



FY21 - Statewide Pedestrian Safety Coalition Meeting #2 – Minutes
Thursday, March 25, 2021 10:00 a.m. – 11:30 a.m.
Meeting conducted via Microsoft Teams

Welcome, Introductions and Virtual Meeting Overview

Ben Ettelman and Mike Manser of TTI welcomed everyone to the meeting and provided instructions on participating via the Microsoft Teams chat box and PollEverywhere. Approximately 83 people attended via Microsoft Teams. Appendix A includes a list of attendees who provided their names in the Chat are listed at the end of this summary. Appendix B includes a full transcript of comments provided in the chat box during the meeting.

2021 Texas Pedestrian Safety Forum Update

Mike Manser provided an update on the 2021 Texas Pedestrian Safety Forum, which will be held virtually on Thursday, August 12.

- A call for proposals has been sent out to the Coalition. Please send ideas through our website (www.texaspedsafty.org/call-for-presenters-2021-texas-pedestrian-safety-forum/) or email Ben directly at b-ettelman@tti.tamu.edu.
- Registration will open in the next couple months—we will send out an email when it's open.
- Mike asked attendees for suggestions about how we can make sessions more interactive at this year's forum. Ideas provided at the meeting include the following:
 - Using Mentimeter for live polling, or getting word clouds.
 - Depending on what platform you're using, there are options for breakout sessions for small group discussions.
 - I find it too difficult to move in and out of breakout sessions. I prefer general sessions instead.
 - Highly recommend presenters to use polls, do chat falls, and use Zoom annotate feature. It takes some facilitation but using Google Jamboard or mural to host more interactivity.
 - Can provide a poll with a list of science-based/recommended strategies for pedestrian safety and have attendees 'vote' for any that they have utilized.

Structured Discussion on Ped Safety and Communication Barriers

Stephen Ratke (FHWA), Oni Blair (LINK Houston) and Robert Wunderlich (TTI's Center for Transportation Safety) led a discussion on the ways that pedestrian safety stakeholders communicate with each other and the public about pedestrian safety recommendations and strategies, the barriers that can

sometimes arise around the messages communicated, and ways to build better understanding and collaboration around pedestrian safety. The discussion focused on two example topics; a third (impaired walking) was on the agenda but there was not time to cover it in the discussion. Some comments are summarized below; more discussion can be seen in the chat transcript starting at 10:30 a.m.

- Pedestrian visibility - A safety message to pedestrians encourages them to wear reflective clothing and carry a flashlight so that motorists can more easily see them at night.
 - Oni Blair, pedestrian safety advocacy perspective: there may be frustration with how this message is presented, as a responsibility for pedestrians more than a responsibility for motorists. There are two aspects – who is the focus on, and what are the other aspects (infrastructure, etc.) not being communicated? A barrier can arise if this message to pedestrians is perceived as the only measure being put forth to protect them.
 - Stephen Ratke, agency perspective – infrastructure definitely plays a significant role. What are some of the lessons we can learn from places like the Netherlands, that employ Vision Zero strategies and have a much lower ped fatality rate, and also emphasize shared responsibility? Safe transportation for every pedestrian – seven infrastructure measures (example) – how can these efforts be better communicated
 - Robert Wunderlich – How can the motorist reduce risk to the pedestrian? How can the pedestrian reduce risk? How can the infrastructure reduce risk? Safety strategies need to incorporate all of these.
 - Joel Meyer asked what the practical implications are for this recommendation – do people need to carry reflective vests and lights any time they go out? Can we look to other cities/countries that have less of a ped injury problem and see what they're doing?
 - Robert – most of us have a flashlight in our pocket all the time, in the form of a smartphone. I don't think we're expecting people to put on a vest, but there are smaller reflective materials widely available and easy to use.
 - Ben – don't think peds are adamantly opposed to wearing reflective material, but are maybe hearing that all responsibility is on them, rather than hearing this as one element in a set of strategies to keep them safer.
 - Oni – as a person who walks many places for work, recreation, errands, having to carry extra materials (flashlight, reflective clothing) can be problematic. Using a phone as a flashlight is a good idea, but there is an increasing stigma around peds using phones while walking.
 - Rafael Guzman – I've seen misuse of existing infrastructure – peds crossing midblock less than 100 feet from an intersection, for example – as a cause of injuries in my area. May be a need for further education around this.
- Distraction – two different message approaches were presented: one that gives equal responsibility to motorists and pedestrians for avoiding distraction, and a second that focuses on drivers' added responsibility to protect pedestrians.
 - Oni – There is a heavy emphasis on distracted walking in the first message. Second message acknowledges the responsibility of both walkers and drivers, but with an added emphasis on drivers' responsibility. The second one resonates better with me, because I

feel like my kids and I work to do all the right things when we walk, and yet I see drivers not paying attention to us in crosswalks.

- Stephen – I think part of the issue with distracted driving/walking is that we don't have good data on the contributing factors of vehicle/pedestrian crashes. The most serious crashes tend to be random events, which makes it hard to measure/track contributing factors at a system level.
- Robert – We've had limited success in convincing motorists to reduce their own risk. How effective will a message aimed solely at drivers be?
- Oni – part of the trouble in understanding the problem may be that in vehicle-ped crashes, often the pedestrian is not in a position afterward to speak about what happened. The driver's account is the only one heard.

Teens in the Driver Seat: Youth Walk Bike Safe Initiatives

Gaby Kolodzy provided an update on the Youth Transportation Safety program's bicycle and pedestrian outreach component. The peer-to-peer model used by this program has been shown to be effective as outreach and in developing leadership among its participants.

Stakeholder Updates

Jay Blazek Crossley provided an update on proposed legislation at the current Texas legislative session that might help with pedestrian safety.

- HB 442 / SB 221 would change the prima facie residential speed limit from 30 to 25 mph in Houston, Austin, San Antonio, and Dallas. It could get a vote in the House Transportation Committee next week, but needs a hearing still in the Senate Transportation Committee.
- Three more bills have been introduced, but have not progressed as far as the bill above:
 - Stop for Pedestrians (HB 443) adds "stop for" in three places in the Texas transportation code that specify when drivers must yield to pedestrians; i.e., changes "yield to pedestrians" to "stop for and yield to pedestrians."
 - Safe Passing (HB 554 / SB 1290) requires drivers of vehicles to keep people on bicycles and pedestrians safe by passing with three feet between the other person's body and the moving motor vehicle, while requiring truckers to give 6 feet to safely pass.
 - Safe Crosswalks (SB 1055 / HB 2081) will specifically make it a crime to operate a motor vehicle in a crosswalk that causes harm to a person riding a bicycle, driving a golf cart, using an electric personal assistive mobility device, a motor-assisted scooter, and a neighborhood electric vehicle. Also by referencing pedestrians, this bill protects people walking or using a wheelchair.

Steve Ratke reminded the group that FHWA is revising the Manual on Uniform Traffic Control Devices (MUTCD) and accepting public comments (<https://mutcd.fhwa.dot.gov/>).

Adjourn

The meeting adjourned at 11:30 a.m.

Appendix A—Attendees identified on Teams:

Michael Manser	Gwen Williams
Ben Ettelman	David Zane
Laura Higgins	Adriana Rodriguez
Robert Wunderlich	Maher Ghanayem
Kimberly Fields	Carlos Garcia
Michael Munson	Heidi Harper-Berard
Mona Lisa Didelot-Page	Cindy M. Kovar
Terri L. Miller	Robyn Root
Kenneth Copeland (NHTSA)	Bev F. Kellner
Robbi Smith	Michael Martin
Julia Davies	Gabriela Rios
Dannell Thomas	Robert Benz
Rodney Elizondo	Rodney Elizondo
Stephen Ratke (FHWA)	Janet Hoelscher
Traci Ray	Robert White
Pamela Todaro	Gabe Tobin
Bobby Burke	Stephanie Christina
Shelley Pridgen	Jolie Person
Oni Blair	Bernadine Moore
Mary Jo Prince	Victor Taylor (DPS)
Robert White	Rachael Twigg
Carolyn Cook (FRA)	LaViza Matthews
Josh Smith	Katherine Oestman
Octavio Garza (FMSCA)	Gabriella Kolodzy
Jeanne Tarrants	James Keener
Jessica Devorsky (TXOpLife)	Barbara Russell
Andret Rayford	Rafael Guzman
Jorge Espinoza (FMCSA)	Elizabeth Jones
Liz De La Garza (DRSR)	Raul Leal
Eva Garcia	Sedrick Montgomery
Brett Reichart	Rebecca Walker
Craig Wuensche	Monica Yates
Ines Sigel	Josh Smith
Phillip Hayes	Olivia Montalvo
Amy Divin	Teresa Cortez
Saied Shafiye	Jay Blazek Crossley
Manual Gaona (FMCSA)	Sergio Reyes
Rebecca Byford	Jeanne Tarrants
Hannah A. Williams	Carlos Villalpando
Amelia Hayes (FHWA)	Adriana Rodriguez
Kerry L. Gardner	Martha Kapitanov (FHWA)
Jessica Wilkerson	Blanca Trevino-Castro
Alfredo J. Austin	Shelley Pridgen
Juliet Bazan	Kay Fitzpatrick
Joel Meyer	Dannell Thomas
Pete Krause	Terry Pence

Appendix B—Meeting Chat Box Transcript

[10:00 AM] Ettelman, Ben

FYI I am going to mute all users, please unmute yourself if you want to speak

(1 liked)

[10:00 AM] Ines Sigel (External) was invited to the meeting.

[10:00 AM] Phillip Hays was invited to the meeting.

[10:00 AM] Amy Divin was invited to the meeting.

[10:00 AM] Saied Shafiye was invited to the meeting.

[10:00 AM] Gaona, Manuel (FMCSA) was invited to the meeting.

[10:00 AM] Eva Garcia (Guest)

Thank you, good morning

[10:00 AM] Rebecca Byford was invited to the meeting.

[10:00 AM] Williams, Hannah A. was invited to the meeting.

[10:00 AM] Hayes, Amelia (FHWA) was invited to the meeting.

[10:01 AM] Kerry L. Garner was invited to the meeting.

[10:01 AM] Jessica Wilkerson was invited to the meeting.

[10:01 AM] Austin, Alfredo J. was invited to the meeting.

[10:01 AM] Juliet Bazan was invited to the meeting.

[10:01 AM] Meyer, Joel was invited to the meeting.

[10:02 AM] Pete Krause was invited to the meeting.

[10:02 AM] "\"Gwen Williams (Guest)\\"" was invited to the meeting.

[10:02 AM] Zane, David was invited to the meeting.

[10:02 AM] Adriana Rodriguez was invited to the meeting.

[10:02 AM] Maher Ghanayem was invited to the meeting.

[10:02 AM] Garcia, Carlos was invited to the meeting.

[10:03 AM] Heidi Harper-Berard was invited to the meeting.

[10:03 AM]

Cindy M. Kovar was invited to the meeting.

[10:03 AM]

Robyn Root was invited to the meeting.

[10:03 AM]

Bev F. Kellner was invited to the meeting.

[10:05 AM]

Martin, Michael was invited to the meeting.

[10:05 AM] Heidi Harper-Berard

Heidi Berard Vibrans

[10:05 AM] Gabriela Rios

Gabriela Rios (TxDOT) - Hoka trail runners

[10:05 AM] Michael Munson

Michael Munson Texas LEL - Large whit etennis shoes (according to kids they are "dad shoes")

laugh 1

[10:05 AM] Juliet Bazan

Julie Bazan, Area Health Education Center (AHEC Laredo). Nike

like 1

[10:05 AM] Eva Garcia

Eva L. Garcia, RGVMPD BikePed Program Coordinator - favorite shoe for walking... Clarks boots I guess lol

like 1

[10:05 AM] Benz, Robert

Robert Benz - Steel Toe Boots

[10:05 AM] Jessica Wilkerson

Jessica Wilkerson, Nike

[10:05 AM] Rodney Elizondo

Air Max 270

like 1

[10:05 AM] Cook, Carolyn (FRA)

my Chaco boots

[10:05 AM] Ratke, Stephen (FHWA)

Stephen Ratke, FHWA. Stuck with New Balance since my ankles work differently than everyone else's.

Air Max 270 by Rodney Elizondo

10:06 AM

Saied Shafiye, PDO, Dallas DistictSneaker

10:06 AM

Terri Miller

10:06 AM

Brett Reichart, TxDOT, Asics running shoes

10:06 AM

Robert White TxDOT Adidas

10:06 AM

Janet Hoelscher; BVIPC/Mature Driver Program; crocs

10:06 AM

Good morning, Oni Blair, LINK Houston, Nike React Infinity

10:07 AM

Alfredo Austin City of El Paso. Chuck Taylors

10:07 AM

Morning, Cindy Kovar, Program Manager BVIPC, AgrilLife Extension, New Balance

10:07 AM

Pete Krause TxDOT- Merrell

10:07 AM

Keen H2 sandal

Tobin, Gabe was invited to the meeting.

10:07 AM

Millie Hayes, FHWA Texas Division. Depending on where I'm walking I use my running shoes by Karhu, boots by Blondo, or occasionally the Manolos that Michael mentioned if going somewhere fancy, haha.

10:07 AM

Robyn Root, Traffic Engineer with the City of McKinney. My shoe is chacos

10:08 AM

Craig Wuensche - Keen H2 sandal

Bobby Burke - TxDOT - Keen

10:08 AM

Mary Jo Prince, TAMU AgriLife Extension/BVIPC & Statewide Initiatives/RED Program.....any comfortable walking sneakers (Adidas, Aisics)

Zane, David left the chat.

Stephanie Christina was invited to the meeting.

Jolie Person was invited to the meeting.

10:09 AM

Andret Rayford, Link Houston Addidas Gazelle

Tobin, Gabe was invited to the meeting.

10:10 AM

Joel Meyer, Austin Transportation Dept., New Balance (dad shoes)

[10:11 AM]

Bernadine Moore was invited to the meeting.

[10:11 AM] Ettelman, Ben

<https://www.texaspedafety.org/call-for-presenters-2021-texas-pedestrian-safety-forum/>

Call for Presenters: 2021 Texas Pedestrian Safety Forum - Texas Pedestrian Safety Coalition

The 2021 Texas Pedestrian Safety Forum will be held virtually on Thursday, August 12. If you are interested in presenting, or if you have an idea for a session, please complete the form below. Simi...

[10:11 AM]

Amy Divin, TxDOT,

Vans

[10:11 AM]

Montalvo, Olivia T. was invited to the meeting.

[10:11 AM]

Saied Shafiye,txdot converse

like 1

[10:11 AM] Ettelman, Ben

b-ettelman@tti.tamu.edu

[10:11 AM] Ettelman, Ben

m-manser@tti.tamu.edu

[10:12 AM] Tobin, Gabe no longer has access to the chat.

[10:12 AM] Victor Taylor, DPS (Guest) was invited to the meeting.

[10:13 AM] Unknown User Tobin, Gabe was invited to the meeting.

Rachael Twiggs was invited to the meeting.

10:14 AM

Ratke, Stephen (FHWA) (External)

I'm always happy to nominate Meyer, Joel to talk about whatever is going on in Austin for the forum

[10:15 AM] Eva Garcia

Using Mentimeter for live polling, or getting word clouds

Pete Krause left the chat.

Meyer, Joel

10:16 AM

depending on what platform you're using there are options for breakout sessions for small group discussions

Cook, Carolyn (FRA) (External)

10:16 AM

I find it too difficult to move in and out of breakout sessions. I prefer general sessions instead.

Pete Krause was invited to the meeting.

LaViza Matthews was invited to the meeting.

[10:16 AM]

Oestman, Katherine B (External) was invited to the meeting.

[10:16 AM] Medina, Gabriella

To make more interactive - highly recommend presenters to use polls, do chat falls, and use Zoom annotate feature. It takes some facilitation but using Google Jamboard or mural to host more interactivity.

[10:17 AM]

James Keener was invited to the meeting.

[10:17 AM] Terri L. Miller

Terri Miller - TxAgriLife BVIPC Hoka snicker

[10:18 AM] Jolie Person

Can provide a poll with a list of science-based/recommended strategies for pedestrian safety and have attendees 3. 'vote' for any that they have utilized.

[10:18 AM]

Barbara Russell was invited to the meeting.

[10:20 AM]

Rafael Guzman was invited to the meeting.

[10:21 AM]

Elizabeth Jones (Guest) was invited to the meeting.

Raul Leal was invited to the meeting.

[10:25 AM]

Jessica Wilkerson left the chat.

[10:26 AM]

Sedrick Montgomery was invited to the meeting.

[10:30 AM] Michael Munson

i believe that all the parties involved in the shared roadway use also share the responsibility for doing so in the safest manner possible..

[10:31 AM]

Walker, Rebecca (NHTSA) (External) was invited to the meeting.

[10:32 AM]

Monica Yates was invited to the meeting.

[10:33 AM] Hayes, Amelia (FHWA)

Steve and Robert mentioned the safe systems approach. For those who haven't yet seen, here is the new FHWA page on this topic: https://safety.fhwa.dot.gov/zerodeaths/zero_deaths_vision.cfm

Zero Deaths - Safety | Federal Highway Administration

Safety Eligibility

[10:33 AM] Martin, Michael

Eva Garcia good to see you again. Hard to believe that it's been a year since our meeting in Weslaco.

[10:34 AM] Eva Garcia

sounds like some of the messaging could be directed or developed for designers and engineers, completely agree

[10:36 AM] Eva Garcia

Martin, Michael good to see you here too - yes, time has been really weird this last year. Let's catch up soon. I left Rails-to-Trails to work for the newly merged MPO.

[10:36 AM] Ratke, Stephen (FHWA)

https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/step2.cfm

EDC-5: Safe Transportation for Every Pedestrian (STEP) 2.0 | Federal Highway Administration

[10:36 AM] Hayes, Amelia (FHWA)

Steve mentioned the Safe Transportation for Every Pedestrian initiative. Here's more info/resources for those interested: https://safety.fhwa.dot.gov/ped_bike/step/resources/

Safe Transportation for Every Pedestrian (STEP) - Safety | Federal Highway Administration

Safety Eligibility

[10:36 AM] Josh Smith

If the agency is the steward of the system, the agency should lead first with what it's doing to be responsible to add sidewalk, lighting, etc. Next, discuss what drivers can do (drive slower, watch for peds, etc.) This sort of statement directed towards pedestrian actions is then, in my opinion, appropriate lower down in the same message under a header of "what you can you do to help".

"\"Jay Blazek Crossley (he/him) (Guest)\\" was invited to the meeting.

[10:38 AM] Rebecca Byford

TxDOT districts should be holding quarterly ADA outreach meetings that are open to the public. Might need more of an effort to connect at these meetings, report problem locations, and come up with (engineering solutions) projects to address

[10:38 AM] Eva Garcia

Should marketing experts be consulted?

like 1

[10:38 AM]

Raul Leal left the chat.

[10:40 AM] Montalvo, Olivia T.

See & Be Seen (ga.gov)

See & Be Seen

[10:41 AM] Jessica Devorsky TXOL

Unsheltered or transient populations won't necessarily have access to these safety measures either...

[10:42 AM] James Keener

Develop a Tik Tok/Twitter Pedestrian Safety curriculum. I know that the last time I was taught about ped safety and the "rules" was when I was 8 and it wasn't really great

like 1

[10:43 AM] Eva Garcia

I agree, phones can be a safety tool, but usually my phones about to die particularly at night.

[10:43 AM]

"Teresa Cortez (Guest)" was invited to the meeting.

[10:44 AM] Liz DeLaGarza DRSR

I carry a flashlight whenever I walk my dogs at night, AND they have reflective collars. But this is when I PLAN to walk. When folks have unplanned walks, such as car trouble or not planning ahead when going out after work. I think this is a shared responsibility keeping everyone safe.

[10:44 AM] Craig Wuensche

I have had a close encounter with a near miss pedestrian. I can say that if he would have been wearing a reflective clothing and or flashlight I would have been able to see him before I had to come to a sliding stop to save his life.

Mary Jo Prince

10:44 AM

I agree with Robert. I would reinforce the Visibility especially if you're walking with CHILDREN in the neighborhoodS!!

[10:45 AM] Michael Munson

it too often feels like using that "target specific" marketing from an overview seems like we are running a relay race, one interest is performing, one just finished, and another is waiting for a baton. The concept of all these parties working together, in concert, is not a better approach. i wonder if the preferred marketing strategies, with sound bites like the one on the screen, are not hurting more than helping.

[10:45 AM] Craig Wuensche

I can miss what you can not see

[10:45 AM] Benz, Robert

doesn't that go to the targeted message

[10:46 AM] "\"Jay Blazek Crossley (he/him) (Guest)\\""

Is there any indication that the concept of asking people to wear reflective clothing has any success? I strongly doubt that very many people respond to that idea.

Ratke, Stephen (FHWA) (External)

10:47 AM

NHTSA publishes a document titled "Countermeasures that work" that reviews the effectiveness of varoius campaigns related to non-infrastructure interventions across all of the traffic safety

<https://www.ghsa.org/resources/countermeasures>

Countermeasures That Work, 9th Edition | GHSA

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices is a basic reference to assist SHSOs in selecting effective, evidence-based countermeasures.

www.ghsa.org

[10:47 AM] Craig Wuensche

To drive a vehicle on the road you have to have it inspected and that inspection includes lights and reflectors. A pedestrian has a "vested" interest in being seen!

[10:49 AM] James Keener

The last Pedestrian Safety campaign we used here, the Tired Faces Campaign, was really targeting drivers. We partnered with Metro and though good was missing a component directed to the pedestrians

[10:50 AM] Hayes, Amelia (FHWA)

Echoing Oni and Joel's comments, when I've been transit-dependent and often coming home later, and required to wear all black for certain service jobs, carrying additional reflective clothing all day with me on the bus wasn't practical or feasible.

Anecdotally, walking/running several miles per day with my dog and baby in a running stroller, I have as many near-misses while walking wearing high-vis yellow as without.

[10:50 AM] Eva Garcia

I agree with Oni in that it feels like the burden falls to the vulnerable road user. I think another thing to remember is that often pedestrians are either children or elderly who may not be receiving the messages.

[10:51 AM] Liz DeLaGarza DRSR

I understand why some pedestrians feel like the onus of keeping safe is entirely on them. Our infrastructure is so car-centric with little or no time or money spent on keeping bikes or pedestrians safe, it's easy to feel as if car drivers are getting a "pass" on safety responsibility.

[10:51 AM] Reyes, Sergio

The communication among multiple jurisdictions on the priorities for safety infrastructure improvements. As a representative of a municipal entity and one that receives hundreds of safety complaints, I can say that if we consider pedestrian and bicycle users issues first, then we resolve other issues as a secondary effect. State Highway DOT's concentrate funding on vehicular traffic and investments on other users are relatively small. This is a conflict of ideas. Communication to the public is extremely important to convince them of the benefits and changing the driving habits vs pedestrians.

[10:52 AM] "\"Jay Blazek Crossley (he/him) (Guest)\\""

I disagree that this is a shared responsibility situation. We can and should put almost all the responsibility on the people operating dangerous vehicles. Walking is the safest form of transportation and it is a huge mistake to imply that walking is dangerous or that the problem is how people act as pedestrians. Those who choose to use dangerous vehicles are responsible for not killing people with them.

[10:52 AM] Austin, Alfredo J.

During our Quarterly Fatality meetings we are seeing about 30% of fatalities being related to intoxicated drivers Lights are not very effective when dealing with intoxicated and distracted drivers

Meyer, Joel

10:53 AM

Sweden has very low light levels much of the year; let's figure out what they're doing right.

Ratke, Stephen (FHWA) (External)

10:54 AM

Our friends at the Vision Zero Network do a good job talking about safe system and the hierarchy of interventions/controls. System interventions are always more effective than targeting individual users:

Message by Ratke, Stephen (FHWA)

Ratke, Stephen (FHWA) (External)10:54 AM

<https://visionzeronetwork.org/wp-content/uploads/2017/11/VZN-Moving-from-Vision-to-Action.pdf>

[10:56 AM]

Jeanne Tarrants left the chat.

[10:57 AM] Josh Smith

I like Message 2 better.

[10:57 AM]

Brett Reichart left the chat.

[10:57 AM] Hayes, Amelia (FHWA)

Mike/Ben, this structured panel discussion is really really interesting. Kudos for this idea.

like 2 heart 1

[10:58 AM]

Jeanne Tarrants was invited to the meeting.

[10:59 AM] "\"Jay Blazek Crossley (he/him) (Guest)\\""

The reason people have more responsibility when operating a motor vehicle is not because "pedestrians have far higher risk..." The thing the pedestrian is doing is not dangerous. The motor vehicle is the dangerous thing and people operating dangerous machines have a responsibility not to kill people. I wish we could eliminate all messaging that implies there walking is dangerous.

[11:00 AM]

Villalpando, Carlos left the chat.

[11:01 AM]

Adriana Rodriguez left the chat.

[11:02 AM] Josh Smith

The activity and the environment are both part of the equation. I wouldn't neglect to tell my kids not to look both ways before crossing the street because it isn't dangerous. Similarly, it would be unwise to eliminate all messages encouraging caution among drivers.

Caution among pedestrians is what I meant to say

[11:04 AM] James Keener

Both parties have responsibilities. Neither can be the only problem

[11:04 AM] "\"Jay Blazek Crossley (he/him) (Guest)\\""

There are studies that indicate that distracted walking is not actually a safety problem. Maybe this study is wrong, but this is a point of view. <https://usa.streetsblog.org/2020/05/13/study-many-transportation-pros-wrongly-think-distracted-walking-kills/>

STUDY: Many Transportation Pros Wrongly Think 'Distracted Walking' Kills

Almost a third of those who plan our road networks think that "distracted walking" is a leading factor in pedestrian deaths — and a new study argues that it's distracting them fro...

[11:04 AM] Reyes, Sergio

Amen Steven

[11:04 AM] Eva Garcia

That's a valid point Robert - drivers do not seem to be receptive to safety messages, but that has me reflect back to what kind of messages could be developed to emphasize more road safety design? I think we're already seeing more of that, but are the countermeasures and safety plans really being implemented

[11:04 AM] Austin, Alfredo J.

Vehicles continue to be designed to protect drivers (bigger vehicles, more technology, more opportunities for distraction) meanwhile becoming more dangerous for all other users

[11:04 AM]

Victor Taylor, DPS (Guest) left the chat.

Rafael Guzman left the chat.

[11:04 AM] James Keener "Both parties have... by Craig Wuensche

Craig Wuensche

11:05 AM

[11:04 AM] James Keener

"Both parties have responsibilities. Neither can be the only problem"

AGREED

Kapitanov, Martha (FHWA) was invited to the meeting.

Liz DeLaGarza DRSR (Guest)

11:05 AM

Could we put the name of that book into the chat? I missed it

[11:05 AM] Rebecca Byford

I help teach the TxDOT DES 122 pedestrian design course. One of the things we try and emphasize is thinking long-term in the placement of sidewalks. Something is better than nothing, but a sidewalk placed with a buffer between it and vehicle travel lanes is safer and seems to make a pedestrian more comfortable when using the sidewalk. The additional buffer space is space for a driver to make a mistake and recover, but also gives space for the pedestrian to make a mistake (distracted or mis-stepped and tripped) and not fall into traffic. But it is not always practical. Issues placing a buffer involve ROW issues that affect private property and conflicts with existing infrastructure.

[11:05 AM] "\"Jay Blazek Crossley (he/him) (Guest)\\""

To Stephen's point, Dr. Tara Goddard at A&M has done great research on how media reports on crashes, showing that the way we talk about crashes can tend to make us blame the pedestrians involved..

<https://today.tamu.edu/2020/01/27/does-news-coverage-of-crashes-affect-perceived-blame/>

like 1

Does News Coverage Of Crashes Affect Perceived Blame?

Subtle differences in phrasing can affect readers' attribution of fault in traffic crashes. A shift in framing could change public perceptions of road safety, according to a Texas A&M-led study.

Hayes, Amelia (FHWA)

11:05 AM Edited

The book Oni mentioned (a whole chapter on this):

<https://www.goodreads.com/en/book/show/53263726-right-of-way>. Highly recommend

Right of Way: Race, Class, and the Silent Epidemic of Pedestrian Deaths in America by Angie Schmitt

Right of Way book. Read 41 reviews from the world's largest community for readers. The face of the pedestrian safety crisis looks a lot like Ignacio Duar...

www.goodreads.com

Right of Way: Race, Class and the Silent Ep... by Oni Blair

Oni Blair (External)

11:06 AM

Right of Way: Race, Class and the Silent Epidemic of Pedestrian Deaths in America by Angie Schmitt (2019)

Oni Blair (External)11:06 AM

You can also find her interview on the Kinder Institute's Urban Reads webpage

[11:06 AM] Oni Blair

Right of Way: Race, Class and the Silent Epidemic of Pedestrian Deaths in America by Angie Schmitt (2019)

like 1

[11:06 AM] Oni Blair

You can also find her interview on the Kinder Institute's Urban Reads webpage

like 2

[11:06 AM] Oni Blair

Thank you, Amelia!

heart 1

"\"Jay Blazek Crossley (he/him) (Guest)\\""

11:08 AM

I think one way to impact our behaviors when we are driving would be to pass the Stop for Pedestrians Bill (HB 443), the Safe Crosswalks bill (SB 1055 / HB 2081), and the Safe Passing bill (HB 554 / SB 1290). The law should be clear that we are responsible for not killing people when we are driving.

[11:08 AM] Austin, Alfredo J.

Great meeting. Thank you

[11:09 AM] Cook, Carolyn (FRA)

The basic human was born with two legs which generally work well to move around with. Ivan Illich, a 20th Century philosopher, lamented how our way of constructing our communities has limited this inherent mobility machine we were born with. We have made the machine king. Until we change this perspective of motor vehicle being the prime mode of transportation we will be trying to encourage people to feel safe walking. Another point is that we educate the young child to stay safe and be responsible for their own safety. We need to continue to promote the management of risk and the promotion of safety as an individual responsibility. Obviously we must realize shared responsibility but some points in the system must give the right of way to a mode of transportation such as a train which can't stop for every pedestrian who walks in front of the. Good discussion folks.

Ratke, Stephen (FHWA) (External)

11:09 AM

Hi Rebecca Byford , could we discuss at some point about the TxDOT pedestrian design course? I'd like to know more about what's in it, and if there are things from FHWA's training materials that could be utilized. You can reach me at stephen.ratke@dot.gov

[11:10 AM] Meyer, Joel

I also liked the format today, but topics like distracted walking and glow sticks/vests are distracting us from real issues that we know cause pedestrian injuries and fatalities and for which there are proven countermeasures. let's talk about speed, impairment, lack of crossings, sidewalks, lighting, etc.

[11:10 AM] Josh Smith

Rebecca Byford I usually like recommending reduced speed school zones only at school crosswalks to focus driver attention there, but where sidewalks are narrow with no buffer, I'll often recommend they extend a longer distance for reasons similar to those you explain.

[11:11 AM] Ratke, Stephen (FHWA)

Meyer, Joel agree, a follow up to discuss infrastructure interventions but with the advocate perspective to the discussion would be a good thing to do.

[11:12 AM] Reyes, Sergio

Recommend Reduction of Speed on residential streets to 25 mph

[11:12 AM] "\"Jay Blazek Crossley (he/him) (Guest)\\""

You might need to unplug headphones for it to work.

Shelley Pridgen

11:12 AM

When you share you have to click a button on the top of the sharing panel that says to share sound.

Liz DeLaGarza DRSR (Guest)

11:13 AM

You may need to enable video sound or share your computer sound

Reyes, Sergio

11:14 AM

Greater investment on the use of Traffic calming devices are another great tool to reduction of speeds and pedestrian safety.

Liz DeLaGarza DRSR (Guest)

11:14 AM

Great video!

[11:15 AM] Austin, Alfredo J.

Great video. Great addition to SRTS efforts

[11:16 AM] Eva Garcia

Reyes, Sergio are you following the Safe Neighborhood Streets Bill? HB442 - I think the House Transportation Committee discussed it the other day but not sure what the action was. I do recall some

discussion to understand the bill was proposing 25 mph speeds for some cities/streets (I think in Houston/Harris County)

Cook, Carolyn (FRA) (External)

11:17 AM

Excellent work Teens in the Driver Seat is doing!

[11:17 AM] Reyes, Sergio

Yes Eva, I am aware, The City of El Paso is looking into this.

like 1

"\"Jay Blazek Crossley (he/him) (Guest)\\""

11:18 AM

Yep, HB 442 / SB 221 would change the prima facie residential speed limit from 30 to 25mph in Houston, Austin, San Antonio, and Dallas. It could get a vote in the House Transpo Committee next week, but needs a hearing still in the Senate Transpo Committee.

Rebecca Byford

11:18 AM

I very much like the bottom right graphic. It shows everyone how to interact at a crossing. Not just emphasizing one party's responsibility over another

Medina, Gabriella

11:18 AM

www.t-driver.com/signup

Eva Garcia

11:18 AM

Gaby thank you - where is the program most active?

Medina, Gabriella

11:18 AM

www.t-driver.com/signup

Liz DeLaGarza DRSR (Guest)

11:18 AM

Would love to be able to post your video on my social media.

[11:18 AM] Josh Smith

Great presentation! I think educating teens is among the best ways to influence behavior. Anecdotally, my teens are a little too scared to drive based on all the sobering information they received in drivers ed.

[11:19 AM] Medina, Gabriella

Thanks! Here is our YouTube video <https://youtu.be/ju9Ru0TLMqU>

Garcia, Carlos left the chat.

Medina, Gabriella

11:20 AM

Hi Eva - TDS is active all over Texas, but North Texas probably has some of our most engaged schools. Our goal is 150 high schools this year

[11:21 AM] Blanca Trevino-Castro

Will you be including all the approved bills in the pedestrian notes?

"\"Jay Blazek Crossley (he/him) (Guest)\\""

11:21 AM

jay@farmandcity.org

[11:22 AM] Rebecca Byford

I believe technically pedestrians can only legally use street crossings. Does the safe crosswalk bill make it legal for bikes, scooters, etc. to also use crosswalks? And this applies to any street crossings, correct? Not just marked crosswalks?

[11:22 AM] Shelley Pridgen

Where did you list the bills? I didn't see it.

[11:23 AM] James Keener

personal electric vehicle

[11:23 AM] Ratke, Stephen (FHWA)

I'm surprised this didn't come up today, but a reminder that FHWA is revising the Manual on Uniform Traffic Control Devices. FHWA is accepting public comments, and you can find overview information on the changes here: <https://mutcd.fhwa.dot.gov/>

Manual on Uniform Traffic Control Devices (MUTCD) - FHWA

[11:24 AM] Rebecca Byford

Thank you!

[11:25 AM] Craig Wuensche

Technology, all intersections are cross walks. either Marked and Unmarked

[11:25 AM] Ettelman, Ben

texpedsafety.com

[11:25 AM]

Robbi Smith left the chat.

[11:25 AM]

Robbi Smith left the chat.

[11:25 AM] "\"Jay Blazek Crossley (he/him) (Guest)\\""

Here is our lege agenda

VisionZeroTexas2021Agenda_030121.pdf

[11:25 AM] Fitzpatrick, Kay

details on crosswalk in Texas Transportation Code:
<https://statutes.capitol.texas.gov/Docs/TN/htm/TN.552.htm>

TRANSPORTATION CODE CHAPTER 552. PEDESTRIANS

[11:25 AM]

Stephanie Christina left the chat.

[11:26 AM] "\"Jay Blazek Crossley (he/him) (Guest)\\""

Here is info on the three ped bills. Stop for Pedestrians (HB 443)

Safe Passing (HB 554 / SB 1290)

Safe Crosswalks (SB 1055 / HB 2081)

Texas is one of the most dangerous states in the nation for pedestrians. According to the Kinder Houston Area Survey a majority of the 7.5 million residents of the Houston region wish they could ride their bike more. But we have to make our streets safer for kids, grandparents, people with disabilities, and everyone in between so that Texans can safely and comfortably walk and bike. There are three bills filed in the Texas legislature to clean up our transportation code to make our responsibilities as drivers more clear in a way that will save lives across the state.

We believe that these three bills each have independent utility in addressing common devastating traffic crash patterns and that passing all of these bills could significantly improve the dangerous current situation in our state.

The Texas Stop for Pedestrians bill (HB 443) adds "stop for" in three places in the Texas transportation code, a small change that will save lives. Police officers and prosecutors report that the current yield law makes it very difficult to establish responsibility in many crashes involving pedestrians. This bill would apply everywhere - across the state in small towns and major urban centers - that pedestrians currently have the right of way, simply clarifying that we won't just need to yield (and roll through), but stop and yield to make sure pedestrians are safe.

The Safe Passing bill (HB 554 / SB 1290) will require drivers of vehicles to keep people on bicycles and pedestrians safe by passing with three feet between the other person's body and the moving motor

vehicle, while requiring truckers to give 6 feet to safely pass. This bill would impact crashes that happen in our big cities and rural highways, in the same way that existing law protects first responders, TXDOT staff, and other people who find themselves on our roadways outside the protections of modern vehicles and seat belts.

The Safe Crosswalks bill (SB 1055 / HB 2081) will make it clear in Texas law that a person operating a motor vehicle must not hit a person riding a bicycle or a pedestrian when using a crosswalk. The bill will specifically make it a crime to operate a motor vehicle in a crosswalk that causes harm to a person riding a bicycle, driving a golf cart, using an electric personal assistive mobility device, a motor-assisted scooter, and a neighborhood electric vehicle. Also by referencing pedestrians, this bill protects people walking or using a wheelchair. However, the bill does allow for an affirmative defense for a driver in the case that the person injured was violating our existing laws on use of right of way.

[11:26 AM] Cindy M. Kovar

thank you

[11:26 AM] Liz DeLaGarza DRSR

Thanks for hosting a great meeting!

[11:26 AM] Ratke, Stephen (FHWA)

thanks everyone

[11:26 AM] Dannell Thomas

Thank you all so much!

[11:26 AM] Medina, Gabriella

Thank you!

Cindy M. Kovar

11:26 AM

thank you

Guest

11:26 AM

Thanks for hosting a great meeting!

Ratke, Stephen (FHWA) (External)

11:26 AM

thanks everyone

Dannell Thomas

11:26 AM

Thank you all so much!

Medina, Gabriella

11:26 AM

Thank you!

Terry Pence left the chat.

Eva Garcia

11:26 AM

My first meeting with the Coalition - great discussion, thank you to the coordinators

"\"Gwen Williams (Guest)\\" left the chat.

Robert White left the chat.

Eva Garcia

11:26 AM

bye

Reyes, Sergio

11:26 AM

I find restrictions to bikes using crosswalks a bit senseless. In a lot of cities the pedestrian and bike infrastructures are very limited and to prohibit them from using protected facilities is counter productive.

Kimberly Fields left the chat.

Monica Yates left the chat.

Liz DeLaGarza DRSR left the chat.

Phillip Hays left the chat.

Michael Munson

11:26 AM

nice job gentlemen, really liked the format

Pete Krause

11:26 AM

Good meeting. Thanks

Dannell Thomas left the chat.

Julia Davies left the chat.

"\"Jay Blazek Crossley (he/him) (Guest)\\"" left the chat.

Reyes, Sergio

11:26 AM

Thank you

Gabriela Rios left the chat.

Oni Blair (External)

11:26 AM

thank you!!!

Rachael Twiggs left the chat.

Michael Munson left the chat.

"Teresa Cortez (Guest)" left the chat.

Jolie Person left the chat.

Blanca Trevino-Castro left the chat.

Saied Shafiye left the chat.

Barbara Russell left the chat.

Meyer, Joel left the chat.