



TEXAS PEDESTRIAN SAFETY COALITION

Texas Pedestrian Safety Coalition Meeting

September 30, 2025

10:00 AM - 11:30 PM



Welcome and Agenda

- 10:00 – 10:10: Welcome and Introductions
- 10:10 – 10:20: Review of Texas Pedestrian & Bicycle Safety Assessment
- 10:20 – 10:30: Results of Texas Pedestrian & Bicycle Safety Assessment
- 10:30 – 11:10: Review of Priority Recommendations from Texas Pedestrian & Bicycle Safety Assessment
 - Program Management
 - Education
 - Engineering
 - Enforcement
 - Emergency Medical Services
 - Accessibility
- 11:10 – 11:20: Next Steps for Texas Pedestrian Safety Task Force
- 11:20 – 11:30: Stakeholder Updates



Update on NHTSA Assessment - Process

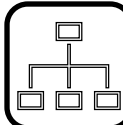
1. The State collects information based on 6 key program areas.
2. Independent assessors review information provided by the State
3. NHTSA and State facilitate on-site interview sessions with stakeholders and provide State with interim briefing
4. Assessors draft final report
5. State reviews final report, provides response
6. Final report and briefing to the State



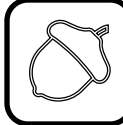
NHTSA Assessment Key Program Areas



Six Key Program Areas:



Program Management



Education



Engineering



Enforcement



Emergency Response



Accessibility



Pedestrian Safety Taskforce Structure



Texas Pedestrian Safety Coalition



Pedestrian Safety Task Force Executive Committee



Key Program Area Subcommittees

EMS
Subcommittee

Accessibility
Subcommittee

Enforcement
Subcommittee

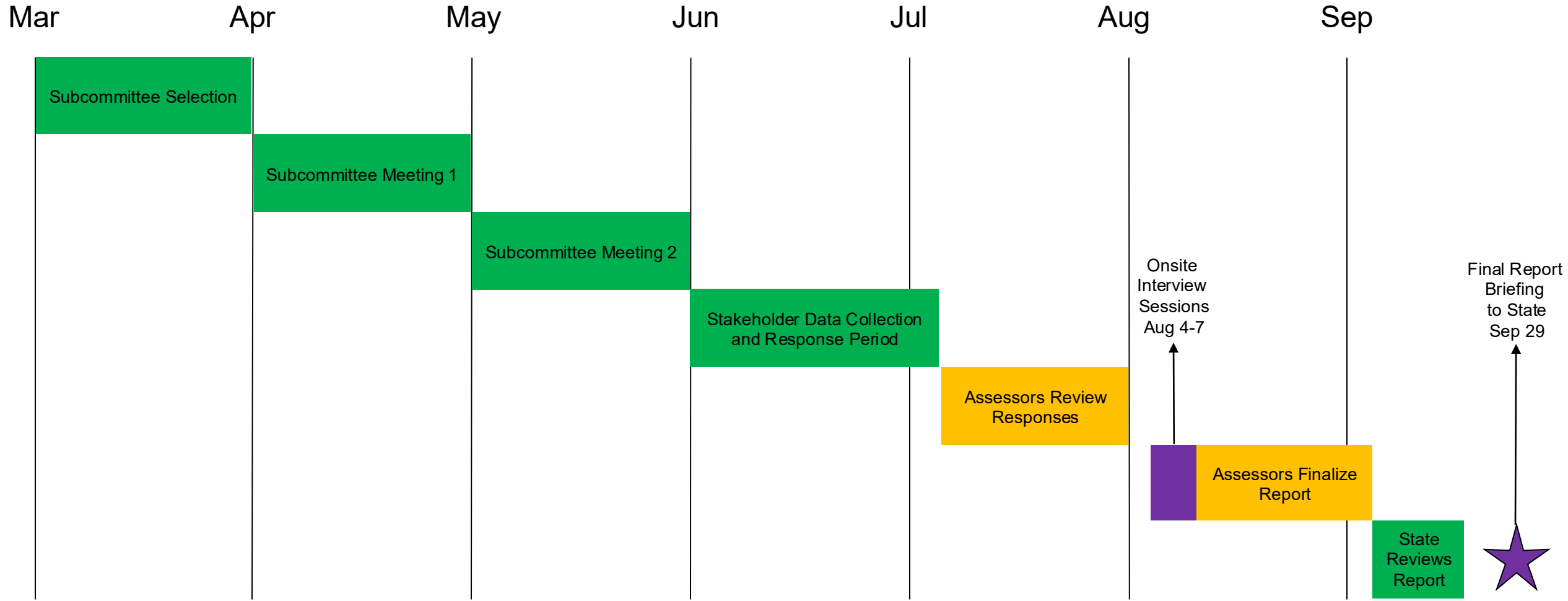
Education
Subcommittee

Program
Management
Subcommittee

Engineering
Subcommittee



NHTSA Bicycle and Pedestrian Assessment Timeline



Final Report

- Recommendations for each program area, including priority recommendations
- Status and conclusion for each assessment question
 - **Current Practice:** The State fully meets the objective of this question.
 - **In Development:** The State is actively in the process of implementing the objective of this question or has partially achieved the question's objective.
 - **Under Consideration:** A documented proposal or plan for achieving this question's objective is being considered for implementation but has not yet been approved, and no action has been taken.
 - **Not At This Time:** This question's objective has neither been implemented nor is it being considered for implementation. This also should be used for question objectives considered "not applicable" to the State.



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



Program Management Program Area Stakeholder Input



- Key Contributors in Stakeholder Data Collection and Response Period:
 - Ken Baum, TX DSHS
 - Chris Whaley, HGAC
 - Laura Maddix, Bike Texas
 - Justin Todd, Watauga PD
 - Lee Gibbons, TX DSHS
 - Lydia Bryan-Valdez, TxDOT
 - Carol Campa, TxDOT
 - Van James Mayfield, TxDOT
 - Steve Kelder - UT Health, School of Public Health
 - Jay Blazek Crossley, Farm&City
- Onsite Interview Participants
 - Carol Campa, TxDOT
 - Van James Mayfield, TxDOT
 - Jessica Son, TxDOT
 - Michael Teran, TxDOT
 - Greg Reininger, TxDOT



Priority Recommendations: Program Management



- Implement the newly-created Statewide Active Transportation Plan.
- 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.
- 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.
- Explore public and private partnership funding sources to complement existing governmental funding for pedestrian and bicyclist safety programs.
- Monitor highway safety laws pertaining to pedestrian and bicyclist safety to educate stakeholders on their application to the pedestrian and bicyclist safety programs.



Education Program Area Stakeholder Input



- Key Contributors in Stakeholder Data Collection and Response Period:
 - Jessica Son, TxDOT
 - Nina Saint, Safeway Driving
 - Alisa Allen, Southside Driving
 - Mary Vo, City of Austin
 - Catherine Richardson, NCTCOG
 - Greg Reininger, TxDOT
- Onsite Interview Participants
 - Greg Reininger, TxDOT
 - Jessica Son, TxDOT
 - Neal Johnson, TTI
 - Michael Teran, TxDOT
 - Gwen Williams, Sherry Mathews



Recommendations: Education



Note: No priority recommendations were provided by assessment team

- 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.
- Consider the development of a State-sponsored Driver Education Course, specific to pedestrian and bicyclist awareness and safety, if deemed necessary or applicable.
- 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.



Engineering Program Area Stakeholder Input



- Key Contributors in Stakeholder Data Collection and Response Period:
 - William Long, Poznecki-Camarillo
 - James Robertson, Lee Engineering
 - Myung Ko, TTI
 - Seles Johnson, AtkinsRealis
 - Greg Reininger, TxDOT
- Onsite Interview Participants
 - Jim Markham, TxDOT
 - Khalid Jamil, Texas TxDOT
 - Alberto Aldape, TxDOT
 - Travis Hajek, TxDOT
 - Rafael Riojas, TxDOT
 - Noah Heath, TxDOT
 - Mathew Volkman, TxDOT
 - Robin Osborne, TxDOT



Priority Recommendations: Engineering



- 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).
- 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.
- 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).



Priority Recommendations: Engineering (Cont.)



- 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.
- Create a schedule to conduct future Pedestrian Safety Action Plan (PSAP) updates at intervals of approximately every five years.
- 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.
- Continue to work on developing a data warehouse to access and share data and information among key stakeholders.



Enforcement Program Area Stakeholder Input



- Key Contributors in Stakeholder Data Collection and Response Period:
 - Mary Vo, City of Austin
 - Mariana Raschke, TEI Planning + Design
 - Sergeant Salvador Carmona, Harlingen PD
 - Neal Johnson, TTI
- Onsite Interview Participants
 - Mary Vo, City of Austin
 - Emmy Sheilds, TTI
 - Sergeant Salvador Carmona, Harlingen PD



Priority Recommendations: Enforcement



- 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.
- Create and distribute a compilation of best practices from around the State for training officers in effective enforcement countermeasures specific to pedestrian and bicyclist safety.
- Strive to involve law enforcement personnel during the planning stages of roadway engineering modifications at all levels of government.
- 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?



EMS Program Area Stakeholder Input



- Key Contributors in Stakeholder Data Collection and Response Period:
 - Raquel Garza, Pearland FD
 - Justin Todd, Watauga PD
 - Jeremy Blackwell, Lake Worth FD
 - William Huffman, Marshall PD
 - Deidra Robinson-Moore, Texas DSHS
 - Courtney Edwards, Parkland Health
 - Joseph W. Schmider, Texas DSHS
 - Andrew Friedrichs, Commission on State Emergency Communications
 - Randy Barkley, City of Watauga
- Onsite Interview Participants
 - Mary Vo, City of Austin
 - Emmy Sheilds, TTI
 - Sergeant Salvador Carmona, Harlingen PD



Priority Recommendations: EMS



- 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.
- 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.
- 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.



Accessibility Program Area Stakeholder Input



- Key Contributors in Stakeholder Data Collection and Response Period:
 - Suzette May, Mobilize Waco
 - Sydney Sepúlveda, TEI Planning + Design
 - Jay Blazek Crossley, Farm&City
- Onsite Interview Participants
 - Jay Blazek Crossley, Farm&City
 - Nancy Crowther, Community Volunteer & Advocate
 - Joan Hudson, TTI
 - Daniel Kavelman, Shoal Creek Conservancy



Priority Recommendations: Accessibility



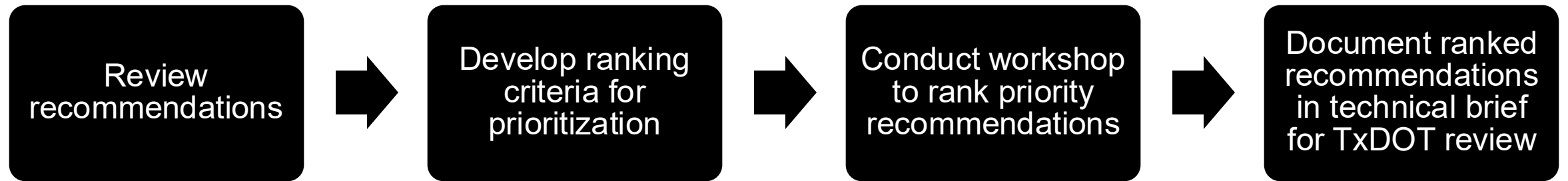
- Continue collaborating with local transit agencies and local jurisdictions to relocate transit stops to reduce conflict between crossing pedestrians and high-speed traffic.
- Identify and pursue additional funding sources to support sidewalk repair and/or sidewalk construction on local roads.
- Identify and pursue additional funding sources for pedestrian-scale lighting for both local and State roadways.
- Complete the statewide multimodal plan to understand gaps in transportation access.



Next Steps and Future of PSTF



Executive Committee



October 2025

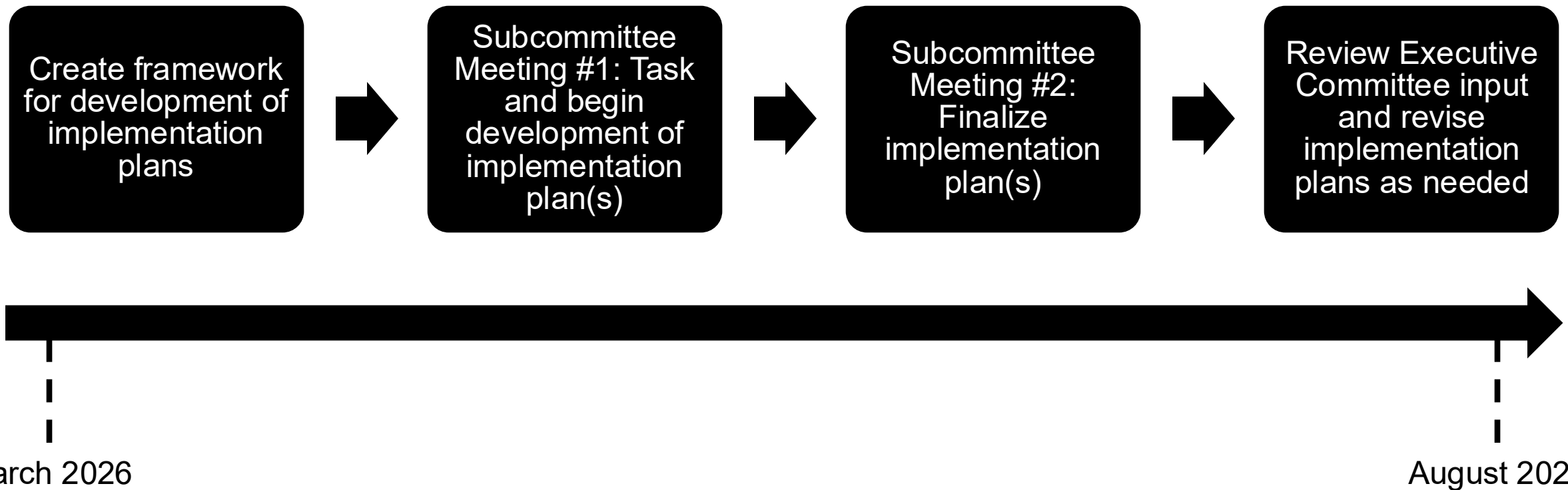
February 2026



Next Steps and Future of PSTF



Subcommittees



Next Steps and Future of PSTF



- Formalization of Pedestrian Safety Task Force:
 - Formal process for nomination and selection of Executive Committee and Subcommittee membership
 - Formal invitation and commitment from membership
- TTI staff to facilitate and coordinate Executive and Subcommittees
- TTI to handle the “heavy-lifting” with significant input/oversight by EC and subcommittees



Stakeholder Updates



Thank you!

