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# Texas Statewide Pedestrian Safety Coalition Meeting

Thursday, September 12<sup>th</sup>, 2019



# Meeting Agenda

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10:00 – 10:15: Welcome and Introductions

10:15 – 10:20: Recap of 2019 Pedestrian Safety Forum

10:20 – 10:40: Summary of Forum Evaluations

10:40 – 11:20: Forum Discussion Circle Summary

11:20 – 12:00: Stakeholder Updates



# Recap of 2019 Texas Statewide Pedestrian Forum

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- 167 registrants
- 32 no-shows
- 9 registered on-site
- **144 attendees**



**2019**  
TEXAS STATEWIDE  
PEDESTRIAN  
SAFETY FORUM



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# Summary of Forum Evaluations



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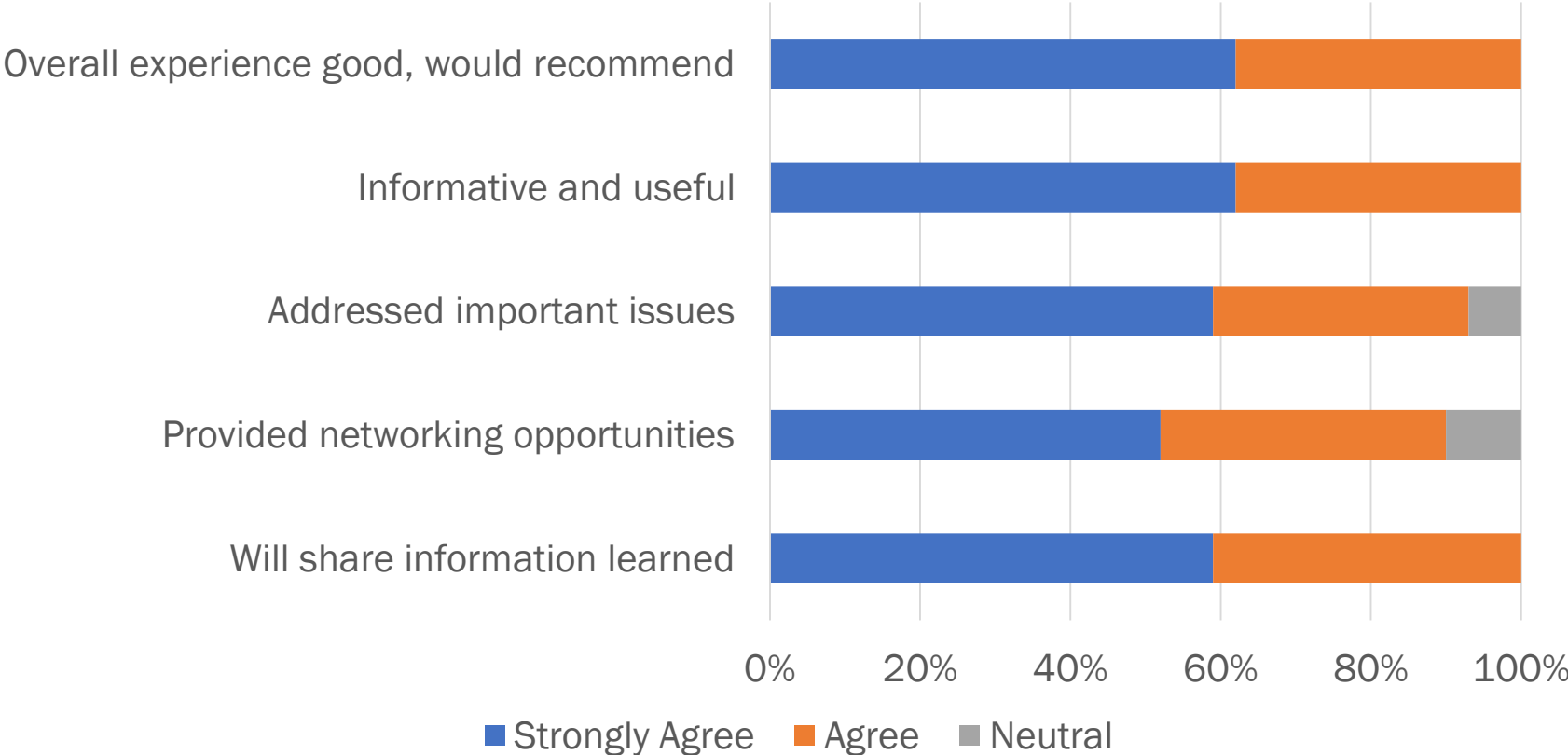
- 29 Overall forum evaluations collected
- 129 individual session evaluations collected



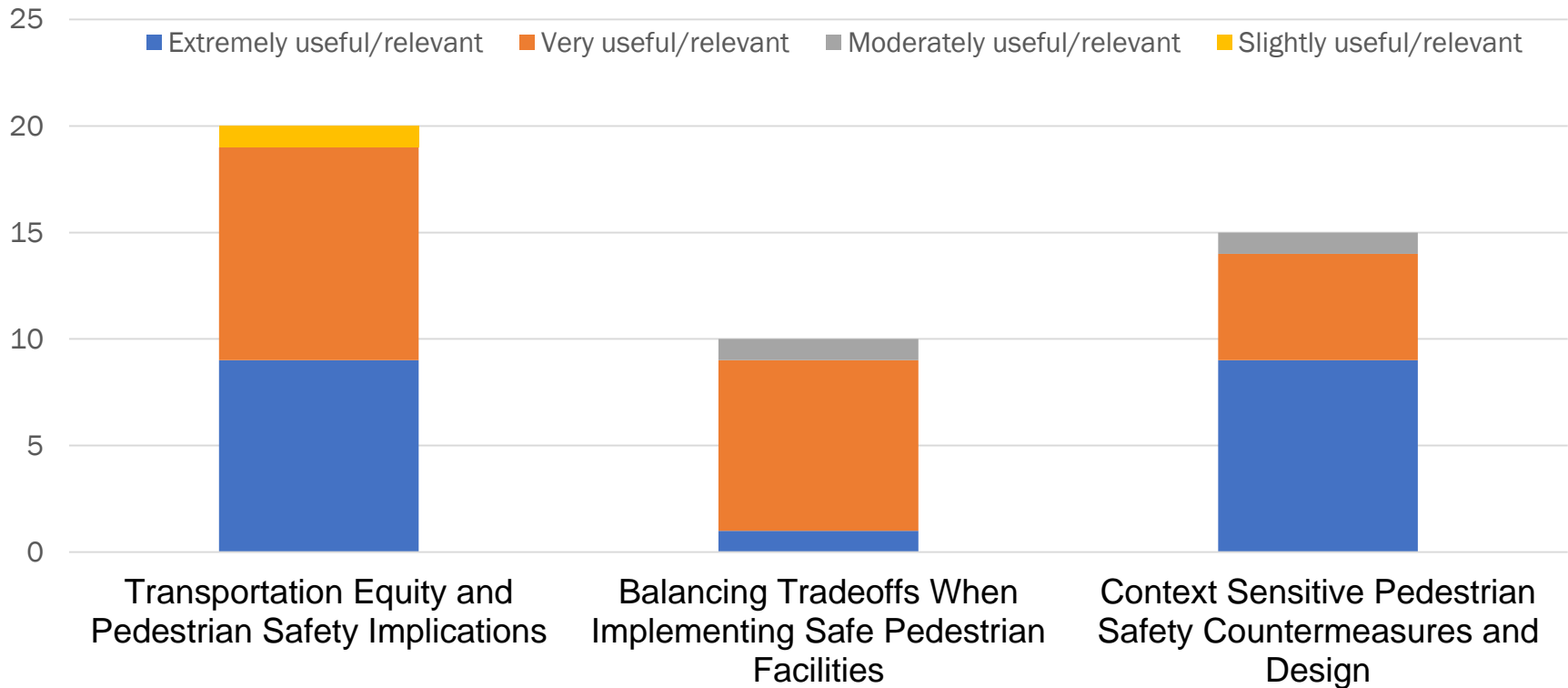
**2019**  
**TEXAS STATEWIDE  
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# Overall Forum Feedback



# Morning Breakout Sessions



“Good crash data from TxDOT. And good information about pedestrians and what is being done to help keep people from getting hit. Great info about the homeless community.”

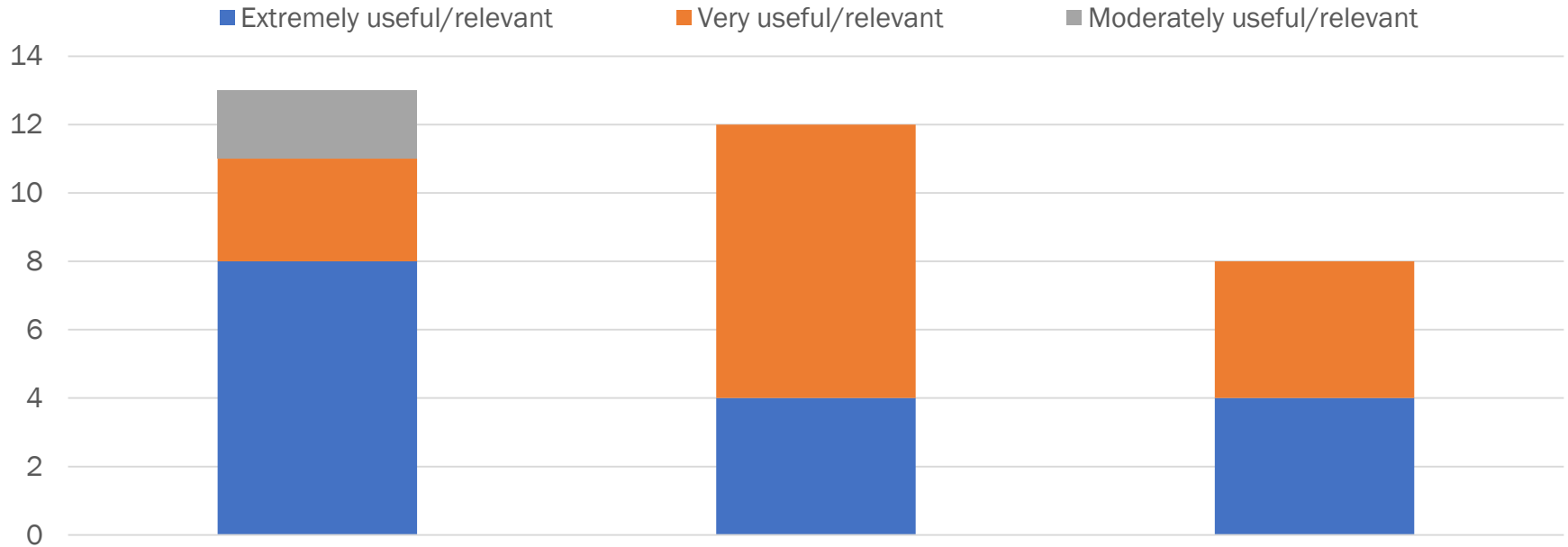
“Great to hear the Road Design Manual is being revised. Additional guidance for the possibility of lower design speed roads would helpful.”

“Enjoyed the explanation of signal timings. It helped my understanding.”

“Please ask local governments to line up and describe what they are doing in cities of all sizes.”

“The discussion about Mobility35 shared use paths was great and it NEEDS to be continued. Please continue to discuss this at the next SHSP pedestrian emphasis area meeting.”

# Mid-Afternoon Breakout Sessions



## Transportation Policy and Pedestrian Safety in Texas

“Good ideas re: collaboration, stories, and use of data.”

“The policy portion of pedestrian safety is crucial.”

## Planning For Pedestrian Safety

“Help us to go back to our district and make sure we are creating policies not only to maintain sidewalks but implementing the policies and changing the process on how to enforce them.”

“Fascinating to learn what other cities are doing to work with their citizens to make them safe.”

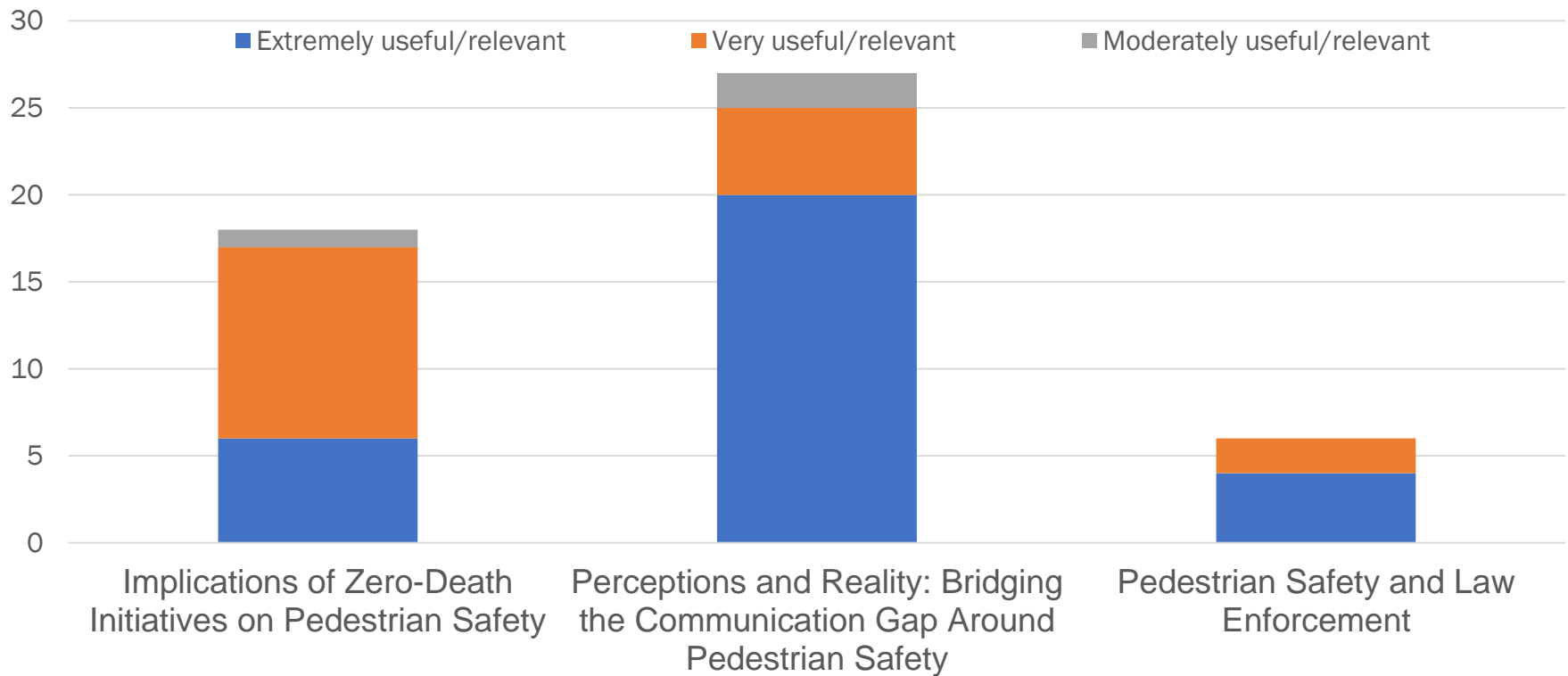
## How Cities and Agencies are Using Data to Improve Pedestrian Safety

“Made some good connections during the group discussion on how I can use some of the reported data to help direct some initiatives I am working on.”

“Like the diversity of cities. Anything involving field visits/machine learning was especially interesting.”



# Late-Afternoon Breakout Sessions



“Great discussion in the circle. Very useful to have people from all levels of government and outside government able to talk on this.”

“Great discussion on how we can change the way we communicate about pedestrian crashes.”

“Would have liked to focus a little more on how best to communicate safety issues to the public/media from a transportation professional point of view.”

“Enjoyed the discussion & police officer input. Great ideas were discussed.”

# Changes to Future Forums

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- Separate discussion groups to make it easier to hear.
- Expand diversity of backgrounds among speakers; include more local officials and law enforcement.
- Consider 1.5 days instead of 1 day to allow more time for discussions.
- Involve students, especially in planning, urban design, transportation
- Consider larger venue to allow more attendance.
- More speakers.



# Future Forum Topics

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- Older road users, children
- Impacts of autonomous vehicles, e-bikes, e-scooters
- Success stories/case studies:
  - Unique pilot projects for bike/ped safety
  - Community education programs
  - Roadway safety audits
- Funding pedestrian safety projects (including for smaller communities)
- Race/economic issues in pedestrian safety
- Access to transit/sidewalks → impact on pedestrian safety



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# Forum Discussion Circle Key Themes



# Key Theme: Coordination

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- Inter-agency coordination continues to present a barrier to improving pedestrian safety
  - Coordination within city departments (e.g., planning, parks and rec, public works, etc.) for planning and implementing pedestrian facilities is a problem.
  - Interagency coordination for implementing pedestrian facilities is also challenging (e.g., cities, regional orgs, TxDOT, etc.).
  - Coordination within communities to connect sidewalk networks.
  - Coordination will be required among TxDOT and local/regional organizations to align TxDOT's 4-year safety plans and local plans.



# Key Theme: Culture

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- Our transportation system continues to be completely auto-centric. This cultural problem was discussed in many of the breakout sessions including equity, countermeasures, planning, policy, communication, law enforcement.
  - Perception that pedestrians don't belong.
  - Funding for pedestrian projects is inequitable to other modes.



# Key Theme: Funding

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- Funding/opportunity/willingness to fund pedestrian projects often does not match need.
  - Perception that funding-neglect exists in older parts of our cities, which is also where more people walk. These areas have older infrastructure, and often, resources do not exist to retrofit or rebuild dilapidated infrastructure (retrofitting/rebuilding is also expensive!).
  - Conversely, in rural areas, funding ped projects is a challenge, as the local match is either not palatable for small communities or perhaps not a priority. Concerning because some rural areas may soon suburbanize, and will lack needed infrastructure.
  - Greenfield development in suburban communities often require pedestrian facilities, though they may not connect to needed destinations. Land development pattern in these communities are often extremely auto-dependent.



# Key Theme: Communication

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- Communication about pedestrian safety continues to be a significant challenge.
  - Crash vs. Accident. Media, general public, even some transportation professionals use this term. Want to make sure we are changing culture with communication.
  - Jargon can be counter-intuitive and harm goal of improving pedestrian safety (e.g., roadway improvement (improved for who?), traffic calming device, grade separation, etc.).
  - We need to partner with media on a regular basis to make sure that the way we communicate about pedestrian safety is consistent and sends the right message.





# Key Theme: Education and Outreach

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- Education and outreach is an area of need.
  - Vision Zero/Road to Zero: need to help the public recognize that this approach is about changing safety culture, help them understand that this is aspirational.
  - Pedestrian safety professionals and advocates need to combine data-driven messaging with compelling storytelling to generate messages that resonate with the public.
  - More partnerships with consistent messaging (transportation agencies, public health officials, advocates, community groups, etc.) delivering the same message
  - Begin education at a young age! What are current transportation safety initiatives in schools? What opportunities exist to educate our youth?
  - Use community liaisons or community “connectors” to help translate, ensure trust is immediately there. Especially effective in low SES communities.



# Key Theme: Equity

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- How do we account for equity concerns in pedestrian safety?
  - Low SES communities are disproportionately impacted. Pedestrian facilities in these communities are often neglected.
  - Aging populations face unique challenges as pedestrians, and our transportation system is not designed for this population.
  - Border crossings: City of Laredo has inequitable facilities for pedestrians. 10,000 crosses a day. Great bike facility, but pedestrian crossings were an afterthought.



# Key Theme: Capacity Building

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- Being able to see what other cities, agencies and organizations are doing is something stakeholders need.
  - Need examples of what is and what isn't working.
  - is helpful and allows for better collaboration on pedestrian safety initiatives. This gets at the need for better coordination in working towards these efforts.



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# Stakeholder Updates

