



**FY21 - Statewide Pedestrian Safety Coalition Meeting #3 – Minutes**  
**Tuesday, June 29, 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. Approximately 62 people attended via Microsoft Teams. Appendix A includes a list of attendees who appeared in the Participants list or provided their names in the Chat. 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. We have a number of exciting speakers lined up already, and still have spaces for a few more! If you are interested in presenting at the Forum, please contact Michelle Canton at [m-canton@tti.tamu.edu](mailto:m-canton@tti.tamu.edu).

### Structured Discussion on Ped Safety and Communication Barriers

Joel Meyer (City of Austin), Michael Munson (Texas Municipal Police Association), and Troy Walden (TTI) lead a group discussion on communication barriers that can arise from safety messaging about inebriated or otherwise impaired pedestrians. An example message was provided: “Pedestrian impairment is a serious problem that leads to death and serious injury. Make sure to walk safely and don’t walk if you’re impaired.” Each of the three speakers then provided some background on some viewpoints behind messages like this one.

- Joel Meyer, City of Austin, author of Austin’s Pedestrian Safety Plan

From our perspective as a Vision zero program, there is a concept of shared responsibility; there is a call for experts (engineers, planners, policy makers) to take some responsibility for designing the system to be as safe as possible, and also for individual road users to take responsibility. Walking impaired increases your risk – where does that fit into the hierarchy of control and responsibility? What is the alternative – are we asking people to just not drink? When preparing reviews of fatal crashes, we make note of the contributing factors, including if someone was impaired, but also of the other environmental/roadway factors that were present. This type of message is a little vague – we prefer messages that provide specific alternatives. In many cases of crashes involving pedestrians who are impaired, we may be talking about much more complicated socioeconomic issues that may need countermeasures outside of messaging.

- Michael Munson, Texas Municipal Police Association

Joel summed up much of what I would say. Law enforcement's role in pedestrian safety is to try and make objective decisions about what road users can and cannot do. When bad things happen, the statutes frame LE's perspective. Sometimes those perspectives aren't inclusive of all the circumstances. How do we bring social services, engineering, fire/EMS/police response together to address this issue from a multi-agency approach?

- Troy Walden, Center for Alcohol and Drug Education Studies - TTI

Holistically we have to consider that this is a system-wide effort. It takes a village to make a difference – engineering and enforcement, education, encouragement, evaluation. From a research perspective, we cover the Evaluation aspect of the 5 E's, interpreting causes and contributing factors. Data from 2018-2020 shows the following issues that drive crashes, injuries and fatalities connected with impaired walking:

- 11,388 KAB crashes 2018-2020
  - 36% involved an impaired pedestrian
  - Average BAC was 0.19
  - 16% of fatalities involved alcohol plus some other impairing drug
  - 35% of fatalities involved drug use only (legal or illegal)
  - 44% of KAB ped crashes occurred on local roads; 18% on interstates
  - 96% KAB crashes occurred on roadway itself; not at driveways/sidewalks
  - 84% were not at intersections
  - Mostly single-vehicle crashes, vehicle traveling straight
  - 70% of involved pedestrians were faulted for not yielding ROW
  - 74% of crashes occurred between 6 pm and 3 am

From a research standpoint, we work on trying to change behavior, which can only occur when someone has normal use of their faculties and reasoning. Need to address pedestrians before they become impaired. We have to look through the lenses of social norms, cultural constructs, age/gender, socio-economics to figure out how to address education, outreach, behavioral change

Comments/questions:

Hayden – question for Troy. 84% of fatalities were people not at an intersection. Does anyone go back and look at the context of where that's happening? I know there are places in Austin where traffic lights are far apart, roads are high-speed, there may be no sidewalks. Is anyone looking at why people are crossing midblock? Troy: Good question, and the answer is yes, but the available information is often limited; may only be able to get that if there is a crash reconstruction conducted. Otherwise we are limited to the information in the crash report narrative. But knowing this type of information helps us to figure out if there is a way to engineer more safety into high-risk roadway areas. There are some efforts to research that, but not nearly enough.

Kara Kockelman – Will other cities and states start requiring police reports to indicate homelessness now, the way Austin now does? Mike Manser - That should be being done to some degree on the Texas crash reports if the officer captures it correctly. Stephen Ratke – in a review of pedestrian crashes in Harris County, Houston PD pretty reliably indicated if a pedestrian was homeless.

Mike Manser – the message to not walk impaired is pretty general – does it need to be tailored more specifically to higher-risk pedestrian groups, and also to drivers? How do you balance that messaging between the general community and, e.g. people experiencing homelessness or people out late at night? Joel – In general, we try to stay away from those types of “don’t do it” messages and instead communicate messages that recommend specific options – “if you choose to drink, here are the bus routes you can take to get home.”

Jay Crossley – Echoing Joel, I hope we can have a safe systems approach to this issue. A lot of this is a housing and land use problem. On the crash form, the only questions asked are “what did a user do wrong?” and not things like “was there a safe place to cross the street” or “does this city allow parking at bars?” There’s a lot of room to work on a more holistic approach.

Josh Smith - Have there been any efforts to publicize a message that parallels the "designate a driver" message? In other words, if you're drinking and walking, designate someone in your group who won't drink so that everyone gets home safely. While I imagine many pedestrians who are intoxicated and injured or killed are traveling solo, this may still help in some cases.

Jonathan Brooks - Are there other states with laws that shift the perspective of pedestrian responsibility by law enforcement? Michael's summary of how our laws tend to dictate perspective was concerning. Michael Munson - I am not aware of any states that have moved their statues that direction. When we look at the statutes they have always been more targeted at the motorized road users. I am not sure that's concerning, necessarily. I believe that we really need to determine what is happening site by site and implement initiatives that are location/problem specific. this will allow for behavior change across the spectrum of users there, including the pedestrians, but going beyond that to all users behaviors.

Ben thanked everyone for their input and perspectives; this is a topic we will revisit in the future. The common theme here is “how are we working with each other?” It is important that we communicate with other and not get hung up on the barriers between our perspectives.

## Pedestrian Safety Related Legislative Initiatives from the 2021 Session

Jay Blazek Crossley provided an update on proposed legislation at the current Texas legislative session that might help with pedestrian safety. His overall impression was that this session was very different from past sessions, with a lot of meaningful discussions about safety. Many bills were introduced; while most did not make it to a vote, some got further in the process than they ever had before.

Bills that were not successful this session:

- HB 442 – Safe Neighborhood Streets - Would allow cities to use lower SLs on neighborhood streets. This bill specifically targets child fatalities, and got further this session than it ever had before; it was the next bill on the agenda when the clock ran out on the last day to pass House bills, thanks to some compromises that reduced some costs and barriers.
- SB 42 – Consistent, Statewide hands free – did not get a hearing
- HB 3325 – Crash Not Accident – passed the Texas House, did not get a hearing in the Senate.
- HCR 65 – Signature Trail and Active Transportation Network – passed out of House Transportation Committee, got stuck in Calendars committee.

- HB 3865 – Verify driver’s license for rental cars – got a hearing, but there were some privacy concerns that were not worked out.
- HB 3925 – Decriminalize walking – passed out of House Transportation Committee and passed the House; did not get assigned to a committee in the Senate.
- Budget – Road to Zero Funding – could not get any legislators on this
- HB 2219 – Re-open Texas Mobility Fund – allows TTC to begin new projects with Texas Mobility Fund; could theoretically be used for active transportation or ped safety projects.

Bills that passed:

- HB 2081/SB 1055 – Safe Crosswalks. Makes it illegal to drive a motor vehicle in a manner that causes serious harm to a person legally using a crosswalk. Legalizes use of crosswalk by bicycles, scooters, golf carts, personal mobility devices.
- HB 443 Stop for Pedestrians; added as an amendment to SB 1055 and passed. Texas SHSP emphasizes the need for driver awareness as part of this law change.

These laws go into effect on September 1, 2021.

Comments/Questions:

Sharon Moses-Burnside – with the new law going into effect, are we doing anything as far as education?

Jay – I agree, I think that’s important; the bill was passed without any requirement for education. Really do need a big statewide effort to promote awareness of this law.

## Education Efforts to Increase Safety for Pedestrians and Bicyclists

Laura Higgins, TTI, presented a summary of three TxDOT-funded outreach and education grants that TTI researchers are currently leading in the area of pedestrian and bicycle safety. Walk Bike Safe (<https://www.walkbikesafetexas.org>) produces outreach materials focusing on pedestrian and bicycle safety laws, targeted to bicyclists, pedestrians, and motorists. Materials include videos, fact sheets, safety tips, and an interactive presentation that can be delivered in person or virtually to classrooms and community group meetings. Walk Bike Safe is also active on Facebook (<https://www.facebook.com/WalkBikeSafeTexas/>), Twitter (<https://twitter.com/WalkBikeSafeTX>), Instagram (<https://www.instagram.com/walkbikesafetx/>), and YouTube ([https://www.youtube.com/channel/UCKlnhKhe7oJcAF85rp\\_OYA/videos](https://www.youtube.com/channel/UCKlnhKhe7oJcAF85rp_OYA/videos)).

A second grant at TTI provides materials and training to law enforcement officers about pedestrian and bicycle safety laws, including a 7-minute roll call video and more in-depth training workshops. The project has also produced a handout that law enforcement officers can give to motorists as an education tool during traffic stops. Information is at <https://groups.tti.tamu.edu/cts/lepedbike>, or contact Neal Johnson at [neal-johnson@tti.tamu.edu](mailto:neal-johnson@tti.tamu.edu).

The third is “Identifying Barriers to Understanding Bicycle and Pedestrian Laws,” which has produced fact sheets, a knowledge quiz on pedestrian and bicycle safety laws and other materials; these materials are housed on the Walk Bike Safe website at <https://www.walkbikesafetexas.org/identifying-barriers-to-understanding-pedestrian-and-bicycle-safety-laws/>

## Stakeholder Updates

DRSR is hosting a teacher workshop called the Teacher Traffic Safety Academy. The virtual academy is being presented on July 6, 7, and 8. This is an educator-centric workshop, but if anybody is interested in attending, since this is virtual we do have seats open. The Google Form application is [https://docs.google.com/forms/d/e/1FAIpQLSf9wl7uMeMmEzqE2DVd\\_RBYPtG3e3DXbEl-Wa24XmOEWtfA/viewform?usp=sf\\_link](https://docs.google.com/forms/d/e/1FAIpQLSf9wl7uMeMmEzqE2DVd_RBYPtG3e3DXbEl-Wa24XmOEWtfA/viewform?usp=sf_link) You can also contact Elizabeth de la Garza at 512.320.8274 or [elizabeth@tmcec.com](mailto:elizabeth@tmcec.com) for more information.

## Adjourn

The meeting adjourned at 11:30 a.m.

## Appendix A—Attendees identified on Teams:

- Amelia Hayes - FHWA
- Anthony White
- Anthony White TXDOT Fort Worth Dist.
- Becky Byford - TxDOT Design Division
- Becky Walker, NHTSA Region 6
- Belen Nunez-Texas Tech Health Science Center SON Larry Combest Lubbock Tx
- Ben Ettelman - TTI
- Brett Reichart, TxDOT TSS Austin District
- Bridgett Hlavinka - TxDOT - TSS Beaumont District
- Cynthia Aguinaga Safe Communities Coordinator El Paso Police Department
- Dannell Thomas Region 6 Education Service Center
- Darcie Schipull San Antonio TxDOT
- David Zane
- Elizabeth De La Garza
- Freddie Summer
- Gina Galindo, TxDOT Traffic Safety Specialist-Odessa District
- Heath Bozeman
- Heyden Black Walker - Walk Austin
- Jana Wentzel - City of San Antonio
- Jay Blazek Crossley, Farm&City (and Vision Zero Texas).
- Jeanne Tarrants, TxDOT-SAT
- Jeffrey Gonzalez, City of Laredo Traffic Safety Department
- Jessica Wilkerson- TSS- TxDOT Fort Worth, TX
- Joan Hudson, TTI
- Joel Meyer, City of Austin
- Joey Pawlik
- Jolie Person - TSS - TxDOT Waco District
- Jonathan Brooks, LINK Houston.
- Josh Smith
- Kara Kockelman, UT Austin, transportation engineering
- Kimberly Fields - TxDOT
- Laura Higgins - TTI
- LaViza Matthews
- Leticia Richardson with the City of Austin Safe Routes to School
- Lisa Johnson, TxDOT Lynda Walker, Texas Municipal Police Association
- Marsha Scott, TxDOT
- Melissa A Benitez
- Michael Manser - TTI
- Michael Munson TMPA/LEL
- Michael Sharp, City of Seguin Capital Projects/Engineering
- Michelle Canton - TTI
- Miranda Sanchez
- Mona Lisa Didelot-Page, TxDOT TSS
- Neal Johnson - TTI
- Noah Heath (TxDOT - Bike/Ped)
- Pete Krause
- Phil Hays
- Rayna Reid – HPW
- Rebecca Byford
- Rhonda Bolick Safe Routes to School City of Austin
- Robbi Smith -TxDOT
- Ronnie Bell, City of Austin Transportation Department
- Sandi Rosenbloom
- Sanny Rivera - Texas Children's Hospital
- Sharon Moses-Burnside, City of Houston, Planning and Development - Transportation Division
- Stephanie Christina TSS Corpus Christi TxDOT
- Stephen Ratke, FHWA Texas division
- Teresa Cortez-Outreach for FirstCare Health Plans; Lubbock, Midland/Ector Co.
- Tom Benz
- Tracie Mendez, TxDOT Traffic Safety Division
- Troy Walden - TTI

## Appendix B—Meeting Chat Box Transcript

[10:06 AM] Ettelman, Ben

[https://s6.goeshow.com/tti/pedestrian/2021/registration\\_form.cfm](https://s6.goeshow.com/tti/pedestrian/2021/registration_form.cfm)

Registration Form

Higgins, Laura

10:08 AM

m-canton@tti.tamu.edu

Higgins, Laura

10:09 AM

Contact Michelle (m-canton@tti.tamu.edu) if you are interested in presenting at the Forum!

[10:38 AM] Kockelman, Kara

Will other cities and states start requiring police reports to indicate homelessness now, the way Austin now does?

[10:39 AM] Elizabeth De La Garza

DRSR is hosting a teacher workshop called the Teacher Traffic Safety Academy. The virtual academy is being presented on July 6, 7, and 8. This is an educator-centric workshop, but if anybody is interested in attending, since this is virtual we do have seats open. The Google Form application is [https://docs.google.com/forms/d/e/1FAIpQLSf9wl7uMeMmEzqE2Dvd\\_RBYItlgG3e3DXbEI-Wa24XmOEWtfA/viewform?usp=sf\\_link](https://docs.google.com/forms/d/e/1FAIpQLSf9wl7uMeMmEzqE2Dvd_RBYItlgG3e3DXbEI-Wa24XmOEWtfA/viewform?usp=sf_link) You can also call me 512.320.8274 or email me at elizabeth@tmcec.com for more information. Thanks!

DRSR Teacher Traffic Safety Academy 2021

Dates: July 6, 7, 8, 2021

This will be a VIRTUAL workshop.

Contact DRSR at (512)636-4637 or elizabeth@tmcec.com for more information.

[10:42 AM] Manser, Michael

The messaging seems to be general in nature but the stats reveal a more nuanced problem. We need to educate everyone but should some of the messaging be directed at specific drivers and/or pedestrians.

[10:44 AM] Ratke, Stephen (FHWA)

Kara, in my review of pedestrian crashes in Harris county, Houston PD pretty reliably indicated if the pedestrian was homeless.

[10:45 AM] Josh Smith

Have there been any efforts to publicize a message that parallels the "designate a driver" message? In other words, if you're drinking and walking, designate someone in your group who won't drink so that everyone gets home safely. While I imagine many pedestrians who are intoxicated and injured or killed are traveling solo, this may still help in some cases.

[10:48 AM] Ettelman, Ben

Jay will speak next and then we will have to switch gears.

[10:50 AM] Jonathan Brooks

Are there other states with laws that shift the perspective of pedestrian responsibility by law enforcement? Michael's summary of how our laws tend to dictate perspective was concerning.

[10:52 AM] Walden, Troy

thanks for allowing us to participate in this very important discussion,

[10:53 AM] Heyden Walker

Thanks very much for the valuable insights!

[10:55 AM] Walden, Troy

Ben... I have to break free for another meeting so im going to sign out. Thanks for letting me present.

[10:56 AM] Ettelman, Ben

Thank you Troy!

[11:02 AM] Michael Munson

I am not aware of any states that have moved their statues that direction. When we look at the statutes they have always been more targeted at the motorized road users. I am not sure that's concerning, necessarily. I believe that we really need to determine what is happening site by site and implement initiatives that are location/problem specific. this will allow for behavior change across the spectrum of users there, including the pedestrians, but going beyond that to all users behaviors.

[11:07 AM] Manser, Michael

any questions for Jay?

[11:08 AM] Elizabeth De La Garza

So when do these new laws go into effect? September 1 or January 1?



[11:08 AM] Johnson, Neal

Great info, Jay! Really glad to see those that did pass!

[11:10 AM] Meyer, Joel

great work Jay!

[11:10 AM] Jay Blazek Crossley (he/him) (Guest)

SB 1055, the Safe Crosswalks and Stop for Pedestrians changes, will go into effect September 1.

[11:11 AM] Anthony White

thank you Jay! can i reach out to you regarding upcoming TIM conference in August?

Johnson, Neal

11:26 AM

<https://www.walkbikesafetexas.org/identifying-barriers-to-understanding-pedestrian-and-bicycle-safety-laws/>

Url Preview for Identifying Barriers to Understanding Pedestrian and Bicycle Safety Laws

Identifying Barriers to Understanding Pedestrian and Bicycle Safety Laws

Identifying Barriers to Understanding Pedestrian and Bicycle Safety Laws To respond to pedestrian and bicyclist

[www.walkbikesafetexas.org](http://www.walkbikesafetexas.org)

Elizabeth De La Garza (External)

11:27 AM

Great information! Thanks!

Jay Blazek Crossley (he/him) (Guest)

11:27 AM

Sorry for the budget writers that you'll have to update all those kinds of materials to add "stop and" :)

Kockelman, Kara

11:27 AM

I thought a prior speaker said that 84% of fatalities are away from intersections, so I'm not sure how she has closer to 50%. Is it because of the non-fatal, injurious?

Aguinaga, Cynthia (External)

11:28 AM

Great info! Thank you!

Higgins, Laura

11:28 AM

I believe that is the case, Kara - that number includes the non-fatal crashes.

Michael Sharp (External)

11:28 AM

great info! thank you for the information and presentation.

Anthony White

11:29 AM

this meeting was forwarded to me this month.

Kockelman, Kara

11:29 AM

Thanks, Ben & Co.!

[11:29 AM] Jeffrey Gonzalez - Laredo Traffic Safety (Guest)

Thank you very much for the information.

Kockelman, Kara

11:29 AM

Yay for virtual! We don't have to drive (or walk? 😊 ) to College Station! And people can watch everything afterwards too.

Darcie Schipull

11:29 AM

Great job, thought provoking

Anthony White

11:29 AM

can you add me to the contact list for the future. thank you

[11:30 AM] Sanny Rivera (Guest)

Thanks so much!

[11:30 AM] Canton, Michelle

Please check back often, and bookmark <https://www.texaspedssafety.org/>

Ratke, Stephen (FHWA) (External)

11:30 AM

Hopefully we'll also "see" a number of you at the traffic safety conference July 14-16

Jay Blazek Crossley (he/him) (Guest)

11:30 AM

Thanks everybody.

Jessica Wilkerson

11:30 AM

Thank you!!