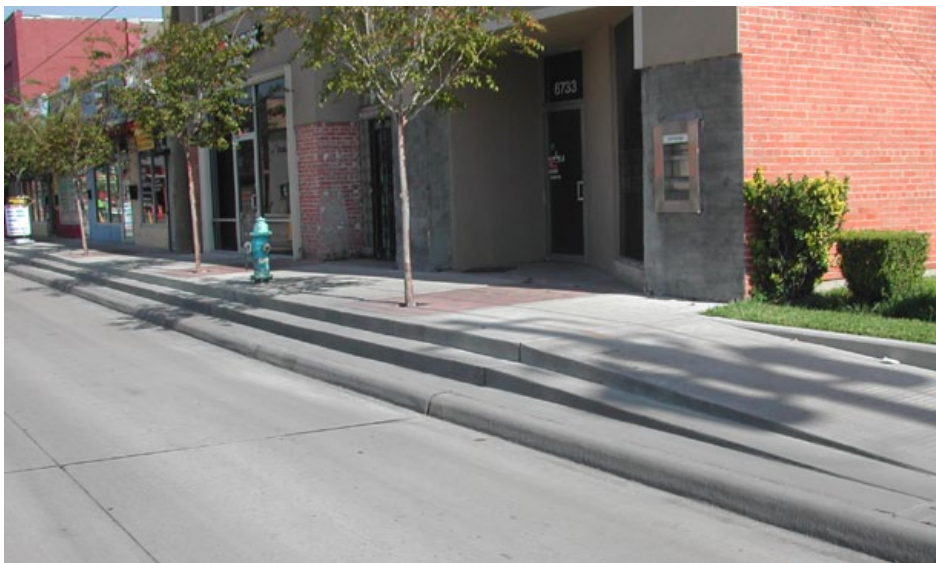
Northeast corner has a wooden traffic light pole, two guide wires, and a signal box—remove and replace?

## 1.11 - 6700 North



Businesses along the 6700 block have a 96" wide sidewalk with two 6" high steps from the street to the sidewalk. This need a distinguishing way to see the steps and sidewalk edges—needs a handrail or painted marking.

## 1.12 - 6700 North

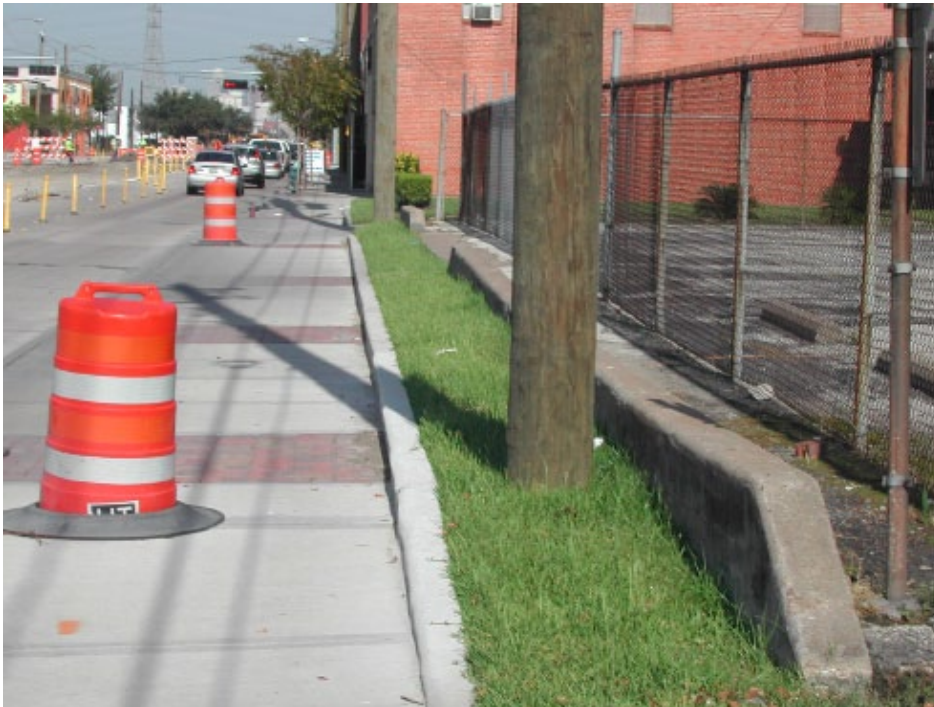


AT&T parking lot has a 96-inch wide sidewalk with a green space of 32 1/2 inches to property line. Potential for landscaping or other amenities.



## SEGMENT 1

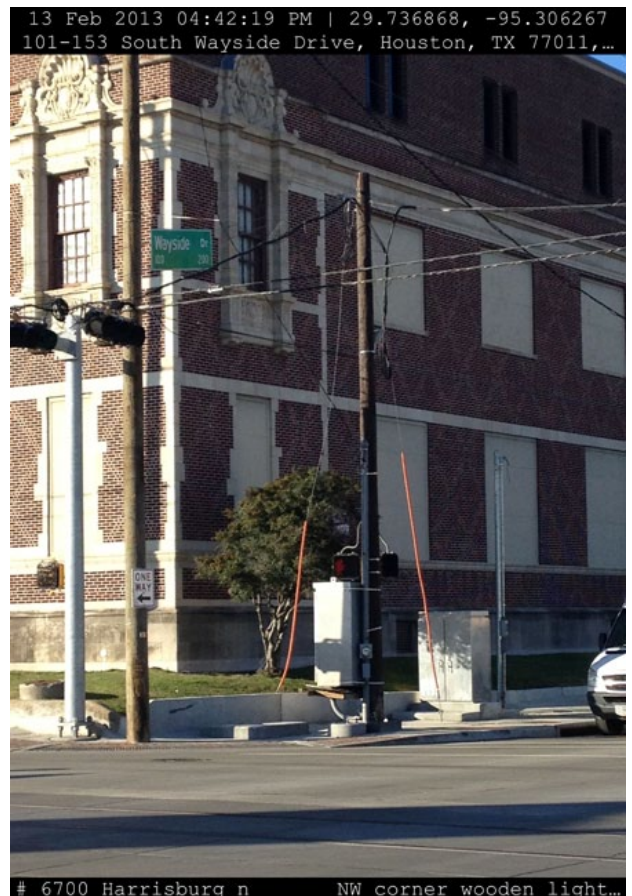
### 1.13 - 6700 North



In front of AT&T building, sidewalk is 129"; potential for benches or other amenities.

### 1.14 - 6700 North

Northwest corner has a wooden traffic light pole, two guide wires, and a signal box—remove and replace?



## **SEGMENT 1**

### **1.15 - 6700 North**

New traffic pole and control box width of 20".

### **1.16 - 6700 South**

Businesses along 6700 block have a 96" wide sidewalk with 5" high steps from street to sidewalk. This needs a distinguishing way to see the steps and sidewalk edges—needs a handrail or painted marking. A business manager stated children running along sidewalk have fallen into street.

### **1.17 - 6700 South**

In front of Burger King, a rail conduit pipe is 48" from curb; the placement of a sign/control box will narrow this distance.

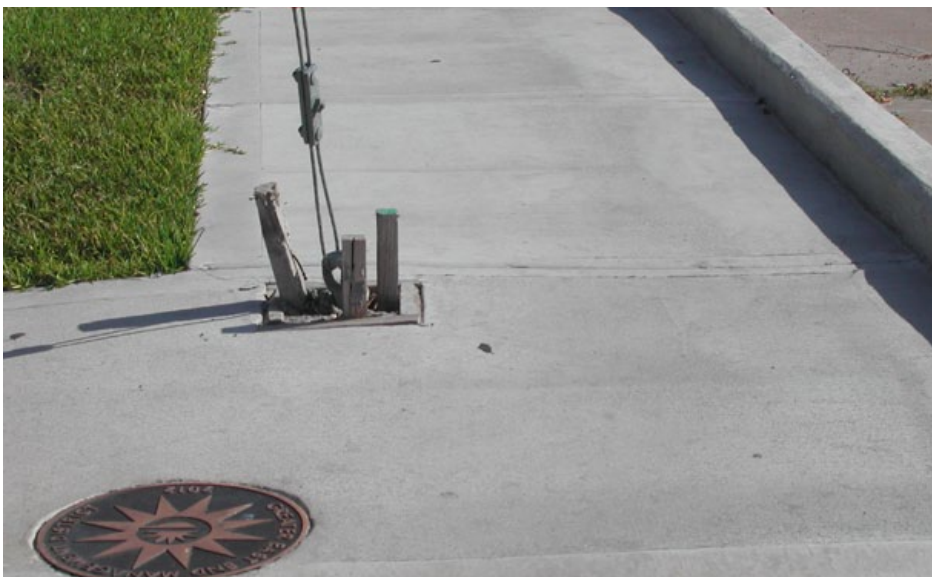
### **1.18 - 6700 South**

All driveways along this block need marking.

### **1.19 - 6700 South**

There is only one storm drain along the south side of this block; near the corner of Harrisburg and Wayside. Businesses stated that flood water has entered their businesses and parking lots.

### **1.20 - 6800 North**



Northeast corner has a wooden traffic light pole, two guide wires, and a signal box—remove and replace?

### **1.21 - 6800 North**

6810 Harrisburg business—width of sidewalk is 108"; potential for amenities.

## SEGMENT 1

### 1.22 - 6800 North

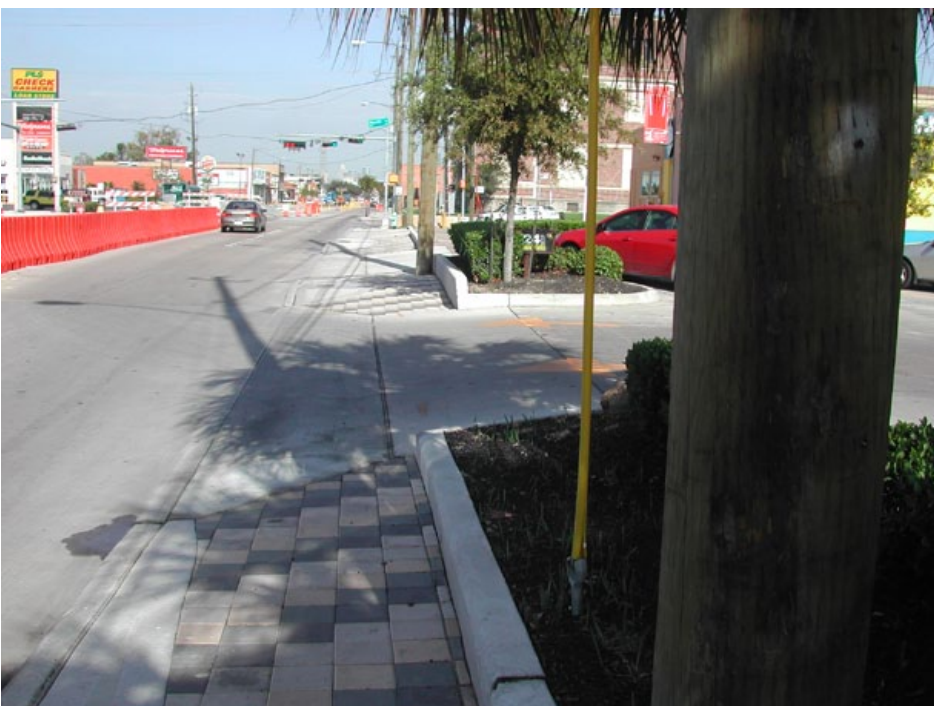


6810 Harrisburg business—driveways are elevated 2 1/2" to 3" from sidewalk creating a tripping hazard.

### 1.23 - 6800 North

McDonald's drive is elevated by 2" above sidewalk creating a tripping hazard.

### 1.24 - 6800 North



McDonald's west driveway has wide sidewalks on both sides; 48" on the east and 95" on the west.



## SEGMENT 1

### 1.25 - 6800 North



In front of Wells Fargo Bank, both water meter box and utility pole sticks out 7" and 13", respectively, due to RT concrete box.

### 1.26 - 6800 North

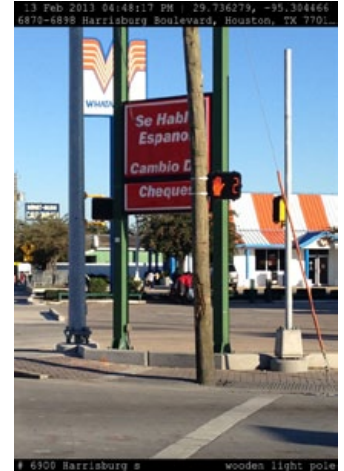


All driveways along this block need markings.

## SEGMENT 1

### 1.27 - 6800 and 6900, North and South

Corner has a wooden traffic light pole, two guide wires, and a signal box—remove and replace?



### 1.28 - 6800 South

In front of Prosperity Bank, the GEEMD logo is damaged.



### 1.29 - 6800 South

In front of Mambo's, the GEEMD logo is damaged.



# SEGMENT 1

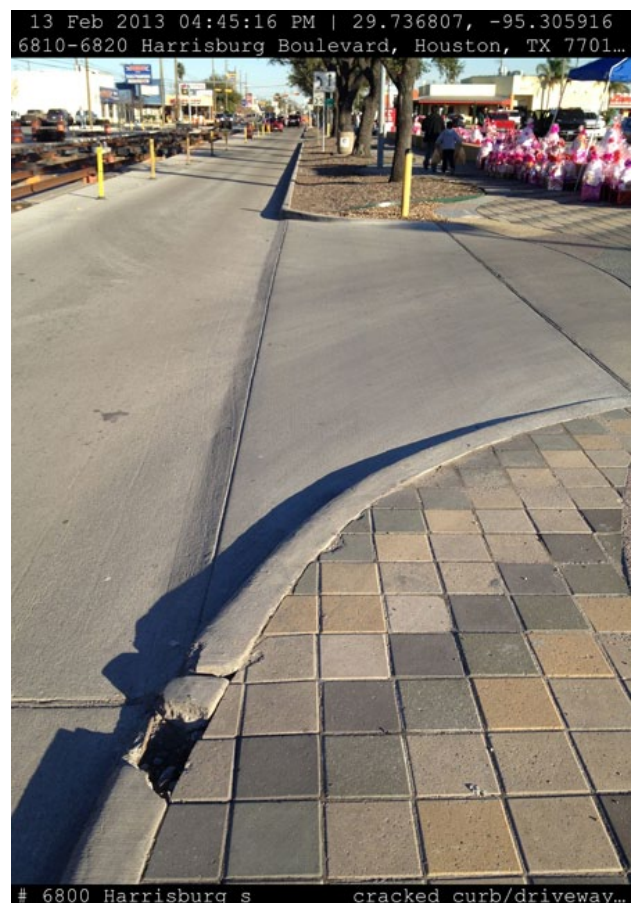
## 1.30 - 6800 South



Along this block there is ample room for bike racks and additional benches (currently there is only one bench).

## 1.31 - 6800 South

All of the driveways on this block need markings. Curb at first driveway is broken.



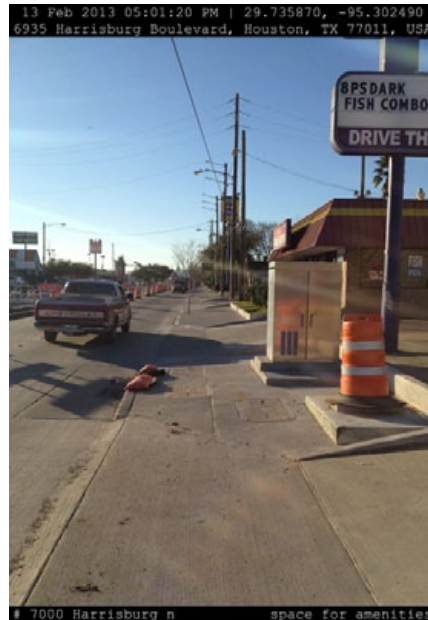


## SEGMENT 1

### 1.32 - 6900 North

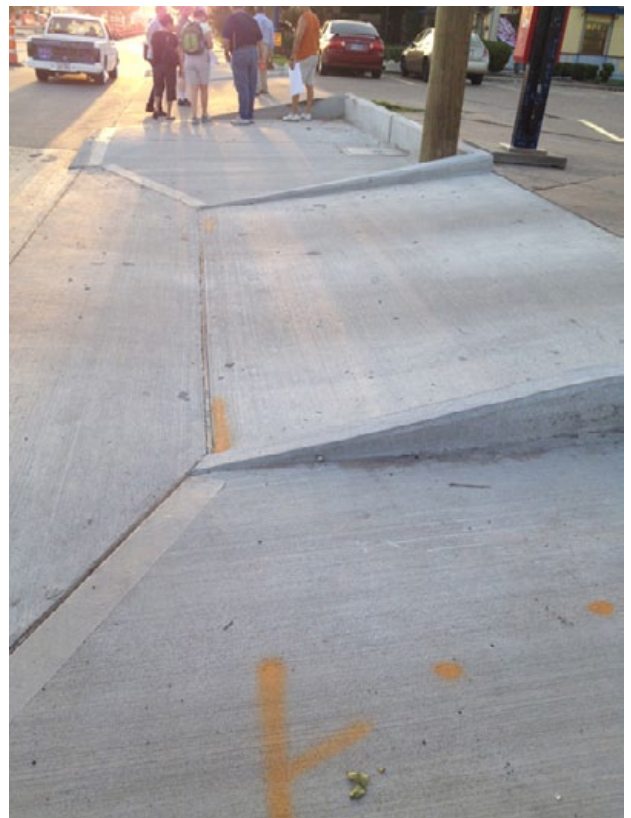


Deep sidewalk, with many opportunities for bike racks and benches—important because of proximity to Magnolia Park Transit Center.



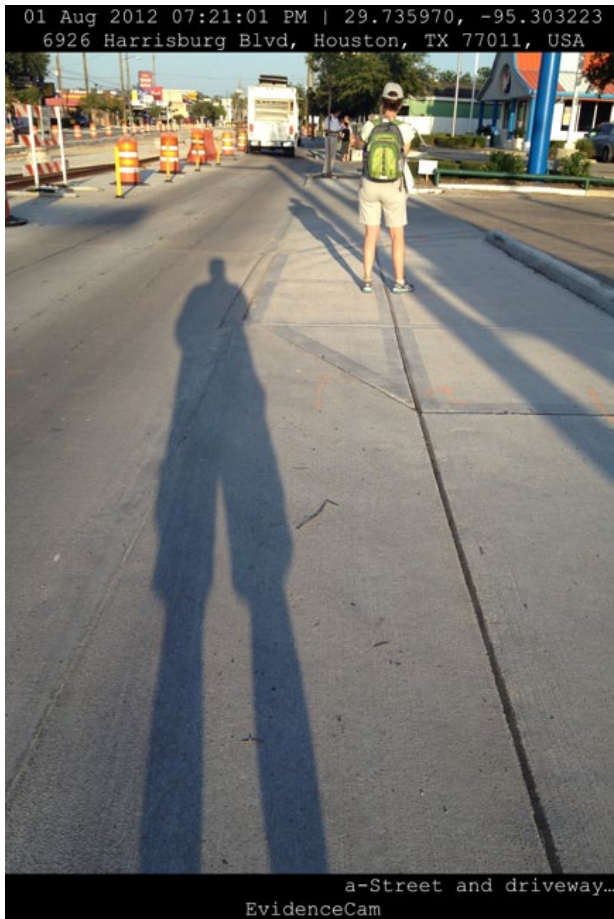
### 1.33 - 6900 North

Sidewalk is always directed toward street, due to slope—need to provide direction for pedestrians and provide warning to autos in street. Also, need to provide some “warning” (reflective paint?) on abrupt edges separating driveways into businesses from the sidewalks.



## SEGMENT 1

### 1.34 - 6900 South



In front of Payday store and Whataburger, provide driveway markings to avoid car/pedestrian interference.

### 1.35 - 7000 North

In front of Sonic, and on side (70th St), space for bike racks and benches.





# SEGMENT 1

## 1.34 - 7000 South

The few feet from the end of the rail-related sidewalk replacement and the entrance to the Magnolia Multi-Service Center offers the potential for a sidewalk improvement for citizens taking the light rail to the Magnolia Transit Center.

