



TPSC Meeting Minutes
Tuesday 30, 2025
10:00 a.m. – 11:30 p.m.

Welcome and Introductions

Ben Ettelman of Texas Transportation Institute (TTI) welcomed everyone to the meeting. Ninety-eight people attended via Microsoft Teams.

Review of Texas Pedestrian & Bicycle Safety Assessment

- a) Update on NHTSA Bicycle and Pedestrian Safety Assessment Update.
 - a. The NHTSA Assessment Process
 - i. The State collects information based on 6 key program areas.
 - ii. Independent assessors review information provided by the State
 - iii. NHTSA and State facilitate on-site interview sessions with stakeholders and provide State with interim briefing
 - iv. Assessors draft final report
 - v. State reviews final report, provides response
 - vi. Final report and briefing to the State
 - b. Pedestrian Safety Taskforce Structure
 - i. Texas Pedestrian Safety Coalition
 - ii. Pedestrian Safety Task Force Executive Committee
 - iii. Key Program Area Subcommittees
 - 1. EMS Subcommittee
 - 2. Accessibility Subcommittee
 - 3. Enforcement Subcommittee
 - 4. Education Subcommittee
 - 5. Program Management Subcommittee
 - 6. Engineering Subcommittee
 - c. NHTSA Bicycle and Pedestrian Assessment Timeline
 - d. Final Report

Results of Texas Pedestrian & Bicycle Safety Assessment

- a. Status for Each Program Area

Status for Each Program Area



Status	Program Management	Education	Engineering	Enforcement	Emergency Medical Services	Accessibility	Total
Current Practice	13	20	13	7	10	7	70
In Development	2	1	2	5	8	9	27
Under Consideration	0	0	1	1	0	1	3
Not At This Time	0	0	0	3	0	5	8
Total Questions	15	21	16	16	18	22	108



- b. Status for Each Program Area
 - i. Current Practice: 65%
 - ii. In Development: 25%
 - iii. Under Consideration: 3%
 - iv. Not At This Time: 7%

Review of Priority Recommendations from Texas Pedestrian & Bicycle Safety Assessment

- a) Program Management – Priority Recommendations – Gabi Kolodzy reporting
 - a. Implement the newly created Statewide Active Transportation Plan.
 - b. Expand the Pedestrian Action Safety Plan analysis tool to create a program planning and management document for design and construction of projects in all 25 TxDOT districts.
 - c. Develop strategies that include the use of media, education, and outreach to produce prevention-focused projects that target identified road users susceptible to injuries and fatalities in Texas.
 - d. Explore public and private partnership funding sources to complement existing governmental funding for pedestrian and bicyclist safety programs.
 - e. Monitor highway safety laws pertaining to pedestrian and bicyclist safety to educate stakeholders on their application to the pedestrian and bicyclist safety programs.
- b) Education – Recommendations – Neil Johnson reporting
 - a. Evaluate and document local efforts addressing pedestrian and bicyclist safety communication and outreach efforts that complement and support existing and planned high visibility pedestrian and bicyclist safety enforcement activities.

- b. Consider the development of a State-sponsored Driver Education Course, specific to pedestrian and bicyclist awareness and safety, if deemed necessary or applicable.
 - c. Explore assisting Texas Department of Licensing and Regulation (TDLR) in identifying resources to support driver educational professionals in the areas of pedestrian and bicyclist safety training.
- c) Engineering – Priority Recommendations – Joan Hudson reporting
 - a. Modify the TxDOT Roadway Design Manual to allow for the use of pedestrian hybrid beacons (PHBs) at pedestrian crossings on higher speed roads (those with posted speed limits of 45 mph and 50 mph).
 - b. Modify the TxDOT Roadway Design Manual to develop better guidance on when to install a marked crosswalk at an uncontrolled crossing. Furthermore, develop guidelines on the level of traffic control that should be implemented for uncontrolled marked crosswalks based on average daily traffic, posted speed limit, number of travel lanes, and the presence of a raised median. Both measures will provide more uniformity in uncontrolled marked crosswalk implementation and traffic control across the State.
 - c. Create a Bicycle Safety Action Plan (BSAP) to identify bicyclist-specific high-crash locations and corridors, as well as high-risk locations and corridors, and update periodically (at least every five years).
 - d. Expand the Roadway Safety Audit (RSA) Pilot Program to conduct RSAs for high-crash pedestrian and bicyclist locations and corridors as well as high-risk locations and corridors. Also use the RSA process with independent multiple disciplinary input for pedestrian and bicyclist design projects as well as existing locations.
 - e. Create a schedule to conduct future Pedestrian Safety Action Plan (PSAP) updates at intervals of approximately every five years.
 - f. Continue to work on developing Texas-specific crash reduction factors (CRFs) for safety improvements developed in Texas based on completed safety projects. Review and revise other factors such as Service Life for projects in the HSIP handbook for improved uniformity.
 - g. Continue to work on developing a data warehouse to access and share data and information among key stakeholders.
- d) Enforcement – Priority recommendations – Emmy Shields reporting
 - a. Emphasize the lifesaving benefit of enforcing pedestrian and bicyclist laws in both the basic recruit training academy and in-service training for law enforcement officers, giving equal emphasis to pedestrian and bicyclist education and enforcement.
 - b. Create and distribute a compilation of best practices from around the State for training officers in effective enforcement counter measures specific to pedestrian and bicyclist safety.
 - c. Strive to involve law enforcement personnel during the planning stages of roadway engineering modifications at all levels of government.
 - d. Formalize a process to inform State and local law enforcement agencies of new roadway engineering applications and technology to address the questions: 1. how should they be properly used (specific to pedestrians and bicyclists), and 2. what enforcement actions are authorized by statute based on the implementation of the new roadway

engineering applications and technology?

- e) Emergency Medical Services – Priority Recommendations – Cathy Brooks reporting
 - a. Take steps to combine EMS, trauma registry, Crash Records Information System (CRIS), hospital cost, and medical examiner data for use by analysts, researchers, policy makers, and others involved in injury prevention.
 - b. Encourage the joint participation of EMS, law enforcement, engineering, and other safety partners whenever road safety projects are being considered. This could include Road Safety Audits, post-crash reviews, new project designs, etc.
 - c. Identify and include the data necessary for use in the Injury Surveillance System (ISS) to document and report the cost of bicyclist and pedestrian injuries in Texas. That cost data will help inform decisions about healthcare savings for various prevention options.
- f) Accessibility – Priority Recommendations – Ben Ettelman reporting
 - a. Continue collaborating with local transit agencies and local jurisdictions to relocate transit stops to reduce conflict between crossing pedestrians and high-speed traffic.
 - b. Identify and pursue additional funding sources to support sidewalk repair and/or sidewalk construction on local roads.
 - c. Identify and pursue additional funding sources for pedestrian-scale lighting for both local and State roadways.
 - d. Complete the statewide multimodal plan to understand gaps in transportation access.

Next Steps for Texas Pedestrian Safety Task Force

- a. Review recommendations (October 2025)
- b. Develop ranking criteria for prioritization
- c. Conduct workshop to rank priority recommendations
- d. Document ranked recommendations in technical brief for TxDOT review (February 2026)
- e. Create framework for development of implementation plans (March 2026)
- f. Subcommittee Meeting #1: Task and begin development of implementation plan(s)
- g. Subcommittee Meeting #2: Finalize implementation plan(s)
- h. Review Executive Committee input and revise implementation plans as needed (August 2026)

Stakeholder Updates

There were no stakeholder updates.

Adjourn

Adjourn – 11:30 pm

Resources shared

- Statewide Active Transportation Plan

<https://www.txdot.gov/projects/projects-studies/statewide/statewide-active-transportation-plan.html>

- Walk and Bike Safety Education - MnDOT

<https://www.dot.state.mn.us/saferoutes/at-safety-education.html>

- We Can End Traffic Deaths in Texas

<https://drive.google.com/file/d/1csiY99cx-00i5teUQNhn3qDnw1mPJ0LO/view?usp=sharing>

- Jay Crossley with Farm&City jay@farmandcity.org

- Safe Texas Streets and Sidewalks Fund

https://drive.google.com/drive/folders/16XV_z1Rz4KpHlsBt2cNOpz_lj8bpX32r?usp=sharing

- A Week Without Driving

<https://weekwithoutdriving.org/>