

# Statewide Pedestrian Safety Coalition

## FY2023

### FY23 Meeting #1 Notes

11/16/2023 – 10:30 a.m. – Meeting conducted via Microsoft Teams

Attendance: Ganapathi Badireddi, Phillip Baker, Sean Beauvais, Dipti Borkar-Desai, Cathy Brooks, Marisa Conlin, Jay Crossley, Christina De La Cruz, Elizabeth, De La Garza, Gus Escobedo Jr, Houssam Ghandour, Dexter Handy, Laura Higgins, Madeleine Hirsch, Joan Hudson, Susan Jaworski, Timothy Jeffcoat, Nan Jiang, Neal Johnson, Elizabeth Jones, Bria Kimble, Sanford Klanfer, Mike Kublanov, Micah Leonard, Blasita Lopez, Bill Macke, Michelle Magllanez, LaViza Matthews, Radhika Paruchuri, Wayne Powell, April Ramos, Christine Reeves, Elizabeth Rhinehart, Jason Rodriguez, Kim Sailor, Carl Seifert, Catherine Selvaggi, Josh Smith, Robert Steigleder, Tom Schwerdt, Stephanie Taylor, Dannell Thomas, Gina Torry, Cinthia Vega, Mary Volkmann, Matthew Volkmann, Heyden Walker, Ben Wallach, Robert White, Scott White, Kelli Williams, Cindi Wynia, Christine Yager, Anna Zendt

### Welcome & Introductions

Micah Leonard of TTI (Texas Transportation Institute) welcomed everyone to the meeting. Fifty-six people attended via Microsoft Teams. Attendees who provided their names in the chat or could be identified on Teams are listed above.

### Current Statewide and National Data

Looking at stats from the Task Force Meeting reinforce the need for this coalition. Pedestrian serious injury and fatality rates continues to climb. In 2021, Texas ranked 10<sup>th</sup> in number of pedestrian deaths.

### Texas Pedestrian Safety Activities

- Pedestrian Safety Coalition Meetings: March, July, September (maybe)
- 2024 Texas Pedestrian Safety Forum: May 2, Houston
- Webinars: January, June, August, or September (Topics TBD)
- Pedestrian Safety Task Force Meetings: December, May, June or July
- Presentations to TxDOT Transportation Safety Specialist Coalitions: June-August

### Contacts

- Christine Reeves - Can get us in contact with Doctors, Nurses, EMS, etc. for involvement. Keep in mind, everyone in this industry schedules 3 months in advance.
- Gina Torry - Road Safety Texas is looking for grief counselors to work with.
- Christina DeLaCruz - Requested pedestrian safety initiatives by email.

## 2024 Texas Pedestrian Safety Forum

- Thursday, May 2, 2024, Houston
- Forum location to be announced soon.
- Registration will open in January.
- Pedestrian Safety Task Force will help with forum planning.
- Plan to organize a walking audit and social collaborative event on Wednesday, May 1.

## 2023- 24 Pedestrian Safety Task Force

In our second year of having a task force, we will review, expand, and develop pedestrian safety initiatives. The Task Force will assist in planning the forum. This group will also continue to refine future PSTF activities. The meeting dates were announced with an accompanying slide.

## Moderated Discussion on Mid-Block Crossing/Jaywalking

Jay Crossley and Scott White of Farm&City, and Joan Hudson of TTI were the discussion leaders for this portion of the meeting. Micah Leonard touched on the history of the word “Jaywalking.” Jay Blazek Crossley explained that what's so profound about the Lisa Tory Smith Act is that we have a greater responsibility to protect people who are outside of our cars. Many people in attendance contributed this discussion.

## Stakeholder Updates

Stephanie Ferguson opened the floor to anyone on the call that wanted to provide updates in their district.

- Gina Torry provided an update on the first charge under the Torry Smith Act have taken place over the last month in Fort Bend County.
- Phillip Baker provided an update on Broadway needing pedestrian updates in San Antonio.
- Tom Schwerdt provided an update on positive change in Cedar Park over the last four years.
- Darron Jurajda: TxDOT is [soliciting input for the Statewide Active Transportation Plan](#) through November 30th. This is a great opportunity for us to influence active transportation projects across the state. Everyone take a moment and:
  - Fill out the [plan survey](#)
  - Add to [interactive comment map](#), you can draw your active transportation route, draw in missing connections, highlight areas that need infrastructure and transit connections and upvote things you like that others posted.
- Dexter Handy - to provide support with Walking Audit as he recently did this at another location in Houston.
- Elizabeth Joans provided an update on Pedestrian Crashes related to Bars (looking at Dallas; 24 hour Dallas)
- Craig Casper on PROWAG - Heyden Walker provided additional information on topic.

## Adjourn

Adjourn – 11:58

## Resources Shared

- Austin soon-to-be adopted [2023 Sidewalks, Shared Streets, and Crossings Plan](#) has a lot of information about how we think about these issues and prioritize crossings. Also FHWA has a lot of [good resources](#).
- Texas Bicycle and Pedestrian Count Exchange (BP|CX) <https://mobility.tamu.edu/bikepeddata/>
- Bicycle and pedestrian planning and designing <https://www.txdot.gov/projects/planning/bicycle-pedestrian-planning-designing.html>
  
- Farm and City contacts [scott@farmandcity.org](mailto:scott@farmandcity.org) and [jay@famandcity.org](mailto:jay@famandcity.org)
- SB 1055 <https://capitol.texas.gov/tlodocs/87R/billtext/pdf/SB01055F.pdf#navpanes=0>
- Texas Pedestrian Safety Coalition <https://www.texaspedsafty.org/>
- Vision Zero Summit <https://www.visionzerotexas.org/summit/>
- Micah Leonard [M-Leonard@tti.tamu.edu](mailto:M-Leonard@tti.tamu.edu)
- Washington Avenue Walk Audit Summary [https://docs.google.com/spreadsheets/d/1iyzMoTJ3U99Jo92bv92\\_gaaxdMjArXk6/edit?usp=sharing&oid=100522436266570562757&rtpof=true&sd=true\\_darron.dippel@gmail.com](https://docs.google.com/spreadsheets/d/1iyzMoTJ3U99Jo92bv92_gaaxdMjArXk6/edit?usp=sharing&oid=100522436266570562757&rtpof=true&sd=true_darron.dippel@gmail.com)
- TxDOT Statewide Active Transportation Plan Meeting Information <https://burnsmcd.mysocialpinpoint.com/txdot-statewide-active-transportation-plan/home/>
- News story regarding possible felony charge due to Lisa Torry Smith Act <https://abc13.com/lisa-torry-smith-act-pedestrian-killed-houston-transportation-crosswalk-death/11557494/>
- Vision Zero 2023 Summit <https://www.visionzerotexas.org/summit/2023summitschedule/>
- Statewide Active Transportation Plan <https://www.txdot.gov/projects/projects-studies/statewide/statewide-active-transportation-plan.html>
- Dallas Bar owners get together and see what they can do to increase safety. 24Dallas <https://24hourdallas.org/our-story/>
- US Access Board Issues Final Rule on Public Right-of-Way Accessibility Guidelines <https://www.access-board.gov/news/2023/08/08/u-s-access-board-issues-final-rule-on-public-right-of-way-accessibility-guidelines/>
- PROWAG Contact: [ccasper@cctxmpo.us](mailto:ccasper@cctxmpo.us)
- Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way <https://www.texaspedsafty.org/wp-content/uploads/2023/11/PROWAG.pdf>

## Chat Transcription

Leonard, Micah

Each time we're proposals and things are due, so I'm going to go ahead and kick off, but feel free to continue chatting and both Kim and Stephanie will help me with the chat here while we go through the meeting.

Leonard, Micah

And with that it gives me a good opportunity to say hi to everyone.

Leonard, Micah

You've probably heard me chatterbox off before at different meetings when Ben is typically leading.

Leonard, Micah

Unfortunately, Ben is sick today and so you are stuck with me, but my name is Michael Leonard.

Leonard, Micah

I work at TTI in the Center for Transportation Safety.

Leonard, Micah

Umm, I'm a researcher there and I have the pleasure of working with Ben and Kim and Elizabeth, Ryan Hart and Stephanie on the Pedestrian Safety coalition, but also having the pleasure to collaborate with all of the great folks on this call.

Leonard, Micah

So with that, I'm going to kind of just kick off by saying I'm going to go through our agenda today.

Leonard, Micah

And for those of you still entering, feel free to add your location name and introduce yourselves in the chat as well as the fun topic of what your favorite side dishes for Thanksgiving.

Leonard, Micah

So today we're going to just do a little bit of welcoming introductions kind of talk about for those who are newer to this gang.

Leonard, Micah

I guess what the what the what we are the Texas because since this is the kickoff, the Texas Pedestrian Safety Coalition and then for those who are TSS who have already seen these numbers, I apologize.

Leonard, Micah

But I am going to go into a little bit of the national data and statewide current data just to give context for why the work we're all doing is so important.

Leonard, Micah

We I think a lot of us already know, but I think it's always good to kind of revisit those numbers and get a

little fire going in our bellies or what this this coming year will bring and really give us some initiative for these activities that we'll be doing over the next couple months as well as we'll be going over the Texas Pedestrian Safety Forum.

Leonard, Micah

If you've never been really a good opportunity to meet everybody in person since these are bigger meetings, I mean, we already have 45 people in this meeting.

Leonard, Micah

This gives you an opportunity to kind of put a face to the name and collaborate, which is the whole point of this coalition and also gain some knowledge on maybe new strategies going across the state of Texas.

Leonard, Micah

Then I'm going to kind of go into the pedestrian safety task force.

Leonard, Micah

Last year was our first year and we'll kind of go into some of the details of that as well as what's going on this year.

Leonard, Micah

And then we're going to have a really awesome, fun participatory of 45 people, all participating conversation moderated discussion regarding mid-block crossings or otherwise known as jaywalking.

Leonard, Micah

And then lastly, we'll have a stakeholder updates, and we'll have another speaker kind of giving in us an update and then you'll be done with us at noon.

Leonard, Micah

So, and that's kind of the kind of rundown of everything.

Leonard, Micah

So with that said, I did want to kind of give everybody what we are.

Leonard, Micah

What is this that you have gotten yourself into?

Leonard, Micah

If you're newer to your role, if this is the first time you've ever been involved, or if you just need a reminder of like, kind of what our mission is.

Leonard, Micah

So the Texas petition and Safety Coalition, I put the link there.

Leonard, Micah

I think you should be able to click it in this presentation mode.

Leonard, Micah

If not, it's very accessible through a Google search or just Texas Pen safety.org.

Leonard, Micah

Oh, I see.

Leonard, Micah

Thumbs up.

Leonard, Micah

So we're good to go.

Leonard, Micah

Umm, the goal of the coalition is obviously to reduce pedestrian fatalities and injuries.

Leonard, Micah

Injuries across the entire state of Texas and in Texas communities.

Leonard, Micah

Umm, the whole point of this is that we do not have all the answers text dot does not have.

Leonard, Micah

All the answers advocates do not have all the answers, and we are creating a public forum that promotes pedestrian safety by identifying partnerships, opportunities for collaboration and capacity building.

Leonard, Micah

And with that, we also want to emphasize that this is a place to have and facilitate communication, collaboration and friendship making.

Leonard, Micah

I guess you could say we, as Ben said, two days ago in the TSS meeting for those who are from Texas that are part of this meeting today and sorry to beat a dead horse, but I think it's a very important message.

Leonard, Micah

We are not in the business of finger pointing or blaming.

Leonard, Micah

We are in the business here in this collaboration of creating solutions and ways to address issues that we see in our communities and we really want that collaboration and it's not this is not a call out or anything if anything that's ever occurred.

Leonard, Micah

But we just like to reinforce that because the fact of the matter is just like all social service work, this can get really hard and really tiring and it's really sometimes it's very human nature to get into a negative cycle of blaming, I think or also just like losing hope.

Leonard, Micah

And so this is kind of the hope wheel hopefully of the world as well as your opportunity for a communication collaboration and creating.

Leonard, Micah

This is such a Miss America speech but and creating a better tomorrow for our pedestrians out there.

Leonard, Micah

And it's really important to me.

Leonard, Micah

I'm a runner.

Leonard, Micah

I use our streets every day as I'm sure it's all important to you guys and everybody has a story of why they're here today, that that's our reminder, just this is a great place to connect.

Leonard, Micah

I'm network if you will, and create friendships that will hopefully impact our streets and impact these terrible numbers that I'm about to show you.

Leonard, Micah

So as I am trying to uplift us, this is also I can bring us down a little bit and reflect on where our numbers are in the US as well as Texas.

Leonard, Micah

So with that, if you while looking at the trends nationally and as you can see from this, Texas had the 10th most pedestrian deaths per 100,000 people across the United States.

Leonard, Micah

This is, uh, the projection from GHSA is that Texas deaths will increase to 2.78 per 100K in 2022.

Leonard, Micah

They actually superseded that, and so this is like a good number to kind of reflect on that.

Leonard, Micah

Texas is in a scary situation.

Leonard, Micah

We have a huge state with lots of different needs and UM, just kind of a reflection of like where we are and where we can go using maybe the tactics of what we can bring in from other states, or even what other cities are doing.

Leonard, Micah

From the chat I can tell we have a pretty good representation of the state of Texas in here, so it is good to reflect on how different cities are, but also some of the similarities that can bring us forward to hopefully decreasing this pedestrian fatality rate.

Leonard, Micah

So UM and I'm I apologize for the numbers.

Leonard, Micah

These are the most recent numbers that we have from 2022.

Leonard, Micah

I realize we're in 2023, but these are the most published numbers currently, so the US pedestrian fatality rate is increasing steadily, and this is just a projection from GHSA, but I think that it's good to reflect on where Texas is specifically.

Leonard, Micah

So when we look at the overall pedestrian rates from 2014 to 2022, Texas has suffered the most deaths and injuries in the past eight years.

Leonard, Micah



And with that, it also represents 17.3 of 17, three point, 3% of the fatalities on our roads and 5.8% of the injuries.

Leonard, Micah

And as you can also imagine, pedestrian deaths are increasing faster than any of the other traffic fatalities.

Leonard, Micah

That's not to say that we shouldn't focus on other areas of issue, but it is a very scary number when you're thinking about people out on the road and pedestrians and young children, mothers with their kids walking across the street, people trying to get to work, elderly people who are physically disabled, things of that nature.

Leonard, Micah

I think it's a really good to reflect on all of the use that we have out there of the youth and from zero to 99.

Leonard, Micah

We have people out on the roads that unfortunately are losing their lives due to fatal traffic fatalities.

Leonard, Micah

O with that uplifting message, we do want it.

Leonard, Micah

This is just like I said, just to remind everybody, so that we can kind of talk about what our activities are this year.

Leonard, Micah

So the green activities of this year, we are trying to lay out very early so that we can ensure the utmost involvement possible.

Leonard, Micah

Like I said before.

Leonard, Micah

We are really striving to have this be as collaborative as possible and as constructive as possible and as representative as possible from across the state of Texas, and so with that, we're really trying our best, very urgently and quickly and right off the bat, giving you guys all the dates that we can possibly give you so you can start marking your calendars.

Leonard, Micah

While there is a maybe your TVD, we are trying to hit it hard on making sure that these upcoming events are on your calendars early.

Leonard, Micah

And with that, you can already mark May 2nd everyone go to your calendar right now, May 2nd in Houston will be this year's Pedestrian Safety Forum.

Leonard, Micah

And don't just mark your calendar, mark all of your colleagues calendars, all of your friends, family that you think you're need to be involved and any health professionals, engineers, advocates.

Leonard, Micah

I probably missed some, but think about that you know that in that entire system of the safety systems and invite anybody you think is relevant because we want everybody to be there, we need voices heard and we need input of how we can make impacts.

Leonard, Micah

Umm.

Leonard, Micah

And with that said, of opinions of how we can make impacts and we'll also be having some webinars, January, June, August, and September and then like I said, we will have the second year of the Pedestrian Safety Task Force that will be December, may, June and July.

Leonard, Micah

And then also we'll be having presentations for those who are on the TSS call or won't weren't able to be on there.

Leonard, Micah

Yes, two days ago we will be having presentations to the TSS's from text DOT in June through August.

Leonard, Micah

So please start marking your calendars.

Leonard, Micah

Once we release those dates and the specific dates for the coalition meetings for the Forum, for the webinars, and as Ben and I always say, if anybody has suggestions, hot topics, uh, issues in there, even their just their little tiny region that they think doesn't really impact the greater state of Texas, it does.

Leonard, Micah

So please share Ben and I are always available to have these conversations about how we can make things better, have the conversation of how we can push, push the I guess, push it all forward a little bit in terms of information getting out there to the greater state of Texas and y'all's communities.

Leonard, Micah

So with that, that pedestrian safety Forum is going to be held, like I said, May 2nd in Houston.

Leonard, Micah

We will be announcing we are like this close to announcing where it will be specifically in Houston.

Leonard, Micah

Umm, but as a I don't know a sneak peek I will be at a Norris Center, so if you want to start Googling, Norris centers in Houston.

Leonard, Micah

It's going to be at one of those.

Leonard, Micah

We have that place.

Leonard, Micah

We just don't want to jinx it, but we're currently planning it out and registration will open in January.

Leonard, Micah

We'll be sending emails, obviously, but then also you can access uh that registration through our website.

Leonard, Micah

So if you're an eager, eager person, you can keep clicking on the website and see if it's there, but we'll send an email out to tell everybody that it's there.

Leonard, Micah

And like I said before, please forward that email to any and everybody that you think is a relevant person to be there and law enforcement.

Leonard, Micah

We're really trying to do better with the law enforcement and we're trying to do better with our health

professionals and then, as always, you know, different perspectives, different cities, different urban and rural perspectives are always welcome.

Leonard, Micah

So please reach out and I see that there's a hand raise.

Leonard, Micah

So Christine, did you have a question? Yeah.

Christine Reeves

Just something real quick because I didn't want to forget to say it later, but so I represent the regional advisory councils which are the trauma regions in Texas.

Christine Reeves

I mean, I don't represent them all.

Christine Reeves

I am from them and can share the well, but as far as the health professionals and we can do a really good job of getting some surgeons, ER, docs, some nurses involved.

Christine Reeves

The biggest thing with them is just telling them something's happening in January doesn't really work because they booked their schedules three months in advance.

Leonard, Micah

Yeah.

Christine Reeves

So the faster that we can get the dates then I can share through the rack system to the hospitals and EMS providers.

Christine Reeves

But it I didn't know if you were aware, but I wanted to share and didn't want to forget.

Christine Reeves

But yeah, they do scheduling for nurses and physicians about three months out.

Leonard, Micah  
That's perfect.

Leonard, Micah  
No, that's really good to know.

Christine Reeves  
So UM, OK.

Leonard, Micah  
And that's like why we definitely want, especially for and also for police force, right?

Christine Reeves  
Brad.

[10:45am]  
Leonard, Micah  
The police forces are super understaffed right now and super overextended, so much like I'm sure physicians and nurses.

Leonard, Micah  
So an EMS provider.

Leonard, Micah  
So yeah, we'll definitely get that May 2nd.

Leonard, Micah  
Go ahead and like send it out though.

Leonard, Micah  
That's, that's confirmed.

Leonard, Micah  
That's in the books.

Leonard, Micah  
That is like the day, so that one definitely, I think the forum is a really good time.

Leonard, Micah

Umm for like all the meetings are, but the forum is specifically because it is based of phase.

Leonard, Micah

It's a good like knowledge or ice as well as you know just ability to kind of talk about projects that you maybe knew never knew were happening across the state of Texas.

Leonard, Micah

But yeah, thank you very much.

Leonard, Micah

I appreciate that feedback and I'm going to make sure to or if Kim and Stephanie can make sure to write down your name and we'll make sure that we're communicating directly.

Leonard, Micah

And thank you for raising your hand.

Leonard, Micah

I didn't say this at the beginning.

Christine Reeves

Thank you very much.

Leonard, Micah

No, you're welcome.

Leonard, Micah

Thank you for doing this too, because I didn't say this at the beginning.

Leonard, Micah

But while there are 51 people on this call, we do really encourage that we're like a collaborative as I'm talking at everybody, a collaborative conversation.

Leonard, Micah

So like if you have something, please raise your hand and let us know because we are like I said before, we are just the organizer and we are not the knowledge source of everything.

Leonard, Micah

Umm, so feel free to keep raising your hands and also correct me if I'm ever wrong like Ben and I and my our whole team are here to like grow as an entity.

Leonard, Micah

So we would like this the coalition to be the best it can be, and that's only possible with y'all's help.

Leonard, Micah

So thank you, Christine Umm.

Leonard, Micah

And so with that said, we're going that input said, we're going to have the pedestrian safety force helping with the forum planning this year.

Leonard, Micah

So we, as in many years, we ask that you send us topics that you're interested in, but we also will be having outside Council, if you will, outside assistance with the pedestrian Safety task force.

Leonard, Micah

And like I said, this is the second year that we're doing the pedestrian safety task force.

Leonard, Micah

And this year, we are taking a very strong approach to ensuring that we have representation from all spheres of like knowledge, I guess.

Leonard, Micah

So like I said before, engineering, health enforcement, etcetera.

Leonard, Micah

And so if you're really interested, and I will, I'll put another plug in here in a second.

Leonard, Micah

But if you're interested, please, please reach out to us.

Leonard, Micah

If you're not interested in the task force, but want to help with forum planning, that's still a possibility as well, so please take it upon yourself and let us know if you're interested, and we'll be more than happy to open the doors up to anybody who wants to participate in that planning.

Leonard, Micah  
Umm.

Leonard, Micah  
And I'm sorry, I was reading the chat there. Uh.

Leonard, Micah  
We have uh citizens for Rd safety is looking for qualified grief counselors to work with.

Leonard, Micah  
So please read the message in here and this is an important message from Gina and hi, Gina, by the way.

Leonard, Micah  
And she can be contacted in her emails in there.

Leonard, Micah  
So and with that said, we also at the forum plan to organize a walking audit and The Walking audit will be not only a walking on it, but also a social collaborative event afterwards.

Leonard, Micah  
So I know that a big feedback we've been getting in the past is that the forum is too quick, too speedy, and they have a lot of people need more time to talk or gather their thoughts.

Leonard, Micah  
And then you know, go into the meeting.

Leonard, Micah  
So with that, we are trying to listen and adapt as best as we can.

Leonard, Micah  
So we're going to do a walking audit the day prior, so that's that Wednesday.

Leonard, Micah  
So like I said before, mark your calendars now send it on everybody else's.

Leonard, Micah



Put it on your colleagues calendars Wednesday May 1st will be The Walking audit and then a collaborative and social collaborative event afterwards.

Leonard, Micah

And so with that, as I said, the task force, so the task force this year, umm, we plan to lay out all of our dates.

Leonard, Micah

As I said before, so December 7th is the first meeting.

Leonard, Micah

It will be virtually May 1st, will be an in person meeting and then June and or July will be the third meeting and that's virtual.

Leonard, Micah

But we haven't put nailed down that date.

Leonard, Micah

That said, we are trying our best like to have a representative voice.

Leonard, Micah

However, Umm, we also really want like that deep participation and they'll part of the task force is obviously a bigger ask of your time, more meetings and more one on one time with us.

Leonard, Micah

So if you're not able to, there is no shame in.

Leonard, Micah

I know a lot of us do a lot of work day in and day out and barely have time to eat breakfast, lunch and dinner.

Leonard, Micah

And as we're eating by our desks, so if you're not able to, there is no shame in that.

Leonard, Micah

But we do want to set those expectations early because we want the task force to come to its like full flourishing fruition of being able to actually get stuff done in terms of pedestrian safety in the state of Texas.

Leonard, Micah

Umm, last year we had a great task force.

Leonard, Micah

We came up with some really good initiatives this year.

Leonard, Micah

We are going to.

Leonard, Micah

Ohh thank you.

Leonard, Micah

The date as 2024, not 2023.

Leonard, Micah

We're not moving back in time, but so with that, we're going to review and expand on those initiatives.

Leonard, Micah

If you did not receive the initiatives, we sent it out to the entire coalition, we'll be happy to share that again with you.

Leonard, Micah

Feel free to email us and I know I keep saying that and I knew I'll put my email in the chat here momentarily, but just feel free to email us if you did not receive those initiatives.

Leonard, Micah

And then this year, like I said, we'll have the pedestrian safety Task force participating in the forum planning and then continuing to refine future activities.

Leonard, Micah

Like I said, we want the pedestrian safety task force to be the best it can be.

Leonard, Micah

We want to get like actual work done and so I like, I'm, like, pounding on my hand.

Leonard, Micah

But, umm, and so we're really trying to lay out those expectations early.

Leonard, Micah

But also I'm trying to make sure that we have a representative body.

Leonard, Micah

So if you think you know somebody that would be good, or if you personally would like to take part in the task force, the nominations will be sent out on November 17th and we're more than happy to consider everybody last year.

Leonard, Micah

Like I said, we had a really great task force.

Leonard, Micah

I know we're going to continue to have that same show up and show out really amazing people coming to the table, collaborating on ways that we can make actionable initiatives across the state of Texas.

Leonard, Micah

So like I said, we're going to take those initiatives.

Leonard, Micah

We're going to expand upon ones or review them and then perhaps develop new ones if we think that the old ones are wonkers and then we're going to take it, hopefully 4th to create a tangible action plans.

Leonard, Micah

So if you have any interest in those three tasks and more and hang out with Ben, Kim, Elizabeth and Stephanie and I way more than please join us and we would love to have you guys there.

Leonard, Micah

Thank you for sharing my email address.

Leonard, Micah

That's my email address in the chat.

Leonard, Micah

Michael Leonard, the chatty Cathy right here.

Leonard, Micah  
And feel free to email us at anytime.

Leonard, Micah  
And so with that, I'm going to lead into the more fun stuff.

Leonard, Micah  
We ought the business done.

Leonard, Micah  
I went through things pretty quickly.

Leonard, Micah  
I apologize, this is my fatal flaw, so if you missed anything we will be able to post this and also share this with anybody who needs it.

Leonard, Micah  
Like I said, the dates will be sending out early on and we are calling out for anybody who has a task force nomination for themselves or for others on November 17th.

Leonard, Micah  
So I E tomorrow and with that I lay the floor out to talk with umm I'm on a moderated discussion.

Leonard, Micah  
This discussion is not intended to be a panel, this is just kind of getting the juices flowing.

Leonard, Micah  
The ball rolling for a hopefully group discussion you can turn on your camera.

Leonard, Micah  
Turn on your mic and participate.

Leonard, Micah  
And feel free to.

Leonard, Micah  
I'm so sorry.

Leonard, Micah  
I'm going to read this little chat. Umm.

Leonard, Micah  
Can't read it.

Leonard, Micah  
OK.

Leonard, Micah  
Ohh, do you collaborate with and participate with any of the SAVE initiative safety initiatives such as Vision Zero?

Leonard, Micah  
Ohh, I'm sorry guys, I'm reading all the extra chats here.

Leonard, Micah  
OK.

Leonard, Micah  
Yes, we can send the pedestrian safety initiatives.

Leonard, Micah  
Please just email me Christina.

Leonard, Micah  
It's the email address right above, and then yes, uh, we do participate with the vision zero.

Leonard, Micah  
We aren't going to participate with that.

Leonard, Micah  
I actually just emailed Jay and Scott this morning to ask them what how we can participate in what they need from us.

Leonard, Micah  
So we will be there to participate and I'm sure if you are willing to participate, you can just email Jay

Crossley and Scott White and as soon as I start, stop jibber jabbing, I can add that to the chat as well, which are their contacts.

Leonard, Micah

But yes, we do collaborate with them a lot.

Leonard, Micah

As you can see, because they're both on here right now, their faces gleaming and shining.

Leonard, Micah

So with that, I do want to introduce Jay Crossley and Scott White from Farm and City, as well as Joan Hudson from Texas Transportation Institute.

Leonard, Micah

Umm, I invited them not to be the leaders of this conversation, but to give a little bit.

Leonard, Micah

Like I said, get the ball rolling and this conversation and also to kind of get perspectives from different cities and different areas of focus.

Leonard, Micah

I guess you could say so, Scott.

Leonard, Micah

I will allow them all to introduce themselves, but Scott isn't all Paso.

Leonard, Micah

Jay is an Austin and Joan is an Austin.

Leonard, Micah

But Joan, you know, works with Texas A&M Transportation Institute and provides kind of a lot of that engineering basis.

Leonard, Micah

And Jay works a lot with these policy initiatives that we so desperately need across the state of Texas to protect pedestrians.

Leonard, Micah

So with that, I will kind of go into why we're talking about this today kind of give some contacts before I hand over the floor.

Leonard, Micah

But the context for this conversation I put the link in there is that California has worked to decriminalize jaywalking.

Leonard, Micah

Umm.

Leonard, Micah

And Ben and I definitely took a lot of interest in this.

Leonard, Micah

Jay has been on this for quite a while, as well as Joel Meyer, who wasn't able to be here, and I credit him because a lot of this information he has taught me so he is I am his apprentice.

Leonard, Micah

I guess you could save some of this information.

Leonard, Micah

So Joel is incredible participant in Austin and he wasn't able to be here, but Mary Vo, his colleague, is here.

Leonard, Micah

So Mary, you can correct me if I take any of his information incorrectly, but Austin is doing a really good job.

Leonard, Micah

I think of doing some of these plannings to create change.

Leonard, Micah

Because of this high rise of pedestrian fatalities, those somber numbers that I presented here at the beginning of the meeting and then the other thing is there are new laws being passed to protect pedestrians.

Leonard, Micah

Gina is here, and I actually will.

0:28:5.610 --> 0:28:7.780

Leonard, Micah

Gina, I'm glad that you're here because I have a.

0:28:7.820 --> 0:28:11.880

Leonard, Micah

The next slide is all about you and all of the hard work that you've been doing.

0:28:12.340 --> 0:28:25.910

Leonard, Micah

And then the other thing is there are lots of new and unique strategies being implemented across our state to hopefully reduce these ugly numbers that we have of pedestrian fatalities.

0:28:26.80 --> 0:28:30.950

Leonard, Micah

So that's kind of the overview, but I also wanted to share.

0:28:30.960 --> 0:28:37.920

Leonard, Micah

So, umm, the Lisa Torry Smith Act passed in 2021.

0:28:38.260 --> 0:28:50.730

Leonard, Micah

Gina was so kind to be at the past forum and this is a good, I guess starting point for trying to, you know, protect our vulnerable Rd users.

0:28:50.920 --> 0:29:8.990

Leonard, Micah

I just put some quick bullet points and you can access all of this information obviously on their website, but this new law makes killing or injuring a pedestrian a crime in the state of Texas, and it doesn't require providing intent.

0:29:9.740 --> 0:29:20.100

Leonard, Micah

So that is another like striking reason that we wanted to talk about this today because the background of Jay walking as a term.

0:29:20.160 --> 0:29:21.260

Leonard, Micah

Ohh, there's a hand raise.

0:29:21.560 --> 0:29:23.310

Leonard, Micah

I see a hand raise, but I don't know who it is.

0:29:24.150 --> 0:29:25.370

Leonard, Micah

So you can turn on your camera and just.

0:29:26.220 --> 0:29:28.210

Gina Torry - Citizens for Road Safety Texas

Hi just quickly this is Gina Torry here.



0:29:29.110 --> 0:29:29.550

Leonard, Micah

Thank you.

0:29:28.220 --> 0:29:32.800

Gina Torry - Citizens for Road Safety Texas

Just to just to clarification on the law because it's new and thanks so much for sharing it.

0:29:35.820 --> 0:29:36.0

Leonard, Micah

Yeah.

0:29:32.810 --> 0:29:43.870

Gina Torry - Citizens for Road Safety Texas

If you go back to your previous slide, just to clarify, so that every because this is something that so over the last month, the first charges that we know of under the lease of Torry Smith Act have taken place.

0:29:43.940 --> 0:29:47.950

Gina Torry - Citizens for Road Safety Texas

So there's confusion by those who know of it.

0:29:47.960 --> 0:30:4.470

Gina Torry - Citizens for Road Safety Texas

Many people don't know of it, but in the bullet that says does not require proving intent, that's not entirely accurate in that it doesn't require proving intent the way that it was under the previous version of Texas law.

[11:00 am]

Gina Torry - Citizens for Road Safety Texas

So the way that the law works is and thank you very much, Jay and Farm and City for this addition to the Lisa Torry Smith Act, which was the stop the stop and the stop and yield a drivers failure to stop, just to simply stop is uh is negligence.

Gina Torry - Citizens for Road Safety Texas

So, so under, under the law, a driver's failure to simply stop is negligence.

Gina Torry - Citizens for Road Safety Texas

And so that's what the burden of proof is.

Gina Torry - Citizens for Road Safety Texas

Is that level of criminal negligence?

Gina Torry - Citizens for Road Safety Texas

It's just simply not stopping, and that's how you get charged or fined.

Gina Torry - Citizens for Road Safety Texas  
So thank you.

Gina Torry - Citizens for Road Safety Texas  
Thank you for that and my apologies for interrupting, but it's something that people are always asking us about.

Gina Torry - Citizens for Road Safety Texas  
So I thought I would bring it up here.

Leonard, Micah  
No, that's perfect.

Leonard, Micah  
And it's not interrupting.

Leonard, Micah  
Like I said early on, please correct me.

Leonard, Micah  
Collaborate and share anything and I appreciate you being here, Gina, because you are a part of the bigger discussion of this, this entire topic.

Leonard, Micah  
So, with that said, criminalizing, for example jaywalking has a like long historic reason that it exists and it's not to protect pedestrians.

Leonard, Micah  
And so I kind of wanted to give a little bit of background on the term so that we can kind of conceptualize like where we're all coming from.

Leonard, Micah  
And Jay and Scott, please correct me if any of this is wrong.

Leonard, Micah  
I also just got a lot of this information from Joel who was so kind to share a lot of this with me, but so fun fact, the term jaywalking actually just came from like that blue Jay, who is a chatter box.

Leonard, Micah

So I actually resonate a lot with this term, so maybe I'll just take it as a blue J, but it came from making fun of the country bumpkins.

Leonard, Micah

They got into the city and got in other pedestrians way while being dazzled by the lights and the shiny windows.

Leonard, Micah

And it all started because they were just making fun of the country bumpkins.

Leonard, Micah

But in the 1920s to 1930s, it started to become something of a conversation of lowering speed limits, which and other restrictions on cars giving the blame to the cars rather than the pedestrian, or.

Leonard, Micah

Yeah.

Leonard, Micah

And so the car companies were like, we cannot have this.

Leonard, Micah

And so I put.

Leonard, Micah

If anybody seen the music man, we got trouble right here in River City because it reminded me a lot of this concept of like, let's turn their heads the other way so that they don't look at their car industry and don't blame us for these like large amount of fatalities for this like new shiny speedy thing that's out on our roads.

Leonard, Micah

And let's blame the pedestrian.

Leonard, Micah

And this is just historical context.

Leonard, Micah

And so it's just kind of like I said, we're not a finger pointing.

Leonard, Micah  
This is the path.

Leonard, Micah  
This is the history of the word, but it is an interesting thing that it really came about like as making fun of country bumpkins and being kind of a derogatory term and that a lot of the movement of criminalizing pedestrian activity.

Leonard, Micah  
Was to kind of deter from people looking at the auto industry and safety measures that maybe the auto industry needed to take to protect vulnerable users.

Leonard, Micah  
And then, of course, this leads to issues that we have today because up until about right now, we've been looking at building roads for cars and then pedestrians as an afterthought.

Leonard, Micah  
And I'll take give you guys the contacts.

Leonard, Micah  
That's a Mike Manser really good description that he's given in the past, which is we were looking at how to build around pedestrians for the car users to use the roads rather than looking at how we can create better ways for pedestrians to walk.

Leonard, Micah  
And that, like I said, this is just a systematic problem that we've had, but jaywalking also, as many people can imagine, has also been used as an equity issue, used and abused as an equity issue.

Leonard, Micah  
The pulling over of people for jaywalking has been an issue in the past, and something that people have talked about, so something that we definitely as people who are interested in pedestrian safety should definitely consider of like how those equity issues are being looked at and sidewalks that are contiguous and things of that nature.

Leonard, Micah  
And so with that, I will finally give the floor.

Leonard, Micah

They're shaking in their seats over there, but I will finally give the floor to kind of the topic of conversation to Jay, Scott and Joan.

Leonard, Micah

And then, for anybody who wants to involve themselves in this conversation, like I said before, this is an open forum.

Leonard, Micah

Everybody's here just to kind of collaborate.

Leonard, Micah

So I'm going with that.

Leonard, Micah

I guess I'm going to use these questions to navigate the conversation and allow all three of you to just chime in, but I guess with that starting is why do we find the term jaywalking problematic?

Leonard, Micah

I kind of went into the historical context, but how?

Leonard, Micah

How do you guys see that today now that we're in 2023, so and then with that also is there a more productive way we can look at this to serve our profession and communities and how do we do better?

Leonard, Micah

So the floor is yours.

Leonard, Micah

Gentle ladies and gentlemen.

Jay Blazek Crossley

Ohh.

Leonard, Micah

Just a small topic.

Jay Blazek Crossley

Well, I mean, I think you told the story.

Jay Blazek Crossley

There is a historical context, or it was a real deliberate thing to change the way people thought about things and that we've had negative outcomes of that.

Jay Blazek Crossley

But perhaps the point of being where we are today is that walking isn't inherently a dangerous thing, and we want Texans to have the freedom of being able to walk or to use their wheelchair.

Jay Blazek Crossley

Umm, without being at risk of dying?

Jay Blazek Crossley

And so overly emphasizing like you're walking wrong.

Jay Blazek Crossley

Kind of misses the point and that that that I think there's a lot of room for our leaders and our legislature and for Texans to stop doing the things that make it dangerous for all of us to be pedestrians.

Jay Blazek Crossley

And so there's.

Jay Blazek Crossley

So to whatever extent we cannot do this kind of victim blaming the better.

Jay Blazek Crossley

Uh, and I will note that.

Jay Blazek Crossley

But there is, you know, back in the Lisa Torrey Smith Act days, umm, and when we were really, we were going for the stop for pedestrians part, every single ledge staffer would bring up.

Jay Blazek Crossley

Well, but what if I'm driving on a street like North Lamar and suddenly someone runs out in front of me and, like, and they the example would always be like somebody who's drunk and that I didn't see him coming.

Jay Blazek Crossley

There was no way I could have seen him, and it's not my fault.

Jay Blazek Crossley

And so there is some sense of there's a very natural reaction of, like, don't blame me because that drunk person did that.

Jay Blazek Crossley

And we have to be serious about that and deal with it and that I think there's quite a lot of room for professionals to, uh, build a different story.

Jay Blazek Crossley

Of you know, our shared responsibility when we were driving, when we're doing the dangerous thing which is operating a heavy machine, we have more responsibility.

Jay Blazek Crossley

So and maybe a final point there is that in many ways the least, what's so profound about the Lisa Tory Smith Act?

Jay Blazek Crossley

It's specifically the legislature and governor specifically put into law that when we are driving, we have a greater responsibility to protect people who are outside of our cars and that that really was before it was done.

Jay Blazek Crossley

That was seen as something we really couldn't get Texas leaders to think of, you know, and that's the scene is kind of, you know, is your problem.

Jay Blazek Crossley

And so that that law really does technically make it more our responsibility when we're driving to not be killing people.

Jay Blazek Crossley

So with that.

Hudson, Joan

When?

Jay Blazek Crossley

On Skype.

Hudson, Joan

Jay, when you talk, when you hear that kind of response, do you do you point to the law in the state?

Hudson, Joan

Umm.

Hudson, Joan

In Texas, about the pedestrian not being able to suddenly jump out or step out in front of the vehicle.

Hudson, Joan

And does that give that legislator some ease in?

Jay Blazek Crossley

Right.

Jay Blazek Crossley

Yeah, and that certainly was how that was a big part of passing that, that Bill was that there are other laws exactly that, that.

Jay Blazek Crossley

But then you get into weird Gray areas, but the I think elected officials and lawyers are going to need there to be ways to say.

Jay Blazek Crossley

Umm, you're not responsible if somebody else clearly did something.

Jay Blazek Crossley

I would say, though, that that the state of New York, I believe I'm getting is correct.

Jay Blazek Crossley

That passed a law that goes further and says that if there is a crash where there's a person driving and a pedestrian, and the pedestrian is killed, there is a presumption of responsibility on the driver side unless proven otherwise.

Jay Blazek Crossley

And so then if you can somehow prove that the pedestrian that you really had no way of not killing that person, then, then you're fine.



Jay Blazek Crossley

But the presumption is on the other side, which is different than Texas law, so.

Leonard, Micah

Yeah.

Leonard, Micah

Do you anybody can speak up?

Leonard, Micah

Feel free to raise your hand if you want, but like Joan just interjected, feel free to this is like I said, I I got Jay and Scott and John here to be kind of the mentors of this conversation. But.

Gina Torry - Citizens for Road Safety Texas

Yeah.

Gina Torry - Citizens for Road Safety Texas

Well, thanks. Umm.

Gina Torry - Citizens for Road Safety Texas

So just Gina Torry here again.

Gina Torry - Citizens for Road Safety Texas

I think, John, to the question about Umm and we get this citizens for Rd safety, what if people just jump into the crosswalk well under the law?

Gina Torry - Citizens for Road Safety Texas

Second, somebody steps foot or is operating and this is the other thing that we have been asked about recently is.

Gina Torry - Citizens for Road Safety Texas

So if you're on a bike or you know you're just, you're just about to get into the crosswalk the minute the pedestrian or other vulnerable Rd user, including those who are operating you do not have to get off of your bicycle and walk your bicycle through the crosswalk and Texas, you can be operating a bicycle.

Gina Torry - Citizens for Road Safety Texas

You can be operating.

Gina Torry - Citizens for Road Safety Texas

You don't have to get out of your wheelchair, for instance, and walk your wheelchair through the crosswalk.

Gina Torry - Citizens for Road Safety Texas

You can just the second that vulnerable Rd user or the pedestrian steps foot into the crosswalk.

Gina Torry - Citizens for Road Safety Texas

Umm, there is a legal obligation to stop and that means that the impetus on drivers is to be looking not just at the crosswalk but looking outside and around the crosswalk.

Gina Torry - Citizens for Road Safety Texas

And so this is a behavior change across Texas that we really need to work on, which is for you know, for new drivers coming at, you know, coming up and also you know, drivers already on the road, it's to be looking to see is there a crosswalk coming up?

Gina Torry - Citizens for Road Safety Texas

Is there anybody about to approach the crosswalk and so part of you know, part of the advocacy that that we need to be working on is, you know, for drivers is, you know, looking at the crosswalk and looking not just in the crosswalk but is, is there a runner who's about or a bicyclist who's about to approach the crosswalk?

Gina Torry - Citizens for Road Safety Texas

So I rarely.

Gina Torry - Citizens for Road Safety Texas

Do you have somebody especially you know, on some of these more dangerous roads?

Gina Torry - Citizens for Road Safety Texas

Do you have people who are who are just jumping and, you know, into crosswalks Willy nilly, a lot of people, you know, take the time to look around, they know the dangers on the roads in Texas.

Gina Torry - Citizens for Road Safety Texas

So that's part of the behavior change where you know, we're hoping to see as well as just the, you know, just sharing the road responsibly.

Gina Torry - Citizens for Road Safety Texas

But everybody looking around. Thanks.

Hudson, Joan

And that's specific to crosswalks.

Hudson, Joan  
Correct, Gina.

Hudson, Joan  
Umm.

Gina Torry - Citizens for Road Safety Texas  
That's specific to crosswalks, marked or unmarked intersections.

Gina Torry - Citizens for Road Safety Texas  
So under the law, that doesn't necessarily have to be a painted line for the law to apply. So.

Hudson, Joan  
Right.

Hudson, Joan  
And there's a lot of misunderstanding surrounding unmarked crosswalks.

Gina Torry - Citizens for Road Safety Texas  
Correct. Yeah.

Hudson, Joan  
Even police officers.

Hudson, Joan  
That we've found in our training across the state.

Hudson, Joan  
Neal Johnson is leading a tech stop project about this and we found a lot of misunderstandings surrounding, umm, the definition of a a marked crosswalk.

Jay Blazek Crossley  
Which is, let's see, my understanding is any four way intersection.

Jay Blazek Crossley  
That's not otherwise signed in some way.

Jay Blazek Crossley  
Is a crosswalk, regardless of what paint there is and is that your understanding, John?

Hudson, Joan  
Yes, that's correct.

Jay Blazek Crossley  
Uh, but there, I guess you can have places where it says no crosswalk or don't cross here.

Hudson, Joan  
Correct.

Jay Blazek Crossley  
And then that case, that's the only case.

Jay Blazek Crossley  
It's actually of any 44-way intersection which the funny.

Jay Blazek Crossley  
Is it true that it's fuzzy about when there at an intersection?

Jay Blazek Crossley  
It's not clear in the law.

Hudson, Joan  
Yes, it is fuzzy.

Hudson, Joan  
Umm, what we say in the training is it's since the curb lines do not extend across, you know one part or I guess two legs of the intersection that would not be an unmarked crosswalk.

Hudson, Joan  
Umm, so that is our interpretation, but I do think it's fuzzy.

Jay Blazek Crossley  
Yeah.

Scott White - Farm&City  
Well, there is a deeper history here.

Scott White - Farm&City

Back in 95, the Texas Transportation Code was amended to say that notwithstanding any other rules regarding pedestrian behaviors, it's still the responsibility of the driver to exercise.

[11:15 am]

Scott White - Farm&City

I'll do care.

Scott White - Farm&City

This has been lost to the state in terms of crashes because quite often I would see crash reports wherein, umm, they would simply cite the pedestrian for not being in a crosswalk or not being here, not being there and forgetting that the dry driver really does have a responsibility to exercise that due care.

Scott White - Farm&City

And so that is part of what we're trying to do here.

Scott White - Farm&City

We've done here with the Lisa Tory Smith Act, the stop for pedestrians.

Scott White - Farm&City

It's bringing back something that was really already there in the 1st place and that, yes, the pedestrian law says you're not supposed to cross where there's not a crosswalk.

Scott White - Farm&City

But at the same time, drivers still need to be mindful that even if a person is not in a crosswalk, they're still supposed to not hit them.

Scott White - Farm&City

And so in the minds of some part of the public, there is perhaps this idea that if you're not in a crosswalk, you might be fair game and we have to change that very much in that it's not simply that a person is not in a crosswalk.

Gina Torry - Citizens for Road Safety Texas

Yeah.

Scott White - Farm&City

It's the they're anywhere because right now it seems to me that the perception is I don't have to watch for pedestrians unless there's a crosswalk around here and we need to build out awareness that you always need to be looking for pedestrians wherever they are, not just in the supposedly expected places.

Gina Torry - Citizens for Road Safety Texas

Yeah, it's got.

Gina Torry - Citizens for Road Safety Texas  
I think that's right.

Gina Torry - Citizens for Road Safety Texas  
I would agree with that part of the part of the challenge that citizens for Rd safety is facing in Forbin County and now increasingly as these two charges and Forbin County have.

Gina Torry - Citizens for Road Safety Texas  
But underneath the Torry Smith Act to come up, we have people calling us who have been, you know, the most, mostly that they and their child have been hit in the crosswalk and survived.

Gina Torry - Citizens for Road Safety Texas  
Had a concussion been to the hospital or something like that and it is.

Gina Torry - Citizens for Road Safety Texas  
It is true that that that, that, this the blame that tends to go on the pedestrian.

Gina Torry - Citizens for Road Safety Texas  
So if the pedestrians in the crosswalk, they could be doing cartwheels through the crosswalk, they could be on the phone, they could be singing, praying.

Gina Torry - Citizens for Road Safety Texas  
I mean, who knows?

Gina Torry - Citizens for Road Safety Texas  
Having a great time spinning around in the crosswalk.

Gina Torry - Citizens for Road Safety Texas  
The fact is, if they're in the crosswalk, that driver has to stop, and that's the brilliance of the stop being put into the law is that, I mean, that's a real game changer.

Gina Torry - Citizens for Road Safety Texas  
It's just very simple as the driver, you have to stop and before the Lisa Tory Smith Act before 2017 and this is the challenge that we're all facing is that you could legally go through a crosswalk and kill somebody if you were not intoxicated.

Gina Torry - Citizens for Road Safety Texas

If you were in your right mind, not intoxicated, you could blow through a crosswalk and kill somebody and get off in Texas.

Gina Torry - Citizens for Road Safety Texas

Get off free Scott free as long as you weren't intoxicated and so people do continue to drive this way.

Gina Torry - Citizens for Road Safety Texas

Partly because it was allowed it before 27, but toward 2021 you were allowed to go into a crosswalk if you were not intoxicated and kill somebody.

Gina Torry - Citizens for Road Safety Texas

But it's not the case that there's not the case anymore.

Jay Blazek Crossley

Yeah.

Jay Blazek Crossley

Umm, I was thinking just to respond to there's in the chat sort of discussion of like wait isn't what really does Jay walking mean umm and I just want to point out I'm fairly sure jaywalking is not illegal term.

Jay Blazek Crossley

There's nowhere in the Texas law that says the term jaywalking it, and it really was a marketing.

Jay Blazek Crossley

It was a marketing campaign to define this type of behavior.

Jay Blazek Crossley

So it would be ideal for governments and police and city, you know, never to use that term.

Jay Blazek Crossley

But there may be a more accurate way to say someone ran across the freeway, and that's not good.

Jay Blazek Crossley

That's a bad thing and run across the field or whatever, and so that I would suggest just not using the term at all, but that it is it.

Jay Blazek Crossley

It could be appropriate to criticize certain behaviors in otherwise, uh.

Jay Blazek Crossley

And that and I wanted to get to that point in the sort of the discussion is like the real problem is people crossing not at crosswalks.

Jay Blazek Crossley

And that is the real danger, I think, in the crash data.

Jay Blazek Crossley

You know, that's umm, it's a real problem and including people who are in intoxicated.

Jay Blazek Crossley

Umm.

Jay Blazek Crossley

And there's a lot to that.

Jay Blazek Crossley

Umm.

Jay Blazek Crossley

And there's, you know, I would say, you know, the law that Scott pointed out, I I'm not aware of.

Jay Blazek Crossley

And I would guess that no one has been.

Jay Blazek Crossley

No, no court has entertained that law being real anytime in the last decade or two.

Jay Blazek Crossley

No police officer, it has used that site.

Jay Blazek Crossley

Someone probably uh.

Jay Blazek Crossley

And it's not it.

Jay Blazek Crossley



There's a somewhat sympathetic position to the legal system or the police officers that there is rampant inattention to that law, and there's a rampant kind of sense of US versus them, ISM.

Jay Blazek Crossley

And like you know, I was doing my thing driving in my lane, and that's at our culture.

Jay Blazek Crossley

That's how we are and we need to change that, you know, and in that can involve strategies of governments and police in changing that culture, but that it's a real problem that and then the other side of it just being that we don't, we've designed our streets and the kind of grid networks with zero to very little priority on making it possible to cross things.

Jay Blazek Crossley

I mean, UM, again, you know the in all Texas cities there are places where there's a freeway and you cannot cross the freeway for, you know, a mile and that that's.

Jay Blazek Crossley

That's terrible and we should change that.

Jay Blazek Crossley

And we should design, we need to rethink how we design transportation facilities when there are people walking.

Jay Blazek Crossley

And there's a quite a lot of room for changing that.

Jay Blazek Crossley

UM, probably the biggest return on investment in that territory is what a lot of cities are doing and what tech dot is doing of doing mid block crossings and actually targeting, you know, and especially targeting where there's a need and where there are a bunch of people running across the street, we should go figure it out.

Jay Blazek Crossley

It's our job as the government's to go figure that out and figure, you know, put in the mid block crossings.

Jay Blazek Crossley

And if I don't know if we've talked about this whole idea of desire trails that, you know, like when the bus stops at this corner and the sidewalk goes, you know, rectangle, but that everybody just walks across the park and you end up with a sort of cow trail.

Jay Blazek Crossley

And there's a theory of public policy where you should.

Jay Blazek Crossley

Then you should pave that you should, if pedestrians are telling you that it needs to be a sidewalk, go put in a sidewalk.

Jay Blazek Crossley

And I think we should think about mid block crossings in that way.

Jay Blazek Crossley

And if people are running across the street, you know every city and town should have data on where people are running across the street and target our resources to put in mid block things where that's happening in that kind of thing.

Jay Blazek Crossley

Risky Rd crossing.

Jay Blazek Crossley

Yeah, it's.

Hudson, Joan

So that kind of takes me to data collection and being able to document where people are crossing.

Hudson, Joan

And I think that is a challenge.

Hudson, Joan

I mean you can set out counters to collect where people are walking along a facility pretty easily, but crossing a facility would require quite a bit of infrastructure or manpower.

Hudson, Joan

Umm to do that and gather information.

Hudson, Joan

So I guess I ask this group is I mean the text DOT is funding this text is bicycle and pedestrian count exchange where we are collecting data around the state and I thought I wanted.

Hudson, Joan

I wanted to make sure that this group knows about it.

Hudson, Joan

So would you mind if I share my screen, Micah?

Leonard, Micah

Go for it, Joan.

Hudson, Joan

Umm this is the text dot Texas bicycle and pedestrian count exchange and these are locations where counting is happening and it's not just TTI but also the communities, the organizations, cities, counties and PO's and districts of Tech Stat that are collecting data to put into these.

Hudson, Joan

So like in Travis County, you can see that there's quite a bit of counting happening and other locations as well.

Hudson, Joan

We're working with the Waco district right now and setting out.

Hudson, Joan

We're picking up 60 counters today.

Hudson, Joan

Across the Waco area and this tech stop project is funding these short term, but also permanent counting efforts across the state.

Hudson, Joan

And so I just thought I'd share that with this group to make sure you'll know about this resource.

Hudson, Joan

The text DOT has a lot of information about bicycle and pedestrian planning and designing on this page too, and I can put these links in the chat, but just wanted to give a shout out to text dot and the data that is important to help us document and make decisions based on data.

Jay Blazek Crossley

You know, and I and that one that's terrific.

Jay Blazek Crossley

And two, I would add to that, having said, you know we should magically know where pedestrians walk across.

Jay Blazek Crossley

We do have to give ourselves some grace here and we've had decades and decades of investing huge sums in counting cars and not investing in sort of, you know, systematically understanding where pedestrian risk is.

Jay Blazek Crossley

And so we're not going to figure it out at first.

Jay Blazek Crossley

But basically the point, my point being that we need every government in Texas to start trying and we need everyone to be collaborating and we need every city, every city in Texas should be spending some amount of money on midblock crossings and should start trying to figure out how to prioritize those and should collaborate with TTI and text dot and start we all we have to figure this out and it's going to be hard and we need to get to it kind of thing but there there's always going to be annoying advocates who talk about how we might do it in a perfect world and that's OK but we need to give our public service some grace and ask them to just start working on it.

Jay Blazek Crossley

It's kind of thing.

Scott White - Farm&City

And I do want to give credit to text dot very recently on I-10 portion of I-10 and OPASO, which is less than 1/4 of a mile away from the international border.

Scott White - Farm&City

They finally put up signs that look for unexpected pedestrians because we've had so many people coming across the border illegally, but that's besides the point.

Scott White - Farm&City

We want to protect the lives of all people, not just people we designate, but the real thing there is.

Scott White - Farm&City

They're making an effort to say, hey, there is no pedestrian facilities really to the between here and the border, and if people are looking to get into this country and get into the nearest neighborhood, this is where it's happening.

Scott White - Farm&City  
So watch out.

Scott White - Farm&City  
It's a cumulative effect over the years, many years.

Scott White - Farm&City  
This is where these kind of things have been happening, and they've looked at the data and they said we need to make this situation where and keep the politics out of and just, you know, let's make it safe for people to get across this Interstate, even though they should not be crossing here.

Scott White - Farm&City  
Now the next step is putting in wayfinding so they can find the safe routes and we can save the lives.

Scott White - Farm&City  
But this is a great first step that they've taken to do this.

Jay Blazek Crossley  
But maybe that's to be explicit there.

Scott White - Farm&City  
Umm.

Jay Blazek Crossley  
There's tons of good that can be done with safe adding safe crossings there are.

Scott White - Farm&City  
What?

Scott White - Farm&City  
Umm.

Jay Blazek Crossley  
There also is good that can be done in some places by making it impossible to try to run across a freeway, and that there are in text dot Austin has done that online 35 and that also should be done.

Jay Blazek Crossley  
And it's a different approach, but that's also part of this.

Scott White - Farm&City

It it's a different approach, but you either through exclusion or by making it very safe to do it.

Scott White - Farm&City

Either way, we need we need to be factoring in that people are doing things that might get them killed, and let's figure it out.

Scott White - Farm&City

So they don't get killed and that gets us closer to that vision 0 go and the road to zero and whatever you want to call it.

Leonard, Micah

And that kind of brings back what there was a conversation in the chat regarding inebriated or.

Leonard, Micah

And also Joel had pointed out mentally ill, right, I mean we education and outreach has been in difficult strategy with different populations.

Leonard, Micah

Obviously there's language barriers in certain regions of Texas.

Leonard, Micah

There's access barriers or just the ability to access those people.

Leonard, Micah

And then obviously like comprehensions, somebody who is mentally ill or you know on the like influenced would not be able to factor in, you know cars danger, you know.

Leonard, Micah

And so Joel's big, I guess, pushes and Austin in general is trying to create room for air.

Scott White - Farm&City

Umm.

Leonard, Micah

I guess you could say where pedestrians can be safe.

Leonard, Micah

Ben and I, prior to the call yesterday, we're talking about, he was just in Buenos Aires, which is an international city obviously and a lot of international cities create barriers, you know, between the cars and where the pedestrians are for, you know, silly human tricks, whether it be the car or the pedestrian, a avoiding the silly human trick is always desirable.

Leonard, Micah

And so I think that that kind of brings me to a good like question.

Leonard, Micah

I guess for everybody is, you know, what are communities doing to, uh, strategized education and outreach or strategize planning, umm, in terms of engineering to better protect people on both drivers and pedestrians from stupid human tricks? You know?

Leonard, Micah

Because no, I mean, I hope to say no driver.

Leonard, Micah

I think whatever and want to kill someone, right?

Leonard, Micah

I mean, there are probably extenuating circumstances, but I think that is also a terrible thing that would happen to you.

Leonard, Micah

I mean, I've heard stories in El Paso.

Leonard, Micah

UM of somebody you know late at night, minding their own business and then has all of a sudden an obstacle to dodge that unfortunately being a human being and not, you know, trash or something.

Leonard, Micah

Debris in a freeway system and that has to be just a horrible feeling.

Leonard, Micah

So like what our communities and this is an opportunity for everybody as well as my 3 highlighted people of what are we doing and how are we creating conversations to better plan for this and better educate.

Leonard, Micah

And you know, build systems that are more cohesive for.

Leonard, Micah

Like working around these stupid human tricks.

Scott White - Farm&City

Hey I we start with complete streets policies just as we have we want everybody to have a vision 0 action plan.

Scott White - Farm&City

We need complete streets policies to create the toolkit, so when we design these roads or we rebuild them or whatever, we factor in those kind of elements so that the street, the road it works for everybody is appropriate.

Scott White - Farm&City

We just need to recognize that that's one of the is somebody said earlier we haven't done that for decades and now we expect the system to work perfectly.

Scott White - Farm&City

It doesn't work that way.

Scott White - Farm&City

We have.

Scott White - Farm&City

We have to start building that safety into the streets.

Scott White - Farm&City

So, umm we reduce the impact on the human bodies so that it becomes survivable.

Scott White - Farm&City

We can stop focusing on those low level crashes and start focusing on Vision Zero and the safe systems approach says on those high impact crashes that are going to either kill somebody or seriously alter their life, we need to focus on bringing those down, not the Fender benders.

Scott White - Farm&City

The Fender benders take care of themselves.



Scott White - Farm&City

It's they suck, but they're not fatal.

Jay Blazek Crossley

Which, if nobody else is raising their hand to just point out speed, speed is a huge element here and if I am driving at 40 miles an hour on a city street, I'm going to have less time to respond if I see someone dashing out.

Jay Blazek Crossley

And then if I do hit someone, if I'm going 40 miles an hour, they have a very little chance they're going to survive.

Jay Blazek Crossley

Whereas if I were going 20 miles an hour, I would have had more time to respond.

Jay Blazek Crossley

And they would have a much higher chance of surviving if I do hit them and we have systematically designed our roadways for high speeds and we have to actually completely reverse that and especially on streets, any cities, any places where we expect there to be humans around should be designed for safe speeds and both NACTO and AASHTO.

Jay Blazek Crossley

Uh, should I say the North American city transportation officials and American Association of State Highway transportation officials both have changed and say, you know, we need to design streets for the speeds we actually want people driving, and we need to include design features that basically instruct the drivers to use a safe speed.

Jay Blazek Crossley

And that's that is a change then from the way we did things in the past and that's a difficult change and it at every level of government, any government that is involved in any street design need to figure that out.

Jay Blazek Crossley

Umm.

Jay Blazek Crossley

And that that we can build a world where we assume there will be pedestrians in places where pedestrians should be and that when the when we are driving through such places we can drive in a way where we are less likely to kill people so.

Scott White - Farm&City  
Tom had a question.

Tom Schwerdt  
Hi.

Tom Schwerdt  
Uh, just wanted to get more of a comment it.

Tom Schwerdt  
It's not like we don't know what the right way to design these are these days.

Tom Schwerdt  
It's a matter of getting that information out and getting the designers on board.

Tom Schwerdt  
Follow the NACTO guidelines for lane width right where we had a lot of bad places where ohh the speed limit is 45 but the lanes are 12 feet wide just like they are on the 75 mile an hour road, right?

Tom Schwerdt  
They're not.

Tom Schwerdt  
So people drive faster.

Tom Schwerdt  
You can do it with the landscaping you bring in your trees next to the road and arching over the road.

Tom Schwerdt  
You do your raised crosswalks, you know, and reflective delineator post.

Tom Schwerdt  
It's just something that I think the real sticking point is just getting them implemented right, getting, getting it in the designs up front.

Jay Blazek Crossley  
Yeah, and that you there are ways to regulate retrofit, there are affordable interim strategies that some cities in Texas are now doing.

Jay Blazek Crossley  
Umm, so you both.

Jay Blazek Crossley  
If you're designing a new street, design it like you're saying, but also you can retrofit streets to make to change the speed.

Tom Schwerdt  
Ohh absolutely.

Jay Blazek Crossley  
Yeah.

Tom Schwerdt  
Restriping is cheap, right?

Tom Schwerdt  
It also you're making better use of your right away.

Tom Schwerdt  
You're freeing up space that could be used for a shared use path or a bike lane or whatever that all it's currently doing now is encouraging people to speed.

Tom Schwerdt  
So it's actually a net negative and we can turn it into a positive just with restriping and maybe some delineator posts, right?

Tom Schwerdt  
That's pretty cheap.

Hudson, Joan  
Though Tom, you're pointing to the design manuals and such.

Hudson, Joan  
Correct the roadway design manual.

Tom Schwerdt  
It does.

Hudson, Joan

For example, at Tech Dot and I guess each city has design manuals to use.

Tom Schwerdt

Yes, design manuals, but then also a lot of these designs are done by consultants, right?

Tom Schwerdt

And we need to get all the consultant companies that are doing all this work on board and understanding you know that we do need a complete streets approach.

Tom Schwerdt

Hey, we need when we're doing work here, let's retrofit while we're here so that it's appropriate and safer.

Tom Schwerdt

And I'm sure there are other proven countermeasures that, you know safety, you know, safety approaches.

Tom Schwerdt

I'm not even bringing up.

Tom Schwerdt

These are just examples that are simple and obvious.

Tom Schwerdt

Ohh, one thing on the race crosswalks.

Tom Schwerdt

You have to get your slope right.

Tom Schwerdt

This was emphasized by Hawaii DOT in a presentation at WASHTO UH-22.

Tom Schwerdt

So you slope it so that it's a reasonable ride across at the speed limit, and it's kunk.

Tom Schwerdt

If you're going much over the speed limit, right, that's a problem I have with many of the quote unquote, traffic calming measures.

Tom Schwerdt

Speed humps and roadways is that they're not designed for the road speed.

Tom Schwerdt

I was going today.

Tom Schwerdt

I had to slow down to 20 miles an hour in a 30 mile an hour.

Tom Schwerdt

Well, OK, either reduce the speed limit to 20 miles an hour, or make your humps more spread out.

Tom Schwerdt

So I can drive have the speed limit right, but we need to avoid having a mismatch just throwing in patches, right?

Tom Schwerdt

We need a holistic approach so that everybody can benefit.

Jay Blazek Crossley

Which quick note cities are not allowed to do 20 miles an hour speed limits, except for by schools and churches.

Jay Blazek Crossley

While counties are allowed to do it for unincorporated subdivisions and they're there will be a bill to change that yet again next session.

Jay Blazek Crossley

And there was a question about like urban versus rural and like if we in terms of absolute number of people who are hurt while they're pedestrians, the vast majority are in urban or in the metro regions.

Jay Blazek Crossley

But the in terms of like people hurt per whatever, you know, rural places can be more dangerous.

Jay Blazek Crossley

And so we need both.

Jay Blazek Crossley  
We need.

Jay Blazek Crossley  
We need a strategy to reduce, to make our metros safer, but we also need to make rural area safer and it is different treatments and but maybe that's as far as it'll go like that, you know, we need to figure it out, but it's different and we need to be addressing both problems.

Jay Blazek Crossley  
So.

Leonard, Micah  
And with that like, I mean this is a good place to have those conversations too, you know, I mean we I put in the Austin resources and we're talking about national resources, but I think that and this is just a plug obviously, but like the summit that's coming up that Furman City is putting on or the forum or even all of these like coalition meetings are good opportunities to kind of brainstorm hopefully or see in the chat who is from other rural environments that you could collaborate with to create and it's not to say all rural environments are one size fit all.

Leonard, Micah  
However, it is a starting point and it is a starting point for a conversation.

Leonard, Micah  
As many people know, urban cities, you know, have a lot more resources to put forth and have a lot more people who can think on these problems.

Leonard, Micah  
But I'll Paso would be a good example of sometimes what is forgotten city, and it is an urban center, but it has very unique, unique needs and has a unique, I would say, a unique lack of professionals in every area.

Leonard, Micah  
And how included and?

Leonard, Micah  
I know that that's something that fell Pass is working always hard to address, but so this is just a good place I think to have all that to say is a good place to have these conversations.

Leonard, Micah

And then as somebody put in the chat, looking at what other states are doing is really good, but can be very difficult because Texas they can strong is very odd and unique as all of us I'm sure can attest to, we have an interesting landscape for sure.

Leonard, Micah

So, uh, does anybody else have anything to add to this conversation?

Leonard, Micah

I know this is the probably the forever conversation we could have for years on end until we solve the problem.

Leonard, Micah

Rah solve the problem and that's for my I camera back on and.

Leonard, Micah

But does anybody of this conversation?

Leonard, Micah

OK.

Leonard, Micah

With that, then Jay, yeah, you're right.

Jay Blazek Crossley

Just one final plug is I think I sort of mentioned the US versus theism and I think it really does not work out for Texans and.

Jay Blazek Crossley

And so I really try to never say drivers or bicyclists, you know, and pedestrians, kind of, you have to say it and sort of weird grammatically.

Jay Blazek Crossley

But like all of us are going to walk.

Jay Blazek Crossley

At some times, a majority of Texans wish they could ride bikes and strong majority are going to be driving cars.

Jay Blazek Crossley

And so it in particular, when we talk about pedestrian safety, I suggest trying to find ways to say things where you don't talk about drivers talking about people as if they're different people.

Jay Blazek Crossley

We're actually all the same people, and sometimes you're driving and sometimes you're walking.

Jay Blazek Crossley

And so I think that could help.

Jay Blazek Crossley

Yeah.

Leonard, Micah

Yeah, saying like Rd users because we are all using or Rd facility users.

Leonard, Micah

I have had this conversation too with people who are like, well, why should I care about pedestrian safety?

Leonard, Micah

I mean, they don't say it that way, but it feels that way.

Leonard, Micah

And a lot of the time you just have to remind everybody and I said this in the TSS meeting, we're all pedestrian at some point, even if you feel that you're someone who drives from point A to point B, everywhere you go, when you get out of your car at Walmart or HEB and walk across the crosswalk that they have at HEB for a pedestrian and you are a human being fighting a car.

Leonard, Micah

And I think a lot of people forget that or the other one that we've seen in the chat is about the bus stops and bus users are a really high priority and definitely vulnerable users.

Leonard, Micah

But our bus riders at the time that they're using the bus, but then also as soon as they get off the bus, become a high risk, Lonergan the user.

Leonard, Micah

So just a thought, food for thought before we end this conversation.



Leonard, Micah

Does anybody else have anything else to add before we move on to stakeholder updates?

Leonard, Micah

Good to go.

Leonard, Micah

OK.

Leonard, Micah

And with that, I hand the mic over to Stephanie Ferguson.

Ferguson, Stephanie

Howdy.

Ferguson, Stephanie

Howdy everybody.

Ferguson, Stephanie

Uh, Mike, I thank you so much for leading the conversation today and the presentation.

Ferguson, Stephanie

Thank you, Jay, Scott and Joan for that presentation that you just gave and leading that discussion.

Ferguson, Stephanie

We are going to move in on over to the stakeholder updates.

Ferguson, Stephanie

I'm going to open the floor to anybody who's on the call who wants to provide any updates in their district within their city that they might be seeing or noticing regarding pedestrian safety.

Ferguson, Stephanie

So I will give it a couple seconds for people to regain their thoughts and the discussion as well as maybe type into the chat, anything that's new that's happening in around Gina.

Ferguson, Stephanie

I see that your hand is raised.

Ferguson, Stephanie

You're more than welcome to hop on.

Gina Torry - Citizens for Road Safety Texas

I sorry, just to I know I mentioned this earlier, but I just wanted to.

Gina Torry - Citizens for Road Safety Texas

Update that the first charges that we know of and perhaps others know of charges that have come before this, but the first charge is under the lease of Torry Smith Act have taken place over the last month in Fort Bend County, partly mostly due to the fact that Fort Bend County District Attorney Brian Middleton is behind the Lisa Torry Smith Act as many people here know across Texas, but we have had resistance on the on the part of district attorneys and also police forces to implement the Lisa Torry Smith Act.

Gina Torry - Citizens for Road Safety Texas

So the first two charges have come, unfortunately, over the last month there were two pedestrians in Fort Bend County who were killed in the middle of a crosswalk.

Gina Torry - Citizens for Road Safety Texas

11 gentleman walking his dogs were crosswalk legally in the middle of the crosswalk.

Gina Torry - Citizens for Road Safety Texas

Another 14-year-old boy riding his bicycle.

Gina Torry - Citizens for Road Safety Texas

He was almost 90% through the crosswalk when he was struck and killed at a high speed.

Gina Torry - Citizens for Road Safety Texas

And this is these are not the only deaths that have happened in Fort Bend County or Texas inside of a crosswalk over the last two years since the crosswalk law went into effect.

Gina Torry - Citizens for Road Safety Texas

But these are the first two charges, probably in Texas history, and we'll update you on where they go from here.

Gina Torry - Citizens for Road Safety Texas

They will both go to a grand jury for True Bill.

Gina Torry - Citizens for Road Safety Texas  
No bill.

[11:45 am]

Gina Torry - Citizens for Road Safety Texas  
And then hopefully be passed on to criminal trial.

Gina Torry - Citizens for Road Safety Texas  
Thank you.

Ferguson, Stephanie  
Thank you for sharing that, Gina.

Ferguson, Stephanie  
I really appreciate it.

Ferguson, Stephanie  
Does anybody have any comments or questions for Gina before she hops off or anything else to include onto that that they might know?

Ferguson, Stephanie  
And you can feel free to turn on your mics or your camera, or chop.

Ferguson, Stephanie  
Drop your comments in the chat.

Hudson, Joan  
And Gina, I thought there was an earlier one last year in 2022 that killed a 73-year-old person. Umm.

Gina Torry - Citizens for Road Safety Texas  
Do you know where that?

Gina Torry - Citizens for Road Safety Texas  
Do you know where that is?

Gina Torry - Citizens for Road Safety Texas  
Because the if.

Hudson, Joan  
It was also in Houston.

Gina Torry - Citizens for Road Safety Texas  
If you don't know of a of a charge that was brought in Houston, I don't.

Gina Torry - Citizens for Road Safety Texas  
We don't know.

Gina Torry - Citizens for Road Safety Texas  
I don't believe so there if there.

Gina Torry - Citizens for Road Safety Texas  
If there was a charge that was brought in Houston or in Harris County, I'd be very interested in that.

Gina Torry - Citizens for Road Safety Texas  
I've we've been told by the HPD that they've been given direct orders from the DA's office not to implement the Lisa Torry Smith Act and we continue to engage with Harris County on this, but I would be very surprised if there was a 73-year-old who was struck or killed.

Gina Torry - Citizens for Road Safety Texas  
Or killed and there were charges brought.

Gina Torry - Citizens for Road Safety Texas  
If that is the case, it's only like to know about it, so I'll put my email again in the in the chat for you.

Gina Torry - Citizens for Road Safety Texas  
That's correct.

Hudson, Joan  
Because it just says could face felony charge but must not have actually faced it.

Gina Torry - Citizens for Road Safety Texas  
Could face felony charges that must have been February.

Hudson, Joan  
Mm-hmm.

Hudson, Joan  
OK.

Gina Torry - Citizens for Road Safety Texas  
Of that, I think that was an in February perhaps could no charges to our knowledge have been brought by Harris County or any other county across Texas apart from Fort Bend.

Ferguson, Stephanie  
Perfect.

Ferguson, Stephanie  
Well, thank you guys.

Ferguson, Stephanie  
I see another comment in the chat from Philip Baker about 6 lane roads with his family.

Ferguson, Stephanie  
He was crossing in San Antonio on Broadway in particular, but it's really sad how horrified friends look when he tried to do the same walk with them.

Ferguson, Stephanie  
Yeah, absolutely.

Ferguson, Stephanie  
I know a Broadway is definitely concerning in San Antonio.

Ferguson, Stephanie  
I have had, I've heard multiple comments about pedestrian area that in that sense it's great comment.

Ferguson, Stephanie  
Thank you for sharing a Phillip.

Ferguson, Stephanie  
Does anybody else have anything that's going on in their community?

Ferguson, Stephanie  
Any concerns that they want to bring up or any maybe new laws that have come out that they want to touch base on?

Tom Schwerdt

Hey, Tom Schwartz again, just it's kind of just a mention that you know in Cedar Park has been really a positive change over the last four or five years, far more aware of bike PED active transportation issues, city councils on board were part of the city goals.

Tom Schwerdt

You know, getting bond money that we never would have gotten before.

Tom Schwerdt

So I just a little bit of positive news that Cedar Park seems to really get be getting on board with this now.

Tom Schwerdt

Everything takes time, right?

Tom Schwerdt

Construction projects take a huge amount of time from yes, we want to do this to actually done, but it it's on the way.

Ferguson, Stephanie

That's great news, Tom.

Ferguson, Stephanie

Thank you for sharing.

Ferguson, Stephanie

I am going to put information into the chat.

Ferguson, Stephanie

I was reached out to by Darren.

Ferguson, Stephanie

I think is his name and he provided me this information with uh from text dot that he wanted to share.

Ferguson, Stephanie

I'll also includes his contact information if anybody wants to reach out to him to find further information regarding this, but it just has some links to text dots and they're soliciting some input on statewide active transportation plan.

Ferguson, Stephanie

So you can visit the links here.

Ferguson, Stephanie

They also have a couple surveys that they're wanting information from, so I just put this into the chat.

Ferguson, Stephanie

I'll also drop his contact information in case anybody has any questions for him or wants to reach out to Darren regarding this topic.

Ferguson, Stephanie

Does anybody else have anything else that they want to include or any updates from their communities they would like to share?

Dexter Handy Citizens Transportation Coalition

Yes, Dexter handy here.

Dexter Handy Citizens Transportation Coalition

I just put some stuff in the chat box here in Houston.

Dexter Handy Citizens Transportation Coalition

You guys are talking about doing a walk out of here.

Dexter Handy Citizens Transportation Coalition

Well, we've done one and we'd love to share our experiences with you.

Dexter Handy Citizens Transportation Coalition

We did a walk on it all up and down Washington Ave, which is a four and a half mile section and a very, very busy corridor and we used, we actually developed our own automated tool to do this and basically our results are in the chat box, the spreadsheet as well as a Google My maps which actually you can just.

Dexter Handy Citizens Transportation Coalition

So I recommend go to the Google Maps.

Dexter Handy Citizens Transportation Coalition

You can see what we what we covered, how we covered it and what our findings were along with photos along the world.

Dexter Handy Citizens Transportation Coalition  
So we'd love to share this with you guys even more so.

Dexter Handy Citizens Transportation Coalition  
But for right now, you've got some of our products in the chat box.

Ferguson, Stephanie  
This is great.

Ferguson, Stephanie  
Thank you so much, Dexter.

Ferguson, Stephanie  
We definitely will look into this, and might even be reaching out to you in case we have any questions or some ideas that we can throw back with each other to see how we can make this new walking audit that we're going to do for the forum, a really good product.

Dexter Handy Citizens Transportation Coalition  
OK.

Ferguson, Stephanie  
So thank you for sharing a really appreciate it, Dexter.

Dexter Handy Citizens Transportation Coalition  
I'll add that The Walking Academy folks are also collaborating with us for further dissemination of this methodology.

Dexter Handy Citizens Transportation Coalition  
Thank you.

Ferguson, Stephanie  
Perfect.

Ferguson, Stephanie  
Thank you so much, Dexter.

Ferguson, Stephanie



Our does anybody else have any input or information they would like to share or see a couple comments that have been added to the chat.

Ferguson, Stephanie

I take a look at a couple links that have been shared.

Ferguson, Stephanie

I know that the Vision 0 Summit is coming up, so just want to give that a little plug in there that will be November 28th through 29th.

Ferguson, Stephanie

It was also in our email that went out today, so if you guys want direct links to the website, you could go back to the email as well as well as it's in the chat.

Ferguson, Stephanie

Umm so registration still open for that.

Ferguson, Stephanie

I see a new one.

Ferguson, Stephanie

Any thoughts on how we could reduce severe fatal PED crashes in an area with presence of bars and a lot of student movement?

Ferguson, Stephanie

That's a great question.

Ferguson, Stephanie

Does anybody have anything they would like to chime in on to that question that was provided in the chat or any comments, questions or maybe even an idea that they could share regarding that comment.

Elizabeth Jones

Hey, Stephanie, it's Elizabeth.

Elizabeth Jones

I'll just add that here in Dallas, I think the group is called 24-hour Dallas, but it's an association or a coalition of a bar owners and shop owners in the Deep Ellum area.

Elizabeth Jones

And so they get together and do a regular meeting.

Elizabeth Jones

They also do different types of gatherings and that type of thing, but it's really a coalition that works together and they're all kind of trying to improve safety, not only just pedestrian safety, but also just safety for those that are in those bar areas.

Elizabeth Jones

So that might be a good group to look at to see what they're doing.

Elizabeth Jones

I know I haven't been to one of their meetings in a little while, but I do get their emails and updates, but I think it's called 24-hour Dallas, but I think they they're doing something really good here in the Dallas area and Deep Ellum.

Ferguson, Stephanie

Perfect.

Ferguson, Stephanie

Thank you so much, Elizabeth and hello.

Ferguson, Stephanie

It's good.

Ferguson, Stephanie

Always good to hear from you.

Ferguson, Stephanie

I see.

Ferguson, Stephanie

Micah, you dropped off something about our story.

Ferguson, Stephanie

That was the 24-hour Dallas information.

Ferguson, Stephanie

Thank you for putting that into the chat.

Ferguson, Stephanie

There is another thing I would like to add.

Ferguson, Stephanie

We were reached out to a couple weeks ago about from Craig Casper regarding a new law that was put into place called PROWAG.

Ferguson, Stephanie

I'm dropping a link into the chat.

Ferguson, Stephanie

Does anybody have more information regarding this?

Ferguson, Stephanie

Craig, unfortunately was unable to make it to today's meeting to he was going to talk a little bit about this and his advocacy for it does anybody want to come into the, you know, chat or whether it's on the actual mic and give some updates on this?

Ferguson, Stephanie

I guess in another question I could throw out there is.

Ferguson, Stephanie

Has anybody heard of this?

Ferguson, Stephanie

Uh, that has been passed.

Heyden Walker

Hi, this is Hayden, Black Walker from Austin.

Heyden Walker

I don't know a whole lot about it, but we have been tracking it a little bit.

Heyden Walker

It's pretty exciting.

Ferguson, Stephanie

Umm.

Heyden Walker

PROWAG is the ADA component of how we design our streets, and so the rules were fine, were finalized.

Heyden Walker

They've been in progress for, I think, decades, actually, and they were officially finalized a couple of months ago.

Heyden Walker

They still have to be adopted by the Department of Justice in order to be and forceable.

Heyden Walker

UM, but that is in progress now.

Heyden Walker

It's is my understanding so PROWAG would be incorporated into.

Heyden Walker

I think it's title two of the Americans with Disabilities Act, and it really clarifies how ADA applies to.

Heyden Walker

Street.

Heyden Walker

So I think it's really, really important a lot.

Heyden Walker

I think my understanding is that a lot of people that design streets have been using Pro Aggas best practice, but it's never been.

Heyden Walker

I'm legally enforceable and but will become legally enforceable when the Department of Justice adopts it into the ADA guidelines.

Heyden Walker

So I think that's the sum total of what I know, but hopefully that's helpful.

Ferguson, Stephanie

That most definitely.

Ferguson, Stephanie

Thank you Hayden for providing that information.

Ferguson, Stephanie

That link takes you to a document that essentially has other videos and other resources that you can access regarding the PROWAG and any other information you want to find on it would be there.

Ferguson, Stephanie

So thank you, Hayden. Appreciate that.

Ferguson, Stephanie

Seeing another comment from Jay.

Ferguson, Stephanie

Jay, do you want to speak on that or?

Jay Blazek Crossley

Yeah, sure.

Jay Blazek Crossley

I was just saying that, you know, plus one the other comments that are districts and it's OK to give top priority to the safety of people who are walking and to magically make redesign the street so that if you're driving, you have to drive very slowly and but we haven't really seen that in a lot of places in Texas that it should happen.

Jay Blazek Crossley

So probably every big city has places that should be completely transformed.

Jay Blazek Crossley

And the point is, my understanding is city of Austin's talked about it for a long time, but we're getting much closer to six, the famous 6th St will be redesigned sometime soon.

Jay Blazek Crossley

I think and it will make it much wider.

Jay Blazek Crossley

Sidewalks much safer crossings.

Jay Blazek Crossley

Much safer treatment and so that would be step one so.

Ferguson, Stephanie

That's great.

Ferguson, Stephanie

Thank you.

Leonard, Micah

Thanks.

Ferguson, Stephanie

Is there any other updates that uh anyone would like to mention that they've heard of, but we have about 2 minutes left, more than welcome to just put it into the chat Micah see.

Leonard, Micah

I was just going to circle back to PROWAG.

Leonard, Micah

I appreciate your input and providing that and for those if for that chat, if you want to click on that link and like take a deeper dive, we will ask Craig probably to come back for the next meeting.

Leonard, Micah

So we can get an in-depth look.

Leonard, Micah

So if you want to do your homework and kind of like look into it right now and then create any questions you have.

Leonard, Micah

We can also provide you with Craig's contact because he was very interested in it and we'll be more than happy to share that.

Leonard, Micah

So just so you guys know we're not just leaving it out there because it is an important component, but we'll circle back at it at a time that he can participate in that conversation.

Leonard, Micah

But for now just I guess the link is there for your reading and then we can go forward with it at a later date.

Ferguson, Stephanie  
All right, and Yep.

Jay Blazek Crossley  
Maybe I'll throw in another one about bars.

Jay Blazek Crossley  
It's just, you know, it is a legitimate policy question to provide the problem with drunk driving is the driving and to provide options other than driving.

Jay Blazek Crossley  
And so it there's a legitimate policy question of transit agencies providing transit options for drunk people and, and cap metro has done some of that various steps of optimizing buses from 6th St to UT and things like that.

Jay Blazek Crossley  
And that should be on the agenda for transit agencies and cities to figure that out.

Ferguson, Stephanie  
Perfect.

Ferguson, Stephanie  
I guess we could take one more of anybody else has anything.

Ferguson, Stephanie  
If not, we can go ahead and conclude the discussion and yes, Scott, we agree that this PROWAG is definitely in in our future for further discussion as we find out more information.

Ferguson, Stephanie  
All right.

Ferguson, Stephanie  
Well, I will say that is the end of the stakeholder updates portion.

Ferguson, Stephanie  
Thank you guys so much for coming today.

Ferguson, Stephanie

Really appreciate the support that you've given us.

Ferguson, Stephanie

This was a great discussion.

Ferguson, Stephanie

Thank you to our speakers for leading that discussion as well.

Ferguson, Stephanie

Thank you for everybody who joined and I will say enjoy your lunch.

Ferguson, Stephanie

Have a great rest of your day and happy Thanksgiving.

[11:58 am]