

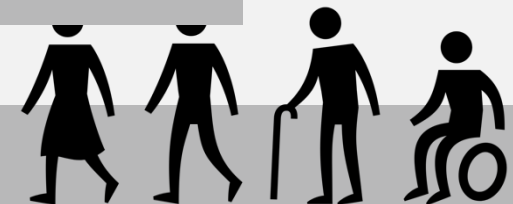


Texas Pedestrian Safety Coalition Meeting

April 14, 2026

Welcome & Agenda

10:00-10:10	Welcome and Introductions
10:10-10:20	2026 Texas Pedestrian Safety Forum
10:20-10:45	How the Texas TRUST Project can Impact Vulnerable Road User Safety Margaret Fowler, Texas A&M Transportation Institute
10:45-11:10	How Leading Pedestrian Intervals Can Put Blind and Low-Vision Pedestrians at Risk Suzette May, Pedestrian Safety Specialist Environmental Access Consultant
11:10-11:20	Update on Texas Pedestrian Safety Task Force
11:20-11:30	Stakeholder Updates

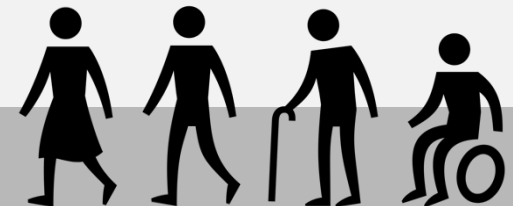




2026

**TEXAS PEDESTRIAN
SAFETY FORUM**

Austin, Texas | May 6, 2026



2026 Texas Pedestrian Safety Forum

Keynote

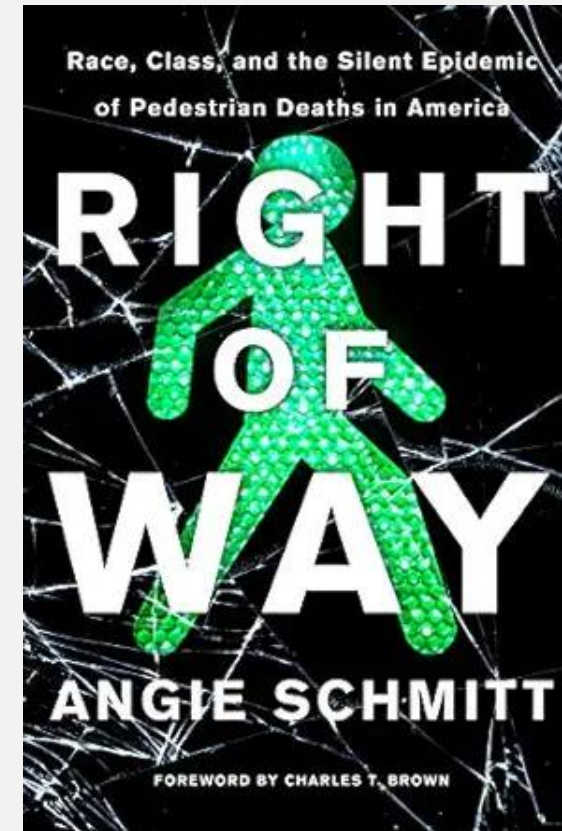


Meet our
Keynote
Speaker

**ANGIE
SCHMITT**

AUTHOR, URBAN PLANNER

*Join us on May 6th at the
AT&T Center in Austin, TX
to learn more!*



Walking Tour: April 5 in the Mueller Neighborhood

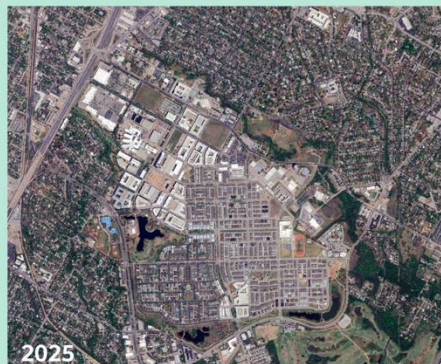
- 4:00 – 6:00
- Informal meet and greet at Aviator from 6:00 – 7:30

Tuesday May 5



SAFE STREETS AUSTIN WALKING TOUR Texas Pedestrian Safety Forum

Mueller, Austin



Speakers

Adam Greenfield, *Interim Executive Director, Safe Streets Austin*

Heyden Black Walker, *Board Chair, Safe Streets Austin*

Christine Freundl, *Redevelopment Project Manager, Financial Services, City of Austin*

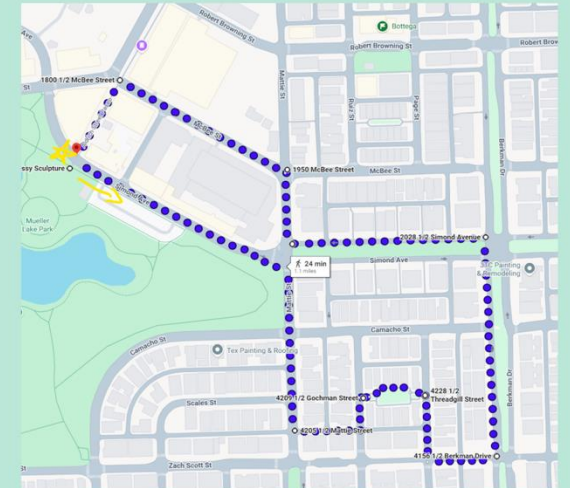
Joel Meyer, *Vision Zero Transportation Safety Officer, Austin Transportation and Public Works, City of Austin*

John Eastman, *Sidewalks and Urban Trails Division Manager, Austin Transportation and Public Works, City of Austin*

Nathan Wilkes, *Senior Street Designer, Austin Transportation and Public Works, City of Austin*

Verónica Castro de Barrera, *Chairwoman, Austin Transit Partnership*

Tour Route

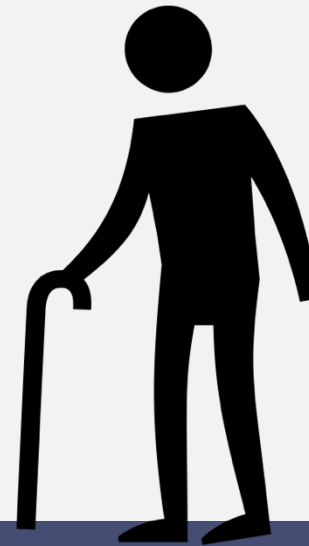
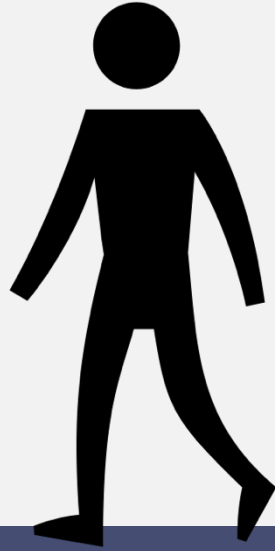


6pm Informal Meet & Greet

Join us for an informal meet and greet following the walking tour at Aviator Pizza, 6-7:30pm!

How the Texas TRUST Project can Impact Vulnerable Road User Safety

Margaret Fowler
Assistant Research Scientist
Texas A&M Transportation Institute





Transforming Roads, Unleashing Smart Technologies Texas TRUST Project

SAVING LIVES WITH CONNECTIVITY:
ACCELERATING VEHICLE TO EVERYTHING (V2X) DEPLOYMENT

Pedestrian Safety Coalition Meeting

April 14th, 2026

What is Vehicle-to-Everything (V2X)?



V2X is communications technology that allows vehicles to communicate with each other, infrastructure, and other road users.



It enhances **safety**, **mobility**, and **efficiency** by enabling real-time alerts and coordination.



Helps prevent crashes, reduce congestion, and improve traffic flow through smarter transportation systems.

IS V2X NEW?

V2X is not a new concept, but its deployment is just beginning.

Research and testing have been ongoing for 20+ years, with pilots and early deployments across the U.S. and globally.

Advancements in wireless technologies, AI, and automation are now making large-scale deployment more feasible and impactful.

HOW IS V2X DIFFERENT THAN AUTONOMOUS VEHICLES?

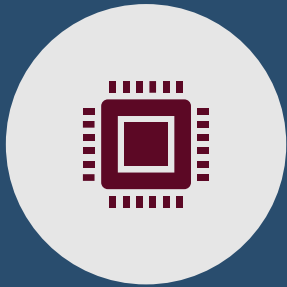
CONNECTED ≠ SELF DRIVING

V2X enables communication between vehicles and the environment, while AVs rely primarily on vehicle sensors and cameras.

V2X supports cooperative driving, while AVs focus on making decisions independently.

V2X can enhance safety and awareness for human-driven vehicles, while AVs focus on self-driving capabilities.

What's The Current Status of V2X?



Equipment – Sending information into the “air” is available.



Standards – Messaging standards exist and continue to evolve.



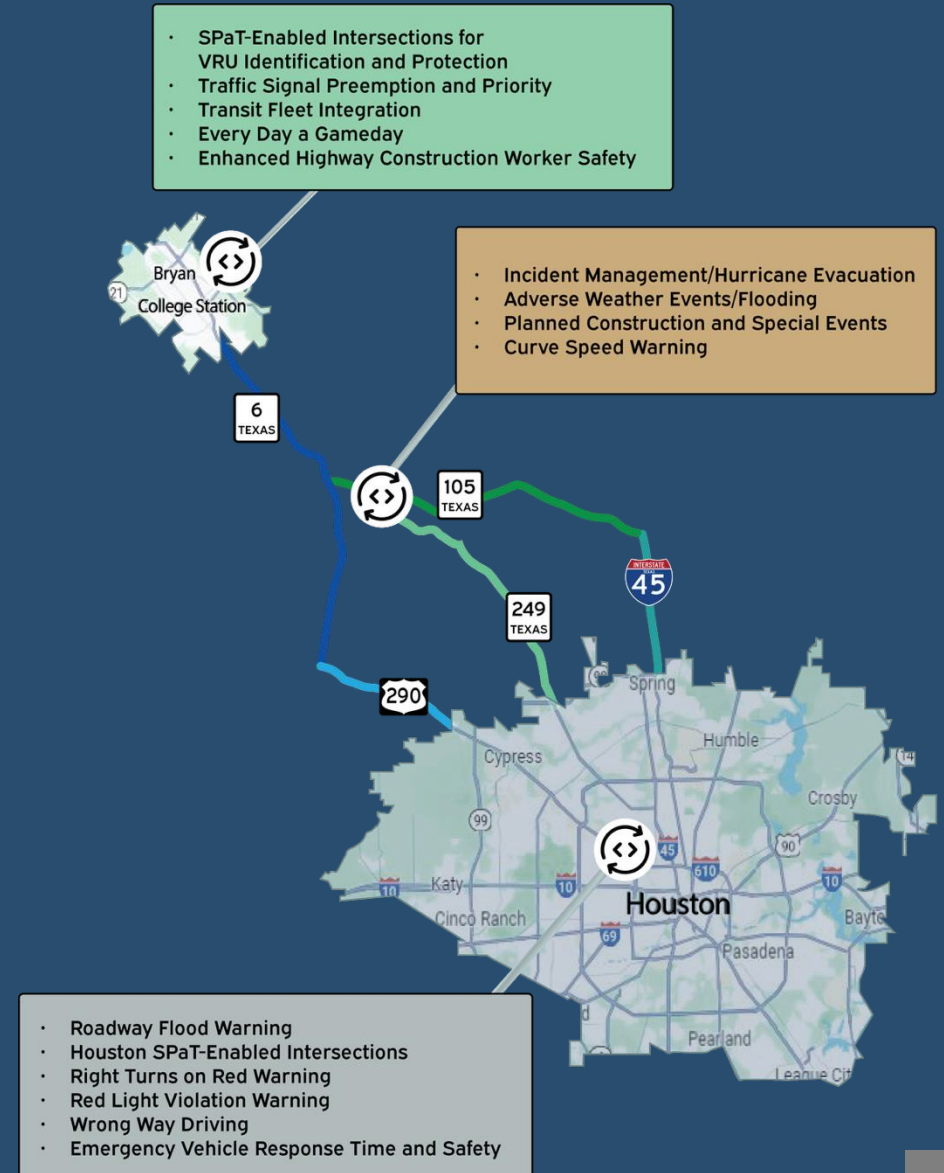
Vehicles – Few can receive (only a few very high-end models).



Prospective Users – No direct reception. A few cellphone apps.

Transforming Roads Unleashing Smart Technologies (TRUST)

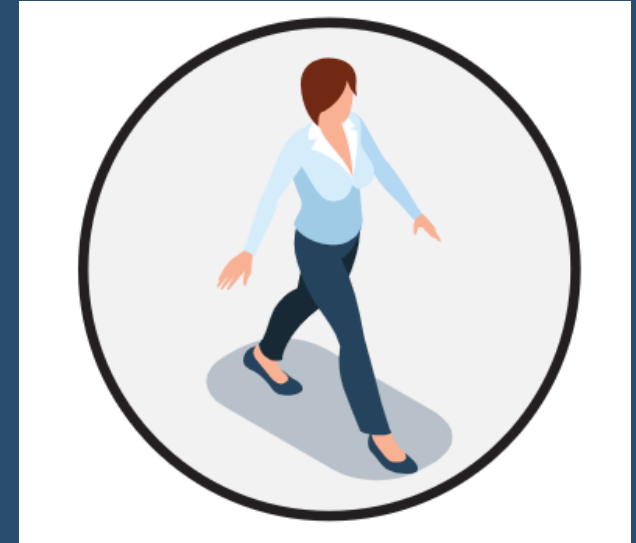
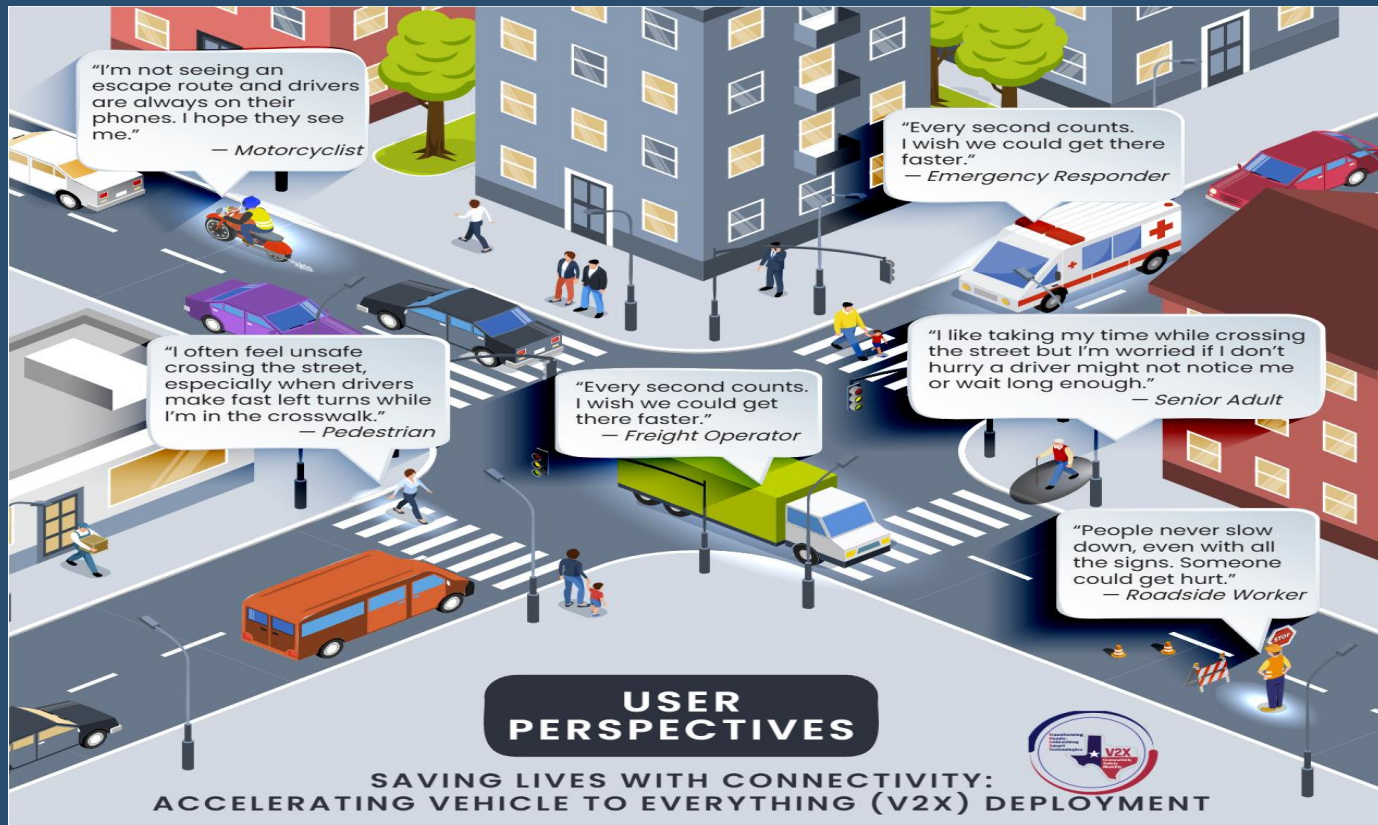
- Accelerate the adoption and deployment of interoperable connectivity.
- Deploy, operate, document, and showcase.
- Integrated, advanced roadway deployments.
- Substantially and quantitatively improve system safety.



Why is V2X Important?

*It's all about trusted
traveler information!*

Why is V2X Important?



"I often feel unsafe crossing the street, especially when drivers make fast left turns while I'm in the crosswalk."

"This is the quickest way to get to work, but there's no traffic signal here. What if a driver doesn't notice me crossing?"

How Texas TRUST Supports Pedestrian Safety

- Deploying 15 use cases across the region.
- Direct Pedestrian Safety
 - SPaT-Enabled Intersections
 - Right Turn on Red Warning
 - Red Light Violation Warning
- Supporting Pedestrian Mobility
 - Transit Fleet Integration



Why would Pedestrians Want To Implement V2X?

Many of these benefits are enabled through infrastructure and will come at little to no cost to pedestrians.

- **Improves Safety** – Helps prevent crashes by alerting drivers to nearby pedestrians.
- **Increases Visibility** – Makes pedestrians more noticeable to drivers.
- **Improves Awareness** – Alerts pedestrians to approaching vehicles.
- **Safer Crossings** – Shares signal timing information to help reduce conflicts between pedestrians and drivers.



Please visit our project website:

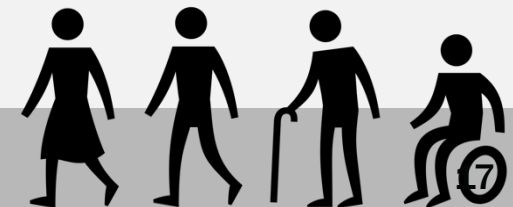
<https://v2xtexastrust.com/>

THANK
YOU!

Contact Me:

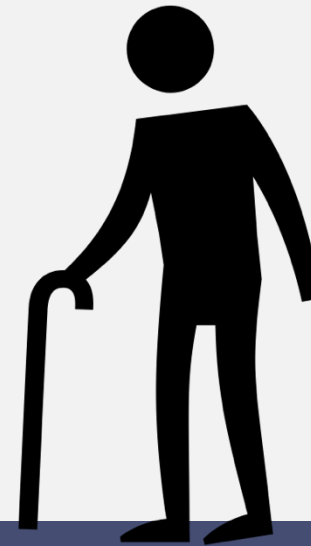
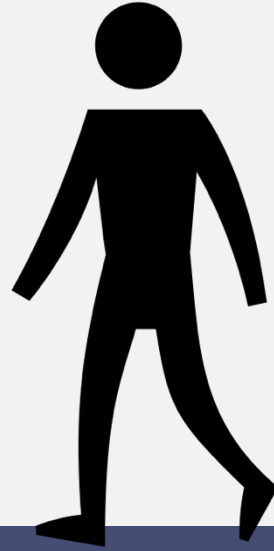
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fowler@tti.tamu.edu



How Leading Pedestrian Intervals Can Put Blind and Low-Vision Pedestrians at Risk

Suzette May
Pedestrian Safety Specialist &
Environmental Access Consultant



Texas Pedestrian Safety Coalition April 2026

How Vision Zero Can Put Zero-Vision Pedestrians at Risk:

Understanding Leading Pedestrian Intervals from a Non-Visual Perspective



**Suzette
May** LLC

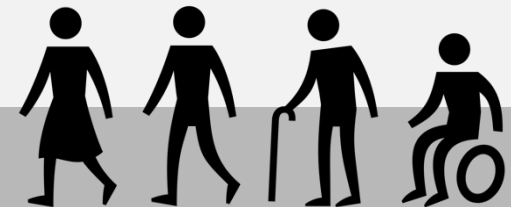
Bridge Gaps. Build Access. See Possibilities.

Presented by:
Suzette May



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<https://suzettemay.com>



Overview

- How blind pedestrians know when it's safe to cross.
- How one successful safety treatment can unintentionally create challenges for pedestrians who navigate non-visually.
- How every pedestrian can reach the other side of the street safely, even those navigating without sight.

Suzette May



Suzette May is a disability advocate and Environmental Access Consultant based in Waco, Texas. Her work focuses on improving accessibility and safety, particularly for pedestrians who are blind or low vision. She completed her undergraduate honors thesis on Accessible Pedestrian Signals and holds a B.A. in Disability Studies from Arizona State University. She is currently pursuing a Master's in Orientation & Mobility at Western Michigan University. She serves on state and national pedestrian committees and travels nationwide often with her Seeing Eye Dog, Fred.



A Blind Perspective



FOSTER
OPEN C

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Vestibulum ac, lacinia vitae diam. nec, metus.



Leading Pedestrian Intervals (LPI)

LPI Safety Concept

- Pedestrians receive WALK Interval 3-7 seconds ahead of vehicular green signal
- Pedestrians are well into the crosswalk by the time vehicles start moving,
- LPIs improve pedestrian visibility and reduce turning conflicts for sighted pedestrians but actually increase risk for visually impaired pedestrians.

Nonvisual Intersection Navigation



Intersection geometry

Traffic Direction

Near Parallel Surge

Accessible Pedestrian Signal



Blind pedestrians read intersections through sound and movement.

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The Key Clue



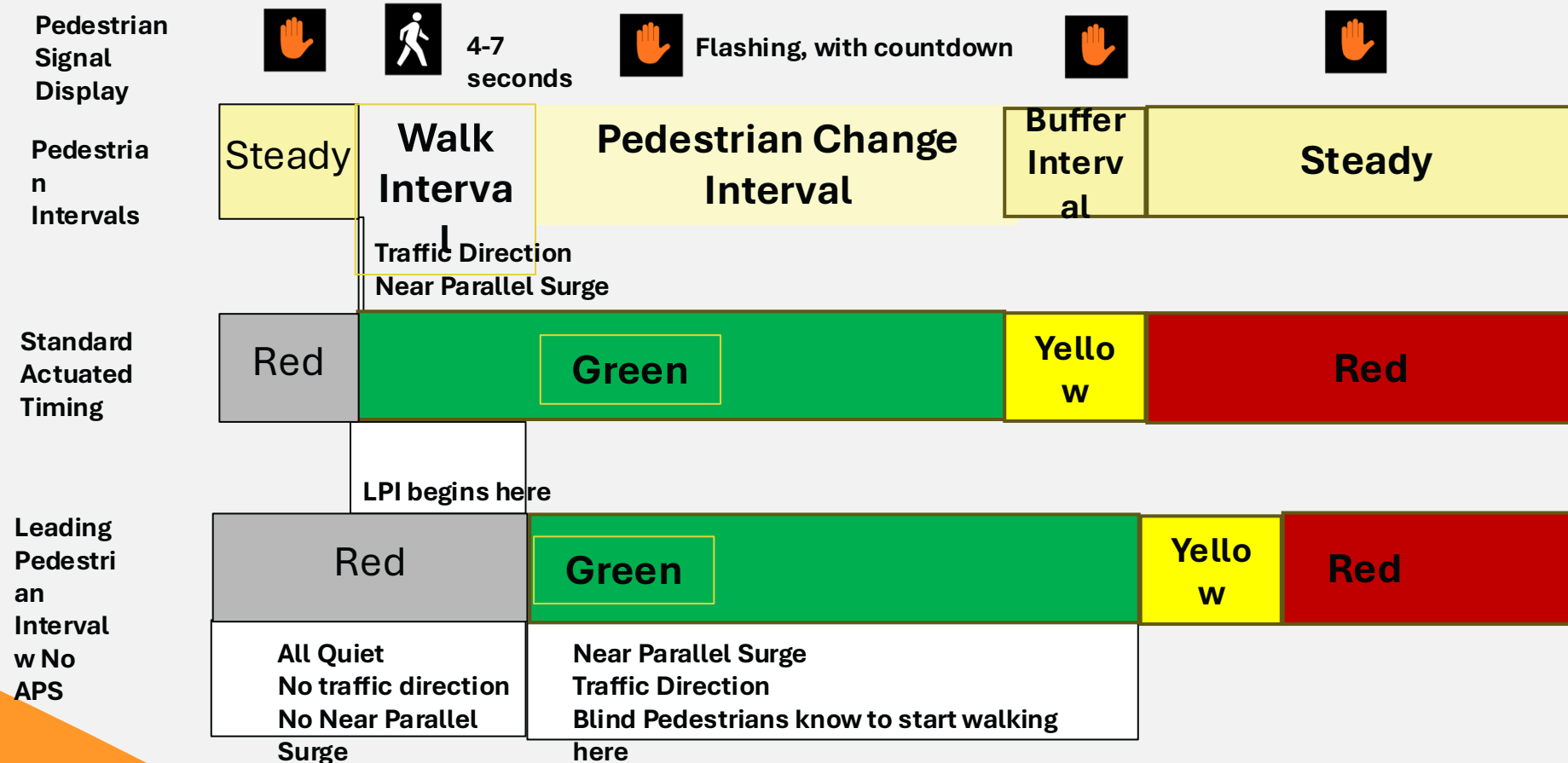
Photo: Alfasi / Shutterstock

Parallel traffic surge = confirmation to cross

The Conflicting Information



**TEXAS
PEDESTRIAN
SAFETY
COALITION**



Why Audible is Critical



Make the visual information audible

Without APS

- Blind and low vision pedestrians may miss the walk interval entirely
- They continue to wait for the usual sound cues
- This puts them out in the intersection when drivers do not expect pedestrians to be there

With APS

- The walk interval is clearly communicated through sound and vibration for blind, low vision, and deafblind pedestrians.
- They can begin crossing with the walk interval at the safest point in an LPI
- They can cross at the right time with no ambiguity for pedestrians or drivers





Actionable Steps

Prioritize

- Do an engineering study, even just a quick one, to prioritize high-risk intersections rather than changing to LPIs en masse.

Changing Signal Timing

Remotely

- Check that APS are present, working, and adjusted to LPI



Room for APS

- Prioritizing intersections ensures that there is room in the budget for APS at every changed intersection

Zero should be
 zero for everyone



THANK YOU



**Suzette
May** LLC

Bridge Gaps. Build Access. See Possibilities.

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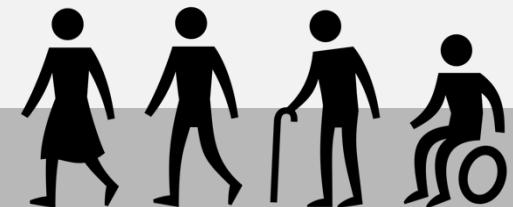
Transportation
Institute



Texas Pedestrian Safety Task Force

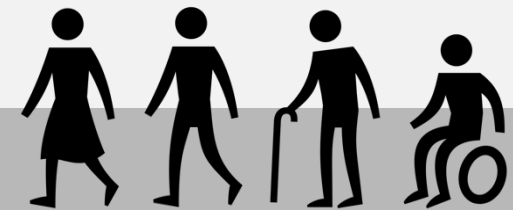
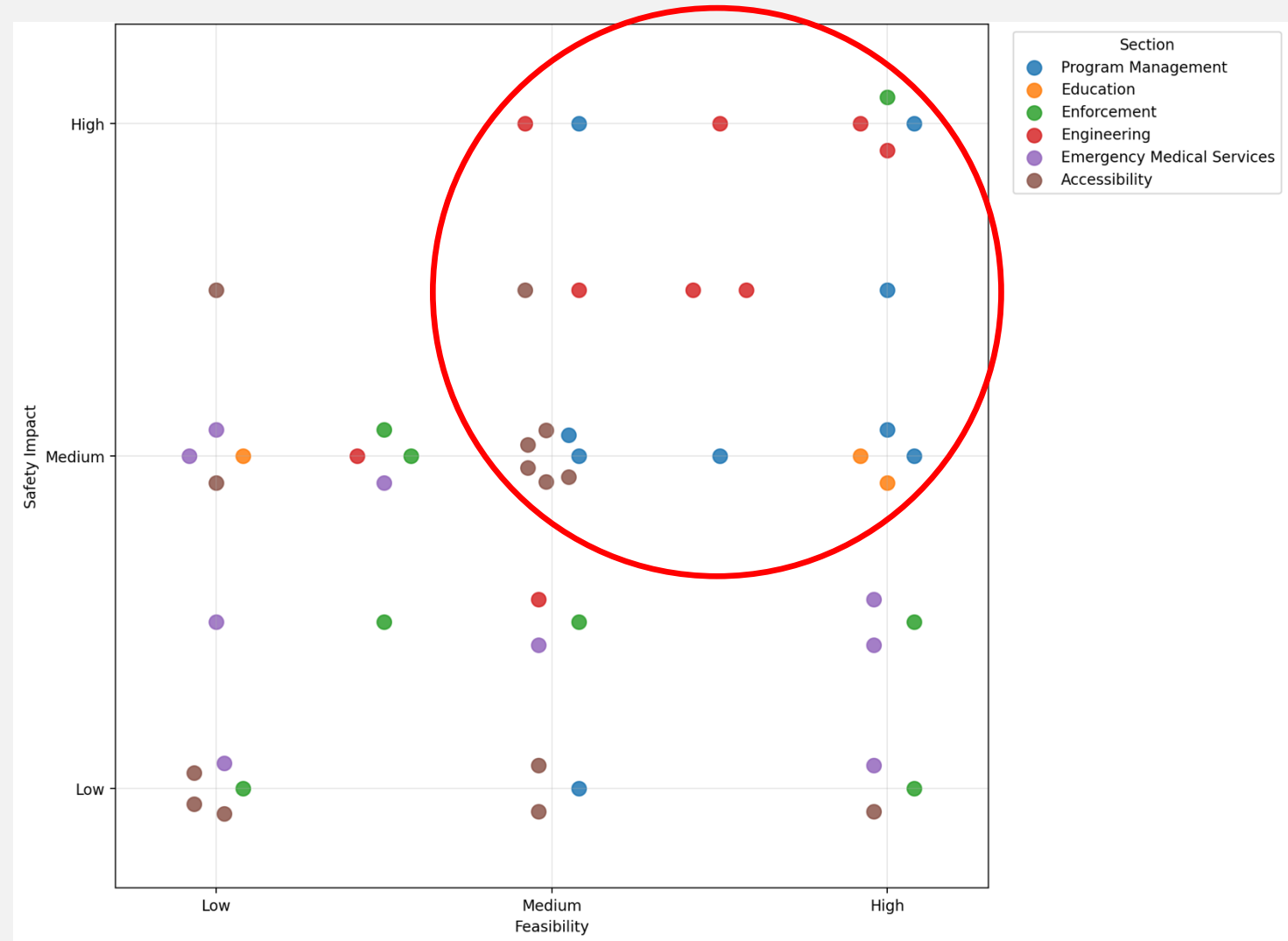


- Detailed evaluation of recommendations
- Invitations for Task Force Sub Committees in May
- Call for At-Large Task Force Subcommittee members in May
- If interested, please review recommendations from final assessment report, determine which subcommittee you are best fit for.



Evaluation of Recommendations

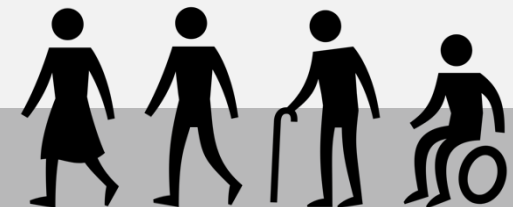
- TTI Staff evaluated recommendations and ranked them based on impact and feasibility.



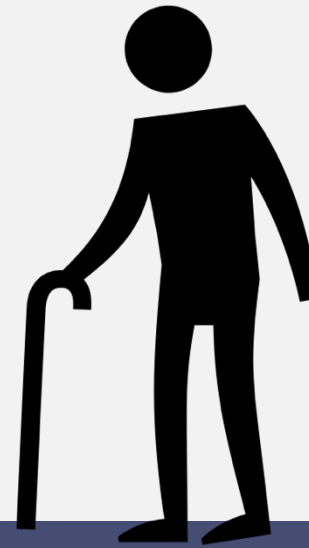
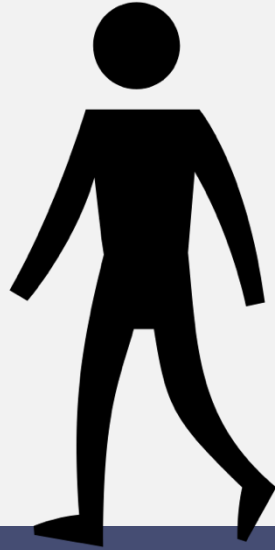
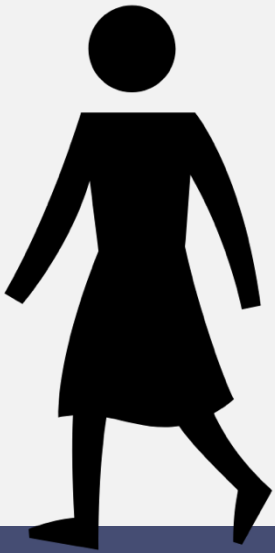
Texas Pedestrian Safety Task Force



- Detailed evaluation of recommendations
- Invitations for Task Force Sub Committees in May
- Call for At-Large Task Force Subcommittee members in May
- If interested, please review recommendations from final assessment report, determine which subcommittee you are best fit for.
- During 2026, ask will be two one-hour meetings



Stakeholder Updates





THANK YOU!

Ben Ettelman: b-ettelman@tti.tamu.edu