

# Statewide Pedestrian Safety Coalition

## FY2024

### FY24 Meeting #1 Notes

07/30/2024 – 10:30 a.m. – Meeting conducted via Microsoft Teams

Attendance: Stephanie Ferguson, Tom Schwerdt, Tess Rowland, Dina Ortiz, Terri Stuart, Ivan W. Chan, Micah Leonard, Theresa Parma, Neal Johnson, Chinedum Igboekwu, Michele Herrera, Tamarra Callahan, Ben Ettelman, Courtney Edwards, Katrina Miller, Yige Eagle Tang, Arturo Herrera, Rodney Baumgartner, Gabriella Kolodzy, Sarah Martinez, Trey Salinas, Catherine Selvaggi, Marisa Conlin, Logan Cimino, Heyden Walker, Leo Acosta-C, Ana Coady, Addie Walker, Leo Acosta, Jeff Miles, Debra Kellstedt, George Thiel, Hilary Garnish, Yamini V. Karandikar, Dante Perez-Bravo, Ganapathi Bharadwaj Badireddi, Harry Dawson, Isacc Perez, Matthew Brown, Alvin G. Gamez, Marissa Rodriguez, Easton Moore, Scott White, Jeanne Tarrants, DeAnn Crane, Rashidah Dyer, Gonzalo C., Annika Gunning Yankee, Ambar Perez, Robert Benz, Amelia Hayes, Kathryn Rush, Srinivas Geedipally, Suzette May, Mark Baker, Todd Buckingham, Rebecca Walker, Robert Potter, E'Lisa Smetana, Deborah Scharven, Jaime Gutierrez, Patricia Gaffney, Ed.D., CMC®, Judge Oscar Liendo

### Welcome & Introductions

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

### 2024 Forum Updates and Discussion

- a. There were a total of 258 registrants, with 17 on-site registrants and about 188 people in attendance. The overall evaluation was positive, with respondents indicating that their experience was good, informative, useful, addressed important issues, and provided networking opportunities.
- b. Thank you to our speakers, the Coalition, and the RTI team for their contributions. Walking tours were well-received, and we plan to continue them. The event center was good overall, though some breakout rooms were dark. We are considering cost-effective options for next year's location.
- c. The proposal for next year will be to hold the event in Austin next year and potentially every other year due to its central location.
- d. No-shows continue to be a problem, despite high registration numbers. This results in wasted resources and food. We've considered charging a nominal fee (e.g., \$10 or \$25) to ensure commitment. Input on managing this challenge and reducing food waste is welcomed.

## NHTSA Bike and Pedestrian Assessment Announcement

- a. NHTSA conducts safety assessments at the request of state DOTs. TxDOT has requested and is funding the Bike and Pedestrian Assessment that will be held in 2025.
- b. The assessment will be conducted through the coalition, leveraging TTI's experience and the coalitions' network of pedestrian and bicycle safety stakeholders and experts.
- c. This comprehensive review will identify strengths, weaknesses, and offer recommendations that are categorized into standard and priority.
- d. The key focus areas are - Program management, legislation, regulation and policy, law enforcement, highway and traffic engineering, communication outreach, driver education, licensing, and program evaluation.
- e. The assessment will result in a final report with findings and recommendations for state officials and stakeholders.

## Guest Speakers

### 1. VIA San Antonio's New Bus Line and Pedestrian Safety Considerations

Art Herrera, Special Projects Manager, VIA – San Antonio -

Arturo Herrera discussed the current state of bus rapid transit (BRT) in San Antonio, highlighting that while the city lacks a true BRT project, it offers a corridor-based VRT service called Primo, which operates on three routes. He emphasized significant safety concerns for pedestrians, particularly due to high traffic speeds often reaching 50 mph in a 40 mph zone. To address this, dedicated guideways and medians are designed to provide safer refuge areas for pedestrians. He stressed the importance of using crosswalks and noted that stations will include features like pedestrian refuges and push buttons to activate signals, ensuring safer crossings, especially for elderly individuals who may not be able to cross in one signal phase. Additionally, stations will be equipped with crash-resistant barriers to prevent vehicles from hitting the platform.

Herrera outlined the implementation timeline, with construction slated to begin in early 2025, starting with utility relocations. The goal is to have the service fully operational by fall 2027, with a revenue service date of April 2028, as per the agreement with the Federal Transit Administration (FTA). The project is backed by a \$267 million grant from the FTA, which holds VIA accountable for meeting the specified deadlines. The FTA has provided a schedule contingency to ensure the service is open by April 2028. Herrera encouraged visiting the project website for more information, including traffic analysis, the NEPA document, and a historical resources report, to better understand the project's scope and impact.

### 2. Economic and Health Impacts on Pedestrian Safety – Investing in Community Well-Being

Courtney Edwards, Director of Trauma, Community Outreach, and Biotel EMS, Parkland Health

Courtney Edwards discussed the importance of tertiary and secondary prevention in healthcare, particularly at Parkland Hospital, an 884-bed acute care and safety-net hospital in Dallas, Texas, affiliated with the University of Texas Southwestern Medical School. She highlighted the critical nature of the hospital's trauma care, noting that

many patients transitioned from the trauma bay to the ICU or OR, requiring extensive healthcare resources. Edwards emphasized the injury severity score (ISS) to categorize trauma patients, which allowed for international comparisons and better mortality and morbidity predictions. Parkland's average hospital stay for trauma patients was 7.3 days, with ICU stays averaging 5.7 days.

Edwards also addressed the increasing number of pedestrian injuries and fatalities despite efforts like the City of Dallas' Vision Zero project. As a long-time nurse and trauma specialist, she observed a significant rise in pedestrian injuries. Edwards underscored the financial burden of trauma care, revealing that Parkland had over \$101 million in uncompensated trauma care costs in 2021, reflecting the high expense of maintaining readiness and providing comprehensive care. She advocated for innovative healthcare delivery to reduce fatalities and highlighted the societal costs of uncompensated care. Finally, she expressed gratitude for the opportunity to learn from others focused on primary prevention and sought ways to integrate her healthcare niche into broader injury and violence prevention efforts.

### 3. Inside Look at Mobilize Waco

Suzette May, Board Member, Mobilize Waco

Suzette shared her experience with advocating for accessibility improvements, such as presenting findings on necessary changes and working with business owners to create better access for wheelchair users. She highlighted the example of transforming a seldom-used bike rack into a much-needed wheelchair-accessible parking space at a coffee shop, a place that employs people with various disabilities and creates an inclusive environment. Suzette also emphasized the importance of asking how to assist people with disabilities rather than assuming their needs, encouraging people to introduce themselves to those who are visually impaired to foster better communication. She stressed that for many with disabilities, their daily activities are not seen as extraordinary but simply their normal way of life. Concluding with a quote from Kelly Buckland, she reinforced that living with a disability often enhances one's life, making them better individuals, a sentiment she wholeheartedly agrees with from her own experiences.

## Upcoming

- The Traffic Safety Conference in Austin will be August 13<sup>th</sup> – 15<sup>th</sup>
- There will be a TPSC Webinar in September on law enforcement, crosswalks, and crosswalk laws.
- The America Walks Week Without Driving is September 30<sup>th</sup> – October 6<sup>th</sup>

## Adjourn

Adjourn – 12:12

## Chat Transcription

# Transcript

July 30, 2024, 3:33PM

**Ettelman, Ben** 0:22

But so what's really exciting is the Olympics have kicked off.

Everybody always gets really excited about the Olympics and I feel like I don't know if anybody actually prefers the Winter Olympics to the Summer Olympics.

But I've always feel like Summer Olympics is by far and away the most exciting and has the best breadth of certainly my favorite sports.

But even though I grew up in a snowy state, I didn't do any of those snow besides ice hockey.

I didn't do any snow or cold weather.

Umm events so I thought it would be fun for everybody to drop in the chat on their name and the name org and favorite Olympic sport.

And if you really like a winter Olympic sport, I'm curious to see if we have a lot of figure. I know figure skating's a popular one, so if you can drop your name in there and I'm gonna put mine.

Which I guess I should mention for those if they don't know me.

My name is Ben Edelman.

Aim a researcher, or the Texas saying?

I'm transportation Institute and I lead the Pedestrian Safety coalition and my favorite is my favorite sport is gymnastics.

Especially with someone this year, it's really super exciting to see.

What?

What is gonna happen?

I don't know if y'all have seen some of the videos where she does her tumbling routine, and I swear to God she jumps like 20 feet in the air.

It's just amazing.

So yeah, I'm seeing a lot of.

Cool or seeing a lot of different but a lot of gymnastics.

So in good company, but I love this because it's everyone's like, well, I actually have like

6 different favorite things.

Dressage.

That's really cool.

The equestrian events.

Track and water polo.

Very cool women's rugby.

Ohh that's an interesting one.

Swimming.

Swimming is always awesome.

Just such amazing athletes, ohm.

Figure skating for winter ski racing ski racing is pretty fun.

Ohm track and field tracking field is always really awesome, too.

Gymnastics women's figure skating it's it is figure skating is pretty special and some more for swimming.

So ohh, and and we have one for shooting.

Shooting is a cool one too, and this year we have surfing as an Olympic sport.

So maybe by when we have a meeting four years from now, everybody will be talking about surfing as their favorite break dancing ohm.

It break dancing is actually in there.

That's crazy.

OK.

Well, we're getting a little that.

I gotta I gotta catch the break dancing competition.

But I do love that they're adding all these new sports.

That's really cool.

Very cool.

Cool, cool.

OK.

Well, let's jump in.

This could take up all of our oh, it's called breaking.

Interesting.

Ohh, this could take up our entire meeting, so I'll I'll I'll jump to the rest of the agenda.

So quick update on our 2024 Texas Pedestrian Safety Forum and asked folks for some of their input if they have any.

Hopefully most, if not all of you were there a quick announcement on our activity for next year, then it's a bike and pedestrian safety assessment.

I wanna kind of let folks know about that.

I tease this out our last meeting and we've learned more about kind of what we'll be doing next year.

We're very, very excited.

So we'll talk a bit about that and then we have 3 phenomenal speakers.

We're gonna hear from art Herrera from via San Antonio and some of the work that they're doing with some new bus lines and how they've incorporated pedestrian safety as they've designed those stops and obviously thinking about the routing and then we'll hear from Courtney Edwards, one of our task force members, long Time, Coalition Participant Coalition member.

She's also one of our, as I mentioned, Task Force member, and she's gonna talk a bit about the economic and health impacts of pedestrian safety.

Again, getting that public health angle and then finally we'll hear from Suzette May, who's a board member at mobilized Waco who's gonna share with us a little bit about what mobilized Waco does for the ADA community.

So they're very excited about that as well.

So really great speakers today.

And then finally, we'll finish up with stakeholder updates.

So if anybody has anything that they're working on or needs any help, that will be the time for them to to, to speak up.

So I will jump into the forum updates and discussion like if you want to advance one for me.

**Leonard, Micah** 5:17

Did it not advance OK. Thank God.



**Ettelman, Ben** 5:18

It did.

I I might not be, I might.

Ohh no I am I'm not.

**Leonard, Micah** 5:21

No, you're good.

I was having issues earlier on my Internet.

Sign it like, had kicked me off.

So I just want to make sure it's actually working.

**Ettelman, Ben** 5:28

Now I did the thing where I advanced on my own to look at the agenda and then I wasn't synced, so that was on me.

**Leonard, Micah** 5:35

Forget we're here.

**Ettelman, Ben** 5:36

So really quickly, you know, we we each year do an evaluation of the the Safety forum. So for those in attendance, we hand out evaluations, we have a QR code that folks can provide input, and we have an overall evaluation.

And I just wanted to kind of note that we had very few.

A responses this year we even sent out an email after the forum to get some feedback. I my feeling based on the conversations that I had is that people were very, very happy with it.

So certainly nothing to be concerned with.

But so just I put this chart on here so folks would get a sense of just how how lacking the data was in terms of how many folks responded.

The most responses that we got for the session specific evaluations was 4/2.

We had no one provide any input, but the takeaway here is that everyone found the the the, the the sessions to be extremely or very useful and relevant, with one with a couple

folks providing just that.

They are moderately useful and relevant, but ultimately, as long as we're in the green, we're happy and we know we're on the right track.

We had a total of 258 people who registered for the forum and then on the day of the event we had 17 on site registrants and about 188 people in attendance, which I'll talk about that in a minute.

And then in terms of the overall evaluation for the but for the the forum, all of our respondents indicated that they either strongly agreed or agreed that their overall experience was good and would recommend the forum that it was informative and useful, addressed important issues.

And their work and provided opportunities to network with other pedestrian safety stakeholders.

So even though we have a lack of this kind of quantitative data that we gather, we did feel like based on the feedback from several folks that we've talked to on the Coalition, several folks from text DOT, several of our colleagues from throughout the state that, that there was a very successful forum went off really well.

And and we're really proud of it.

So like if you wanna go to the next slide really quickly.

Umm.

Our our overall takeaways for the forum where that we we got really strong feedback that the session topics and presenters were excellent.

We really appreciate our presenters.

So if any of you on the call were presenting, I haven't looked very closely at our our list of presenters, but our list of attendees rather, but we just really always get wonderful presenters.

And so we're very thankful for those folks.

And this Coalition always does a really good job of helping, you know, helping generate. What are the cutting edge topics that we need to talk about so we're not just kind of repeating the same thing over and over and there's always a balancing act to make sure that we're providing important and kind of critical and core information about pedestrian safety because not always, not everybody who attends our forum is, you know, a grizzled veteran of the pedestrian safety world.



Some folks are just getting involved, so we feel really good about the range of topics, but again, just a huge debt of gratitude to our speakers and to the coalition at large for participating and providing input.

So we have a really, we had a really good agenda and I think our keynotes were phenomenal too and we were really excited to have.

To to have what I'm blanking on her name and about a little Leticia van der you speak. That was extraordinarily powerful and and I had a lot of folks kind of comment on that. So very proud of that event and all the work that went into it and certainly a big debt of that gratitude goes to RTI team as well.

So Micah, who you all know whether or not you like to Michael Leonard, Kim, Sailor, Steph Ferguson, and a number of other of other folks at the pedestrian at TTI work on the Pedestrian Safety Coalition.

As you know, we did walking tours.

They were well received while attended.

It really was cool.

We'll likely to kind of do that every year.

We're trying to integrate that into where we hold the event, the Event Center we felt was pretty good.

Some of the breakout rooms were a bit dark.

We weren't crazy about that, but I think overall we did pretty well.

We are already looking into options for next year.

Just noting the cost is a consideration because when we the the cost to have the cost of the location is almost doubled since we started this project back in the late like in like 2016 time frame which is kind of crazy.

But that is just the way the world works.

So of course we've incorporated that into the project, but it's tough because.

We would love to have this in a nice shiny shiny location that is in the middle of a place where people actually walk with makes huge windows, but we're we're and we're we're doing our best to accommodate that, but we we kind of have to work within our budgetary constraints and be thoughtful and mindful of that.

Umm Houston.

Great location, excellent energy.

And with everything that's been happening in the pedestrian safety space, we really felt strongly that we had a great turn out and a lot of really productive conversations. As always, we rotate major cities and plan on holding in Houston within the next couple years.

Next year, we are likely to propose holding the event in Austin.

We have officially gotten to the point where we'll do that.

We'll do that at our coalition meeting, kicking off the 2025 Coalition year which is actually starts in October.

But we are thinking about doing Austin every other year just because it is very central and certainly folks have input on that.

Please let us know.

So with that, I'm I'm curious about input and feedback.

One of the things that we really struggle with, I wanted to share and see if anybody had any thoughts and I ask every year.

But you know, we have a lot of no shows.

So we had 258 people registered and Stephanie Ferguson, who's on the call, is the person that manages, like, our registration and all I can say is that we, we we always feel like we're playing this game of chicken where we're like, OK, we, we wanna make sure that we incorporate as many people to come to this event and we we get this high registration number.

But if everyone shows up, we might be late on foods and then we're thinking, OK, well, should we order more food and stepped it?

A great job this year of kind of balancing that, but ultimately the point is when we say we have 258 people, we're getting enough food for 258 people and that's resources and food that ends up being wasted and could be better utilized on other efforts.

So I'm we've thought about charging people a nominal amount, just so if they have a little skin in the game, you know.

And when I say nominal, we're thinking like 10 or \$25, you know, these are some of the conversations that we've had internally and with text dot.

Would love to get anybody's input and I will pause, but would love to get anybody's input on if they have any thoughts on whether or not whether or not they have the ideas of how to kind of manage this challenge that we face every year with with folks

that that don't show and we get that it's a free registration.

So people register and then something comes up and they're like, no, we can't.

Can't make it happen and everybody gets busy.

But if we charged \$25, maybe that would be something that would help, but does anybody have any ideas?

I know we have a we have a good like 55 people on the call now, so.

And charging for their meals specifically.

And that was kind of the idea is that it would be about like \$25, might be a little less, but you know, maybe that's the idea.

Is that like that way?

But we really don't wanna waste food.

I mean, that's the other piece here.

Mark, you have your hand up.

I'd be happy to hear from you.

**Mark Baker** 14:27

Hey, thanks.

So Texas ASL, a merican society, landscape architects every year they have, you know, they're we have our conference and they were faced with the same situation.

Although everyone pays for, you know, the conference, but they ended up, you know, throwing away all this food and it's just ridiculous.

So they charge.

**Ettelman, Ben** 14:48

Mm-hmm.

**Mark Baker** 14:50

They had two different things.

When you registered, you can register for the.

It was the banquet thing.

And then you can register it just to go to the banquet or register for food at the

banquet and then extra meals if you have bring someone else in.

So kind of kind of helped out.

I'm not sure how that shook out, but it seemed like there was less wasted food just and it's just anecdotally, so just the thought.



**Ettelman, Ben** 15:16

Yeah, I I so appreciate it and I will.

There's been a couple comments kind of to that point as well.

You know, I'm a minimal fee, at least, so people have skin in the game and you know, just, you know, providing scholarships as well, cuz that's the other thing is that we don't want any barrier to entry.

So I really like this input and and so I think that's something that we'll look into next year.

And again, you know it would just be to perhaps cover the the, the cost of food and and it can be again nominal with the ability to do scholarships.

So we'll probably ask this question again at our next coalition meeting, just to to continue to get feedback.

But it's not the worst thing that we don't have 256 people show up.

It's the food we really it really is just.

You know, when we're when we're talking about 60 meals worth of food that we're wasting it it it hurts.

I think all of our souls a little bit.

Yeah, yeah, small fee.

It seems like that that seems to be.

It seems like that's the the best movie, you know.

This year, we also sent a couple emails and the the lead up to say hey like no big deal if you know if you can't make it let us know and we had a couple people reach out.

So, Terry, I think that's a really good idea, basically have a deadline for those of RSVP.

They can get a refund prior to the conference.

We've actually talked about that.

We'll we'll continue to look into it.

Of course, then payment becomes the issue.

We have to figure out to accept the payment, provide the way so we we will figure something out.

But at the end of the day, I do think this is the direction that we'll go because we wanna grow.

We wanna make sure that we're continuing to get as many folks as possible.

We have discussed with text DOT perhaps making this like 1 1/2 day event, so we could do the event on the first day and then The Walking tours would actually kind of be like walking tours social.

Our social networking event kind of in between day one and day two and then do like 1/2 day on the back end.

So nothing too over the top and exhausting because I know that everyone and every one of us has been to a five day conference where by the third day we're all walking around like zombies.

So managing that with wanting to make sure that we can grow the event, but do it sustainably.

Yes.

And I know Scott has has asked about El Paso and other parts of the state and we we agree.

And I think that that's that is something that we we want to continue to continue to consider.

I think that we should have a conversation about that in in the the next at the next coalition meeting, when we kind of kick off the next year, we're still in this grant year.

So I want to talk a bit about some of the stuff that we have coming up.

But Scott, your words are not going unheard.

I promise we are listening to you and as always, taking your input because I know that El Paso, I mean, personally, I'd love to go De Paso because I love El Paso, issued a bunch of work out there.

When I first started at TTI and it's been several years since something out there, so lots of friends and lots of lots of great parts of that city.

So, OK.

Well, let's let's shift gears and talk quickly about the Nitza pedestrian and bicycle safety assessment.

I'm gonna provide some high level overview high.

I'm gonna provide a high level overview of the assessment just to give everybody a really a quick quick kind of update.

So the nitza nitza conducts these assessments at the request of state DOT.

So the first thing that I wanna say is kudos to text dot for requesting to have nitza nitza conducted an assessment and then and then again paying for that assessment.

So this isn't something that they're required to do.

This is something that they are doing because they know that this is an approach that has been extremely successful at improving the safety.

So there's a several different types of assessments and TTI is helped with a couple of them.

One most recently we with motorcycle and we're hoping to complete that.

We've also done impaired driving, but the pedestrian bicycle safety assessment and I don't know if I've seen if Elizabeth Jones is on the call.

But Elizabeth was a big champion for pushing this through, and of course, everybody in the behavioral behavioral strategy section.

So really, Carol Campa and everybody in that group really pushed for this.

So big round of applause for text, DOT for for including this and so part of the way that, that.

They are having this conducted as through the coalition, which is a really good match because a TTI has some experience conducting these, but B because we have a huge group of pedestrian safety stakeholders and experts who also are bicycle experts and will pull those folks in who really are going to be playing a pivotal role in the assessment.

So the specifics of the assessment are that the idea is that Nitza will provide technical assistance to state highway safety offices through A-Team of outside experts who conduct a comprehensive assessment of the highway safety program within that state. So again, the idea is to provide a comprehensive review of pedestrian safety programs, and I'll talk about the topics and the second topic, areas for those safety programs and then compare the current status to essentially the best of the state of practice and best pre established standards, identify strengths and weaknesses, and then offer improvements for recommendations.

Those recommendations are typically organized into standard and then priority recommendations.

The outcomes of the outcome is, is is really this.

This notion of having open non threatening dialogue with stakeholders to really have a good sense of of what needs to be done, assistance with long range planning.

2nd.

Assistance with long range planning and resource allocation, generation of administrative and political support, which is a big piece here and then establish a establishment of benchmarks for future improvements.

One of the items that we will focus on when we're conducting this and I'll talk a bit about what TTI's role is gonna be, what the coalitions role is going to be.

And then what the outcome is here in a second.

So one of the one of the great items here is that we have external folks coming in and providing this input is a very collaborative process and then the outcome is these recommendations that we then will have.

TxDOT will have the ability to say, OK, this is something that's a priority.

This is what we want to implement and everybody on this Coalition is certainly going to be very regularly engaged.

You folks will be hearing a lot about the coal, about the assessment next year and I'll talk a bit also about the role that our task force is going to play.

So in terms of the program areas we wanted to share the program areas that we that are covered cause it's comprehensive.

We're gonna be looking at program management throughout the state for both bicycle and pedestrian.

We're going to look at legislation, regulation and policy, law enforcement, highway and traffic, engineering, communication outreach.

Notice that those are separate because those are two separate topic areas with very specific and we'll we'll actually drop a link in the in the chat.

So folks can have a look at the more detailed outline of what the assessment includes driver education, licensing and program evaluation.

So we are, we are put in a position to again do a very comprehensive overview of what's happening in the state within all of these topic areas, documenting that and then having

external folks come in.

So on the next slide, umm, on the next slide, Mike, if you wanna advance me one, this is the general process that we follow and again it's there's quite a bit more detail here, but I did think that it would be good to just provide a high level.

So the state compiles a briefing package that documents significant components of the state pedestrian safety programs.

This is the role that TTI is going to play in working with text DOT as well as our stakeholders in the Pedestrian safety coalition and folks in the bicycle safety community as well as as well as spokes in in, in our task force who our coalition members but super engaged folks to put together a briefing package and this briefing package can be anywhere between can be anywhere between you know 150 to 250 pages that's based on the impairment briefing package and the motorcycle briefing package that our colleagues have worked on.

I have a feeling given how broad pedestrian and bicycle is, that this this approach actually might be more comprehensive might be, might be more, might be larger. And again, that is our job to make sure that we have documented everything that's happening in the state.

We then submit that and that typically takes almost all year.

So our we haven't talked timeline, but our plan would likely to have the actual assessment occur towards the end of the summer next year.

So probably about a year from now.

So we will spend the entire next year working on on on compiling this briefing package.

And again, we will be leaning on our Coalition folks to make sure that we are comprehensive and including as much as possible as, as, as much as possible, if not everything in terms of what's happening programmatically throughout the state from a pedestrian and bicycle safety perspective for each of those topic areas.

From there, Nitza actually selects an assessment team.

There's typically a topic.

There's an expert for each of the topic areas.

These are again individuals that are not associated.

They don't work for nitza.

They don't work for text dot.



They are brought in and they huddle and they review the briefing package and this is the part that that is really important to me.

They conduct interviews with key state individuals, stakeholders as well as stakeholders from public and private organizations and agencies, and this is really where our coalition is going to be critical and in.

Implementing a successful safety assessment, we are so lucky that we have this group of experts together and this group of experts that experts and advocates that have worked together for so long and have kind of a a very specific, specific focus.

And so we will be calling on these individuals and identifying these individuals.

And again, it won't be our call.

We will provide these recommendations to the assessment team and the assessment team will then call on these individuals too, and it's called testify and again, that's where the open and honest dialogue comes in.

Because what we're not looking for and what text DOT is not looking for is just to have our interviewees just, you know, go ahead and you know, say, oh, yeah, no, everything's wonderful.

**Ettelman, Ben** 27:34

We have no problems.

This is about identifying what we can improve, and so after they review the briefing package, it's about a two to four week process that review the briefing package, conducting the interviews, the analyze the information, compare the states program just to establish standards throughout the country and develop improvement recommendations.

And that final report is presented to state officials and stakeholders.

And then again, the most important piece here are the findings and recommendations.

So essentially we will have a good sense of where major gaps exist and as well as where perhaps Texas isn't meeting standards and what we can do to meet those standards.

So again, we're very, very excited about this process.

We think that this is going to be a a really, really, really important moment for pedestrian safety in the state of Texas.

I think that this group has been critical in helping tech dot improve pedestrian safety.

I think there's a lot of folks on this call who are tech dot folks who have done a lot to improve pedestrian safety.

But the point is, is to me is a critical moment.

When I found out that TxDOT wanted to do this and they wanted the coalition to integrated with the Coalition, I was thrilled.

And I don't think I've ever had as as as much of excitement in in any moment in my career, because this is a big deal.

So I know I probably sound flowery and and and hyperbolic, but this is not hyperbolic.

This is not hyperbole.

This is an important moment.

I you can ask my friends if you can talk to them about this.

This is a big deal, and it's gonna be all hands on deck.

So this is where I'm gonna call in favors from each and every one of our coalition members who have helped us build this build this coalition back from the 2000 and 1617 timeframe.

Who have helped grow this Coalition?

Who have helped improve pedestrian safety throughout the state.

I want this to be all hands on deck and I want us to knock it out of the park, and that's what TxDOT wants as well.

So very exciting big things coming.

If anybody has any questions, I'll pause for a second.

But very quickly I just wanted to mention that our task force is going to be extremely engaged in this.

We're going to be helping.

So as we roll over next year, we will be asking if additional folks wanna participate in our task force.

And I just wanted to mention now.

So if folks want to maybe carve out a little bit of time, the coalition at large will have a role.

But the task force is going to be very hands on.

So to that end, if you're excited, if you're as excited about this as I am as Micah is, please let us know that you'd like to participate in our task force next year.

We can accommodate folks who may not be able to make every meeting, but the point is this is a time for us all to kind of step up and do everything we can to really knock this out of the park.

And so we talked about this assessment with, with our task force and we're really excited for a lot of the work that they're doing and our idea and what the model has been for other assessments is that the task force is actually been the entity that has the opportunity to take some of the recommendations and either provide check, start with advice or guidance or in some cases actually be empowered to.

Actually implement the recommendation.

So again, we'll see what those recommendations look like, et cetera.

But we really see this as not just being a one year process.

We see this as being a one year discovery and then 10:10 you know five 1020 years ideally of of work that we will be doing and building upon.

And that's based on conversations that I've had with other states as well.

The process here, so again I'll hold there and if anybody has any questions, please go ahead and let us know.

There will be more calls for helping and participating in the task force and obviously helping with the assessment, but again very excited and again just wanted to give TxDOT again another round of applause for for requesting this.

It's a big deal.

Anything else before we move on to our presentations, I apologize.

I'm not supposed to talk this much.

People have told me, Ben.

Yeah, just can't talk for 30 minutes straight.

It kills people's attention span.

So OK.

Well, with that, I'm gonna turn it over to Micah, who has has three wonderful speakers.

But again, just wanted to say thanks so much for everything.

This year we've had a really successful year so far.

I'm probably gonna disappear.

And you won't see me again.

So I'm just gonna take this moment to say thank you.

Very grateful for everyone on this call and for everything that is happening in the world of pedestrian safety.

**Leonard, Micah** 32:54

Awesome.

Thank you, Ben, and thank you all for all the excitement.

You are right and I saw all the handclaps and there was feeling, feeling the love.

So very exciting with that.

We're gonna continue on today introducing some of the best people I know in the industry, doing some amazing work.

First and foremost, I wanted to thank all three of our speakers today for sharing your time with us and your perspectives with us.

And so with that, I'm gonna kick it off with our Herrera, who's a special projects manager, the deputy project director at via Metropolitan Transit Art serves as the as a project manager at Via M holds a Bachelor of Arts in Political Science from UTSA.

Whoops.

San Antonio, with over 20 years of experience in urban transportation art has played a pivotal role in the development and execution of VIAS.

New bus lines and pedestrian safety initiatives and enhancing public transit accessibility and safety for our entire community, and I can say our because I do live in San Antonio and I'm very excited of all the work that they're doing and I really wanted to give via and also specifically Arthur and his team especial platform to be able to talk about all the special considerations and pedestrian safety that they've been implementing on their projects going forward on some Pedro, which is one of the most dangers, pedestrian safety streets and all of Texas and particularly San Antonio and.

So seeing that being incorporated in mass transit is really a breath of fresh air.

And so with that, I wanna applaud, although in his team and with that, the floor is yours are through.

Thank you for being here.

**Herrera, Arturo** 34:49

No, thank you.

My car, I appreciate the introduction and and I'm very similar to Ben in that once I start talking, it'll take a while for me to stop, so feel free to stop me.

Tell me.

Hey, you only have two minutes left or what have you.

But but once they start talking about this project type I, I just keep going.

So San Antonio does not have a true bus rapid transit project in the city, yet we have something that's called corridor based VRT and we offer that service through a special route that we call Primo and we have 3 routes that that provide this service.

They're they're skip stop services.

They have some enhanced amenities, but the one thing that it doesn't have that this green line project will have are dedicated lines.

So this project has about 70% of its route have dedicated bus guideway throughout the 12 mile corridor.

And what I want to do is I want to provide a quick little video here because it does a better job explaining at a high level and then I can start talking about more details with regard to pedestrian safety.

Advanced Rapid Transit, or ART, is a reliable, modern public transportation system that delivers fast, frequent, and comfortable Service outside of regular traffic, with all door boarding off board fare collection, dedicated lanes, signal priority, real time route information, and vehicles arriving at each station every 10 to 15 minutes.

Vias ART Project is designed to move more people faster and farther, connecting them to work and job training, school medical appointments and each other.

The first ART corridors plan to run from the airport area along San Pedro Ave through downtown and onto the Roosevelt Park.

Mission Concepcion area VS planned ART lines are positioned to receive federal funding specifically for transit using dedicated lanes combined with the voter approved funding for keep SA moving or casan projects that's available in 2026.

These federal dollars will move us closer to the projects planned opening in 2027, investing in fast, affordable transit solutions like ART is critical to keep San Antonio moving and growing communities with rapid transit systems have seen economic development and job creation along the designated routes.

It's an important part of making sure our region stays economically competitive.  
ART is for everyone.

It helps move more people to more places to strengthen our community, and that gets us all where we need to go.

So just to add a little bit to the to the video, what's also exciting for us is that this project has received a federal commitment in the amount of \$267 million through a capital investment grant program that the FTA manages.

And so we are in the process of developing it, what's called the full funding grant agreement right now, so that we can submit that in September as long as we meet all of the requirements, we will be able to get that federal funding to match all of the local dollars that we've raised uh to commit for the the implementation of this project.

It includes 26 new stations.

We're going to be operating 17 brand new CNG articulated buses.

So there's 60 foot buses and it's just under 12 miles long.

Again, from the airport to just South of downtown.

So when we go out to the community because we've done this presentation many times, I I get different feedback depending on the location of my meetings.

And so, umm, one of the things that I try to highlight is the fact that this isn't just a transit project.

Obviously we're a transit agency.

We're going out there.

We're adding dedicated bus lanes, right, but this is also a a general mobility infrastructure improvement program for the entire corridor, because with it, we're going to be upgrading every single signalized intersection, which means going in and ensuring that all of the crosswalks, all of the the ramps, are meeting the most current code.

And and that means adding brand new had heads with with Audible pet heads.

We're adding feds or or fish eye detection systems that are all the intersections as well to help track movements and not just for PEDs bikes and vehicles, but we're also looking at improving landscaping so that we can find opportunities to include St trees to help create more cooler paths for pedestrians to walk to and from our stations.

What we're also doing is we're identifying sidewalk gaps and working with the city of San Antonio's Transportation Department, which has set aside approximately \$10 million

to do infrastructure improvements that complement the advanced Rapid Transit program that we're implementing non San Pedro, correct.

Michael referenced that San Pedro is one of the most dangerous quarters for pedestrians and it absolutely is.

It's it's a vision 0 corridor from for the city of San Antonio.

And so when we started identifying station locations, we were also identifying locations where we were seeing a lot of heavy pedestrian traffic.

And so with this project there is there are a few mid block crossings that we will be enhancing with flux signals so that we can actually stop traffic.

It's rather than just having flashing beacons and hoping uh upon hopes that vehicles will notice that someone is trying to cross the road and will stop for them.

In the map that I was showing earlier, there were three different colors, and and it represented the fact that we're operating three different ways throughout the 12 miles.

There are some locations where it just we just don't have the right of way or the available space to have dedicated guideway.

And so as I mentioned, there was about 70% of the of the route is going to have dedicated guideway.

There are portions of the route where we're just operating in mixed traffic very much like we do today.

And So what I'm gonna show you are three areas, each representing the different way that we're going to operate through the corridor.

This first one is on the southern end near Roosevelt Park.

Umm.

Now what's different about this is I couldn't find a a more recent shot but a, but the city of San Antonio implemented a road diet on this portion of the project.

It went from a four lane roadway to one lane in each direction, A2 way left turning lane, and then it has 5 foot bike lanes on either end.

So we're going to do is we're going to match and we've been working with the city to ensure that we're coordinating these efforts, but we're going to match and ensure that we're able to provide the bike lanes to be able to go behind the platform.

And the reason for that is we're trying to minimize any conflict points between the the bus which needs to get to a level boarding platform.

And in any bicyclist, and so that way they can continue on their path even when a bus is stopped, will cool the bike, the bike path behind the platform, and then we're going to find any opportunities for us to make sure that when pedestrians are crossing this pipe path, that they also have a safe way of doing so and ensuring that bicyclists are you holding the pedestrians so that pedestrians can get to the to the platform.

Another way we're operating is in business access transit lanes.

So very much like Diamond lanes in in downtown San Antonio or perhaps in your downtowns where you're from there bus lane only with the exception of those that need to make a right hand turn into a business, a side street, a neighborhood or what have you.

And this was because there are locations of the corridor that are wide enough for BAT lanes, but they're not wide enough to allow for a dedicated guideway.

And having stations in the middle and this is because we're going through some neighborhoods that are fairly older.

Uh, is there historic?

There are locations where the setbacks from the curb to the building are just about 10 feet, and so you don't have much space to to do any widening to to ensure that you can have some dedicated guideway or even play stations in the center of the roadway.

So this isn't the intersection of Hildebrand and San Pedro.

What I wanted to, and I don't know if you can tell very well, is you'll see that there are light poles on either end of this corridor.

What we notice through some of these portions of the corridor is that we have light poles in sidewalks that are only three feet wide.

And so when that light pole is in that middle of the sidewalk, obviously you no longer have an 88 compliant sidewalk.

And so we've been doing, as I mentioned earlier is working with the city to identify locations where we can invest that \$10 million to either bulb out or or buy additional right away to pull this the the pull back away from the sidewalk and do identify ways for us to just ensure that there is at least three feet.

I'm a for.

For anyone in an ADA mobility device to to get through safely without having to get into the roadway.



So at this intersection you'll see that while the the lines that are shown in the in the map here in red represent the backlines, now, we're not going to actually go out and paint the the lanes Red.

There's been mixed success, especially in the South Texas heat, with how well the the paint holds up.

And since the city of San Antonio is going to be taking over the maintenance of this, once we begin operations, we're we're mindful for their requirements and what it is they need for us to for them to take over the maintenance.

And So what?

While you see red lanes here, there's simply to identify where the bat lanes for the business access transit lines are going to be located.

Platforms are are going to be about 70 feet long with 13 and 1/4 inch height so that we can provide that level boarding.

Umm.

As I mentioned it because we're looking at trying to provide a faster service through the corridor, there are two main reasons why there is a delay.

Umm, when in terms of a person in your vehicle, if you've ever been caught, so to speak, behind a bus, and that bus is taking a some time before it can leave one of two things are probably happening.

You have a line of individuals that are waiting to the very last minute to pull out their dollar 20 or whatever the fare costs in your area to pay the fare and and that obviously takes time.

And then two, if if you are in a mobility device it it takes anywhere from 5 to 10 minutes to lower the bus, extend the ramp and then have the wheelchair board the bus and have the operator secure that individual to the 88 restraint points on the bus.

If it takes 5 to 10 minutes to do so, to get on and off.

If you're operating 10 minute service, you can.

You can realize why it would be difficult for you to maintain your 10 minute headways if you are picking up individuals with with mobility devices, and this corridor is known to have those in mobility devices, and so you providing level boarding as well as Ada self restraint systems on the bus.

Individuals and mobility devices seamlessly enter the bus and they can do a self secure

meant without the operator needing to get out of there.

The the seat, and that way the buses can continue moving a little more quickly through the corridor.

Now I want to talk about what Mike could probably had in mind when she was mentioning one of the most dangerous sections of of San Pedro.

There is a large portion of San Pedro that is 7 lanes wide and and because the block links are so long, individuals are known to jaywalk and use the two way left turning lane as their refuge, which has everyone on this call is aware is no refuge at all and probably can be quite dangerous, especially if a if a vehicle is blocking the vision of another oncoming vehicle and that is trying to enter the two way left turning lane.

Now when we go out into the community and talk about this specific section and I talk about, well, be is gonna come in here, we're gonna provide dedicated guideway in the middle of the road.

And let me show you what that that section looks like we're going to be providing dedicated guideway in the middle of the road and the stations would be located in the middle.

Now what I hear back from the community is that this is just absolutely this is dangerous.

I don't understand how you're going to allow folks to be waiting in the middle of the road, and that's probably because they're thinking that even though it's a 40 mile per hour speed limit, get the design speeds though for this roadway, I mean, folks are easily going 50 miles an hour through this corridor.

And because signal timing is just so, so good on this corridor, they can maintain that fifty mile per hour speed through the majority of this corridor without any hesitation or or any any lights that are stopping them.

And so I take it on us as the agency to try to explain how this actually helps with pedestrian safety.

Let's say you are not someone that's going to be riding the bus, but you just need to cross the street with the.

With these dedicated guideway in the middle as well as medians in the middle, if you so chose to jaywalk, there is actually a I would a quote unquote better refuge in the middle of the roadway.

I would highly discourage those from jaywalking and use a a, A crosswalk.

But if you are using that crosswalk, those that are elderly, they're not known to always be able to make the crossing in the single pet face.

It just, it just doesn't happen all the time and it's very daunting knowing that you are gonna have to.

So in front of vehicles with the green light just got a green light because you weren't finished walking with.

This helps with that is, you now have a true, a true pedestrian refuge with the station platform.

They will even have a you'll have the buttons to activate the pad heads in the center of the station as well.

So let's say you didn't make the crossing of the way you can activate the pad head again using a push button there on the platform as well, and that way you can continue your crossing under the other side.

I think it's it's challenging this to to explain how this is safer.

Umm.

When?

When folks don't understand inherently that the folks that use of us are crossing the street all the time, they have to.

If you're going somewhere, you're going to catch a bus stop.

You're going to catch the bus at a bus stop, either on your side, so to speak, of the block, or you have to cross the street to get to the other side to go into certain direction, right?

But on your return trip, you're now either on the other side of the street or on the correct side of the street.

And so there's always some type of question that has to happen and and I think it's just that folks don't understand that that that's what's happening every day.

And so for our Pedestrian, for our patrons, rather than our taking the bus every day, providing a safe signalized crossing at all of these station locations is going to help them more confidently across the street, knowing that traffic is going to be is going to have a device to stop them.

Now now hooks are are somewhat new in in the city of San Antonio.

So I think there's going to be an educational component that's gonna be need it. There so folks understand Powerflex signal works when they are able to go through a hawk signal and when they need to stop and provide the right of way to pedestrian. But, but we're committed to ensuring that all of the station locations, even if they're mid block, have a signalized crossing for pedestrians for our patrons as well, even if that means there in mid block we'll just provide a hawk signal.

So this is just an image of what those stations look like if they're side running the image to the right.

Here is A is a better image of what it looks like in the in the center running stations.

And again, this this is that the pedestrian refuge that I'm talking about.

And you can see a push button to activate the pet head or send a peg request to the the the controller at the intersection.

When we're talking about additional refuge or additional safety elements here in the center platform, we are looking at having a Crest resistant wall in the front of all these noses to ensure that no vehicles utilize our station as a ramp up to go airborne.

Unfortunately, talking to other agencies, this has been yeah, an issue.

And so ensuring that we provide a crash resistant barrier there for the protection of our the the patrons on the on the platform area is going to be critical as it is a part of the the project.

As far as timeline, since we're looking at pulling down the full funding grant agreement by the end of the year, we wanna have construction starting by early first quarter of next year.

More than likely, that's gonna start with the utility relocations, as you can imagine 12 miles of urban corridor, there are going to be plenty of utilities that need to be relocated prior to us going in and doing any intersection improvements as well as the construction of our brand new stations.

We're also looking at providing a concrete, uh, my intersections where buses are are traveling through the intersections and it and stopping at our stations because as I mentioned, the city of San Antonio is gonna take over the maintenance of this and we want to ensure that we're providing them pavement.

That's not going to be failing them anywhere in the next in the near future, so we want to have the service open and operating by August, the 2027.

So essentially, by the fall of 2027, we wouldn't have this service operating.

You'll see a date at the bottom right there that shows revenue, service date of April 2028 and we're meeting with the FTA.

The FTA wants to ensure that that they are fully confident that the VIA has the resources to get this service open and we are going to be signing a contract effectively with them for the \$267 million they will hold us to that contract end date.

And So what they've done is they've provided us a some scheduled contingency and said you will have until April 2028 to get the service open.

Then if if not, there are penalties that need to have that we need to have a discussion with the FDA about.

Ohh but as of now there's no reason to even think about crossing that bridge and hopefully we never even approach that bridge to have to to cross the near future.

I'm hopefully I did a I did some justice to the project.

Here's a website though, and I encourage everyone to go onto the website.

We have a list of documents and resources available on their website for you to to view.

It includes traffic analysis and it includes our NEPA document.

We did a categorical exclusion and we received that from the FTA as well as historical resources report for the entire corridor and just a lot of good information on there for you all to review.

And with that done, be happy to answer any questions.

**Leonard, Micah** 53:34

Think you're through and.

Does anybody have any questions?

I see some good comments here regarding the beacons and things of that nature.

I know that Robert had asked about the estimated time of travel.

**Herrera, Arturo** 53:52

I'm sorry, but the.

**Leonard, Micah** 53:54

Uh, A Robert was asking about what?  
The estimated time travel time would be.

**Herrera, Arturo** 53:58

Oh, so right now to take a trip from the airport to downtown, for example, it takes about 75 minutes and we would cut that time down to 40 minutes.

**Leonard, Micah** 54:15

The other questions I will share with you guys this email address as well after the presentation and after today's meeting so that you can refer back to it.

But with that, thank you so much.

I've thought of for your time and it was a pleasure to hear from you directly about everything.

I'm I'm very I'm personally very, very excited about this project, so I'm glad that everybody else seemed to be very engaged as well.

But thank you so much for being here today.

**Herrera, Arturo** 54:45

Thank you very much folks.

Thank you.

**Leonard, Micah** 54:56

Sorry.

There we go.

I think Courtney and I were like battling for screens.

I'm I apologize, but I'll just let Courtney take over because all I just needed to do was introduce Courtney.

So Kolodzy, Courtney.

But as Ben had mentioned Courtney Edwards, Dr Courtney Edwards is one of our task force members, a very valued task Force member representing the health portion of our safe systems.

She's currently the director of Trauma and Community Outreach and Biotel EMS at Parkland Health.

As I mentioned, she has her doctorate in nursing from TCU and leads comprehensive trauma care and community outreach programs focusing on improving pedestrian safety through health and economic investments.

Her initiatives aim to foster safer and healthier communities by integrating public health strategies with pedestrian safety measures.

And so with that, I'm going to hand it over to Courtney.

So thank you, Courtney, for being here today.

**Courtney Edwards** 55:54

Thanks, Micah, and thank you for letting me share.

My focus is gonna be probably a bit more on that tertiary and secondary prevention that we so lovingly and live in the healthcare sector.

So this is gonna be a kind of a little bit different and since that is my background, just sharing a little bit for you about Parkland Hospital where an 884 bed acute care hospital where it considered a safety net hospital here in central Dallas, TX and are affiliated with the University of Texas Southwestern Medical School.

Texas Southwestern Medical School.

We also have 20 community based clinics, but just for our numbers and kind of where we sit, we have over 1,000,000 outpatient visits on an annual basis, 226,000 Ed visits and in 2023.

So that basically equates to and we're seeing 620 patients a day and that number is just over increased throughout 2024.

And so why am I here and kind of that question of, you know, why did I join the coalition?

And as you're you know, the healthcare representative or a healthcare representative, so my background, like Micah said, is nursing.

And I still work at the bedside and still take care of patients.

And so that's really what brought me into finding more about injury prevention and figuring out how we can help from that primary prevention standpoint before they need a trauma system in the state before they need a trauma center before they need our

healthcare services.

And so this is, This is why I'm here and this is a patient I took care of all my last set of clinical rotations on July 4th.

This was a 57 year old homeless man on housed.

He was hit on a residential street at 15 mph and this is his pelvis.

His pelvis was significantly broken because of that event.

He also had a head injury from where his head then hit the windshield after the car struck his pelvis, and he also had a leg injury from the vehicle then rolling over his leg.

And so that's that's why I'm here is I have these stories and I have these patients that are in my mind and and what your trauma centers are a great partner for you.

We want to do more and it gives us an outlet for the death and destruction that we see on a daily basis and so kind of sharing you with you.

Some of the information that we have, how we can be partners in data, how we can be partners in prevention, how we can share our stories, to help make your messaging a little more impactful because we have that, that person, that story to tell and not just all about the numbers, but numbers are important.

So I'll share you some of our numbers.

So in 2023, there were 133 pedestrian and bicyclists that were struck by a motor vehicle that were transported to my trauma center and my trauma center is one of 22 in the state that are classified as a Level 1 trauma center.

And in the Dallas Fort Worth area, we actually have four Level 1 trauma centers and they come in at all hours of the day.

But you can see there is some consistency.

So in the night time hours in the darkened hours, we see more of those individuals showing up.

We also see more individuals around the quote unquote rush hour time when people are trying to get to school or get to work and we see more individuals there as well.

And motor pedestrian collisions.

That's our term for them.

And when individuals are struck by a motor vehicle, unfortunately there are only my fifth leading mechanism of injury as to why patients are admitted to my trauma center.

They represent 5.5% of all my trauma admissions, and but they're an outlier and they're



an outlier because there are 14% of my fatalities.

And so they're overrepresented in that section and they are overrepresented also in an age distribution, my general Age population that I see from the trauma center is in that young adult stage that 20 to 29.

But we're seeing the distribution more skewed to the left and those older ages for when we're seeing and especially in those fatalities that we're looking at.

Umm.

Also, we do see a large number of work related crashes.

We'd like to think that our workers are safe, but they're not.

So 3% of our pedestrian crashes are work related where all of our crashes are occurring. Majority is on that local residential or business streets and this is the granular level that we go into our trauma registries.

If we have the information to be able to code to try to help inform our own injury prevention efforts and being able to partner with our and stakeholders, parking lots, parking lots are a struggle for us.

We actually do see a decent number of individuals that are struck in parking lots.

That unspecified street or highway, the Interstate Highway, state roads.

Private drives again, that industrial and construction area.

And then there's a chunk 18 that are unknown, but relatively we do get decent information from our EMS partners and from our patients and their families as to being able to get to this level of granularity sometimes as to where they're going and can help fill in the gaps.

And another thing that we battle all the time from a trauma center standpoint is the effects of alcohol and substance misuse in individuals belt 50% fifty, 7% of our motor pedestrian collisions, alcohol or substances were present at the time of their admission.

And are they causative?

Not necessarily.

Are there correlational potentially as to what is causing those?

Alcohol is still and you know there.

I'm toxicology has been increasing over the years and we're seeing more and more toxicology, more and more multi substance and use throughout the years that are impacting this.

So when we have an individual that is struck by a car as a responding traumatologist, and these notifications always kind of raise the hackles on our back because we know that half of these patients are going to require operations or intensive care services immediately.

And so that means they're going to be moving from my trauma resuscitation Bay in the 80 to either the ICU or OR.

And that is significant for them.

Umm, majority of them upon discharge to have a good recovery, 97% or 97 of our patients there were 133 had good recovery but moderate disabilities, have disability, comma death are all very much in play as to where we're seeing these patients coming from and very few of them are actually being able to be discharged from our trauma resus may to being whole they are requiring those hospital services whether it's admission to the ward or ICU or so they require a great number of healthcare resources when they are injured and struck by vehicles.

So how severely are these patients injured?

One of the things that your healthcare providers what we do at the trauma center is we grade our injury and we create what's called the injury severity score, the ISS and it assesses the combined effects of the multi injured patients and are based on the anatomical injury severity classification or the AIS score.

And so this is a an international way that we can categorize our patients.

So that way we can truly compare apples to apples and oranges to oranges.

And really, no, who we expect mortality with who we expect morbidity with your IS scores range from 1 to 7575.

These are your critical patients.

They they are not expected survival of our patients.

48 of them were in that minor category with an ISO of 1 to 8.

Moderate injury were 37 patients serious were 16 to 24.

There's critical with IS350 to 74.

Umm, we're in the realm of three.

And so you can still have serious injury and kind of moving forward with that when patients are admitted to the hospital after being struck by a car, majority of those patients typically stay one week with us in the hospital.

Our average hospital length of stay 7.3 days with the median hospital length of stay of five days.

The range in 2023 was anywhere from 1 to 134 days, so quarter or third of the year with us, our average hospital ICU length of stay is 5.7 median is 0.

So that's good.

That means that the majority of patients are not needing this in terms of care resources, but when they do and that length of stay for ranges from anywhere from zero to 26 days.

So you can see you're either kind of the either end of the spectrum, you don't need the ICU, or you absolutely do, and you're there for a longer period of time of that total hospital stay.

So we do work with the City of Dallas City of Dallas has implemented their Vision 0 project and our focusing on the incidence of pedestrian injuries.

But what's alarming to me as a healthcare provider, so I've been in healthcare as a nurse for 20 years, I've been in the trauma realm at Parkland since 2005.

Umm so a decent chunk of years and I just keep seeing the number of injured pedestrians increasing over those years and it's increasing with fairly large chunks at a time.

Fatalities are increasing as well, but not to the proportion, which is a testament to that tertiary prevention that we're doing in our trauma center and trauma system here in the state of Texas, really trying to respond to these injury patterns.

And how can we be innovative from a healthcare delivery standpoint to reduce those fatalities while the injuries they keep coming and they keep incoming with with frequency.

And one of the things that kind of raises the the dollars is as a trauma center each year with the state of Texas.

One of my requirements and to the Department of State Health Services is to provide them with it's called the uncompensated care and the uncompensated cost to be a trauma center.

And so we're always several years behind when it comes to cost.

This is the data that we were required to submit in 2023, which was based on 2021 UMM applications and and cost.

So just my facility alone, we had over \$101 million for uncompensated trauma care and that was classified for charity or bad debt, according to the hospital policy in the hospital policy mirrors that of the state.

This was reflective of just 1200 trauma patients and that we submitted to.

And so you're looking at from an uncompensated care from a dollar standpoint that's about \$84,000 a person that we are having uncompensated care and the the care, the uncompensated care is is not just the healthcare delivery, but it's also that stand ready dollars, making sure that when you are injured there is an orthopedic surgeon, a trauma surgeon, a neurosurgeon that is available and willing to care for you at any time and the nursing care to support that, the support services, the ancillary individuals to help support that, the equipment, the supplies and to me any of your.

Needs and so from a dollar standpoint and there is that that information in that, that desire to also help support not just because of the the patients that I remember, but because of the cost that it has on to our society.

So my information is kind of there different perspective looking at injury and violence prevention from our pedestrians.

Umm, but thank you for letting me share my story and letting me learn so much from all of you who are really so heavily focused on that, that primary prevention and always try to figure out how I can get my health care niche integrated.

So thank you.

**Leonard, Micah** 1:09:06

Thank you, Courtney.

You're amazing.

Very glad you could share that perspective.

We always talk about the safe systems approach and I think that while we don't forget the health and the EMS perspective, I think we sometimes I don't know, oversight it or we might just not have people represented it.

So I really appreciate all the initiative you take to not only be part of the coalition, but even more so the task force.

So with that, I will open up for a couple questions and then we can move to our next speaker.

But does anybody have comments or questions for Courtney and I will share that after the presentations today.

Feel free to share any questions with me.

I will share once again my email just in case it's higher up in the chat, but you can send any of those and I can share them with the speakers and get back to each and every one of you and.

Alright.

So thank you Courtney.

Ohh no, Hayden does have a question go. Hayden.

**Heyden Walker** 1:10:05

Oh, sorry a little bit late.

**Leonard, Micah** 1:10:06

No, you're fine.

You're fine.

My fault for going so fast.

I'm barely even give people a chance to raise their hand.

**Heyden Walker** 1:10:11

Corning, that was really interesting.

Thank you so much.

I wondered if I I didn't know that hospitals put together and compensated care, and I wonder if there's some easy way, like a state agency or something to get like the total cost of that and maybe somebody's already done that.

But we talk a lot about the cost of congestion, but we've we don't really talk very much about the cost of caring for folks that are killed or seriously injured in the system.

So I was just wondering if you had a suggestion of maybe how to collate that data.

**Courtney Edwards** 1:10:48

Umm, so that is it's one of the requirements that the Department of State Health

Services puts us on us as trauma centers.

We have to provide that information yearly as part of our justification for some of the state funding that is allocated to us through the legislature, so I would the Department of State Health Services is the keepers of all that data.

So I would definitely reach out to them and the system of trauma and EMS.

So it would be Jewry.

Klein and Joe Schmieder within the Department of State Health Services would be the keepers of of that information.

But yeah, we do provide that information.

And so it is out there for all the researchers and data analysis and everything to the best of our capabilities.

**Heyden Walker** 1:11:37

Alright, thank you so much.

I appreciate that.

That was a great presentation.

**Leonard, Micah** 1:11:43

That was a great question.

He didn't.

I I think that we definitely and the task force should talk about that further and looking at how we can utilize that for the greater good.

I Gonzalo has a question of the number of pedestrian crashes increases over time is the severity of crashes also increasing?

Do you know?

**Courtney Edwards** 1:12:05

So on.

Stratifying our injury severity scores and our fatalities and yes, but not statistically significantly so we used to in a in the mid 2000s like 2010, 2013 and our fatality was right was sitting around 10%.

We're up to 14% and our injuries severity scores are increasing and the shift is kind of unique in that we kind of have this you you're either minimally injured or you're significantly injured.

There's very little middle ground, and we're also starting to see that age skew in the population.

So we used to have more pediatric, more teenager, young adult pedestrian injuries.

Now we're seeing more in our geriatric and our older adults.

Umm, so a little bit of a shift there.

**Leonard, Micah** 1:13:08

And on that note, I mean, we can definitely look in and as a Coalition to continue that conversation, cause I know that's a big conversation also with it EV's being heavier, uh, and then another conversation that I've heard occur at a lot of like Tier B conferences is just the quantity of like bigger trucks that we do have in Texas and Southern states.

So looking at that increasing on the road might be something good.

So if you guys wanna kind of take a note of that and then we can delve into that further.

And so I don't forget if you can email me any other questions related to that or any notes related to that, we'll definitely add some of these conversations to umm in future calls awesome.

And with that, thank you so much, Courtney.

As always, we really appreciate you sharing your voice and perspective and this awesome sphere of impact.

So with that, last but not least, we have our speaker who is a friend of mine and a friend of all of ours, Suzette May.

She is a vice president and board member of Mobilize Waco and an organization dedicated to enhancing transportation and mobility in Waco.

She holds a Bachelor of Arts and Disability Studies from Arizona State University, and I believe is currently working on her doctorate, and she probably can correct me better.

Suzanne is working works in community organizing advocacy and has been a critical critical in promoting pedestrian safety, accessibility and active transportation solutions.

Her leadership and mobilize Waco Dr collaboration efforts among local government, governments, businesses and residents to improve mobility and transit portation

inclusivity for all.

And with that, I wanna hand the mic over to Suzette and I appreciate you being here today.

**Suzette May** 1:15:07

In the I appreciate you being here today.

Where'd you go?

OK on.

**Leonard, Micah** 1:15:16

OK.

**Suzette May** 1:15:18

OK.

Micah, hang on.

I'm working on it umm.

I had.

**Leonard, Micah** 1:15:25

How is it?

Sorry, we might have our.

**Suzette May** 1:15:26

Yeah, I.

**Leonard, Micah** 1:15:30

We might have a like blockers on it.

That's our fault.



**Suzette May** 1:15:34

OK, I had a.

Can you see my OK?

You can see my screen.

Let me I have a presentation.

It's.

Can y'all see that?

**Leonard, Micah** 1:15:44

You can.

**Suzette May** 1:15:45

Alrighty.

**Leonard, Micah** 1:15:45

Yes, you're good.

**Suzette May** 1:15:46

OK.

We're in business.

**Leonard, Micah** 1:15:47

Thank you.

**Suzette May** 1:15:47

I have an additional layer of technology that I have to deal with, so sometimes everything just kind of goes \*\*\*\* and I get to add Lib.

So let me introduce myself.

I'm Suzette May.

I'm legally blind.

And I volunteer with the organization mobilize Waco, which is a small grassroots organization, and Waco that is committed to full accessibility, participation in leadership by people with disabilities in the Waco area.

So we are trying to get out there and make everything more accessible so that our people with disabilities can get out there and participate in their communities and get involved.

Umm, so as a personal introduction, Michael did my kid did good?

I'm not to my doctorate yet.

So I spent most of my life fully cited and was a stay at home Mom for 30 years.

I had an unfinished bachelor's degree and after most of my vision loss, I decided and after I got my seeing eye dog bred, I decided to go back to college and finish my undergrad degree and work with my graduate degrees.

So I'm in my senior year of my undergraduate degree at Arizona State University and having the time of my life.

This is totally different than when I was in my 20s.

This is a blast.

This is this is this is a fantastic time of my life.

It's it's so much fun.

Umm my areas of interest with mobilize Waco is I I'm.

I'd love to do walk audits.

I'm passionate about excessive, accessible pedestrian signals and blind navigation and wayfinding, so I work with a lot of leading experts in those fields.

Just being able and what Arturo said about umm, what San Antonio is doing.

Ohh my gosh.

When he gets done with that, I wanna come down and walk it.

Cause that sounds amazing.

Just being able to get across the street and get to where I need to go is that that's the number one thing because we're not there yet.

As a blind person, I don't really care if you refer to me as a person who is blind or as a blind person makes absolutely no difference to me.

None.

Umm and I don't know any disabled person.

Who?

It does make a difference to because we're all still trying just to get down the sidewalk and across the street.

I don't care if you use the word, see or look or watch.

I use all those words too, so just to put that out there, umm.

And if I can somehow get a blind joke out of it, I will cause I love that.

But anyway, so I'm a senior at Arizona State University at age 55.

Umm, working towards my doctorate and I have three kids near Waco and two of them work at a cabinet shop and their country musicians.

And my youngest is my daughter and she's 17 and she'll be graduating high school the same month I'm graduating college with my undergrad degree.

So we're having a great time mobilize.

Waco is a nonprofit, A small local nonprofit, and we're fairly young.

Umm, we started, I believe I started with them in the summer of 22 and I don't think they were very much older than that.

So it started out just as kind of a general nonprofit.

We were kind of trying to see where the greatest need was and we started getting more request to do, you know, Pedestrian things, walk audits, that sort of thing.

So we decided to last year we decided to change the name to mobilize Waco.

We got Help rebranded.

We have a website now.

Umm so that we can do more about making Waco accessible a lot of Waco is an older they've got older sidewalks that are in bad repair.

They've got new sidewalks that and I'll show you some pictures in a minute that really don't lead anywhere or.

No sidewalks at all.

There's a lot, but they are starting to really put the priority on bike and PED pedestrian upgrades, and we're so grateful for that because we have seen a lot of improvements so.

You see if I can.

So I'd real quick, I'll show you this.

I have like 3 different things going on and I have the screen you see and then I have another screen with my notes that it's in super large print so I see about 3 letters at a time.

Umm and I have my Braille display.

That's a Braille display.

It's running my computer, so all of this is very doable.

When you're blind, there's just a lot more to do.

Umm, so this is our this is some of the challenges we face.

This is Donna Dill.

She's one of our mobilized Waco board members and she's a local bank vice president.

A lot of people are under the impression that we're just kind of sitting around at home, not doing much.

No, no.

We've got full time jobs.

We're all working.

We need to get places and these are some of the issues that Donna has faced in the past that we've got, you know, 5 feet of grass.

Well, you can't do that with a a wheelchair.

You know you can't get there and to be, to be honest, these are older pictures.

This is all been retextured as redone this area, so these don't exist anymore, but we use them as examples of a lot of the barriers we flight we face.

So traveling places without accessible sidewalks and St crossings?

That's a big issue, umm, finding a way to get from the parking lot into the building without feeling like you're on America's ninja Warrior.

That's an issue having an accessible wheelchair, a wheelchair accessible vehicle.

That's a huge issue.

Waco just started Micro Transit and one of the things we requested from them is that they have wheelchair accessible vehicles and back in the we like to get on things in the planning stages because we can have some influence here.

We it doesn't help if if the projects done and we're looking at it because generally we find some things that are like, whoo, well, we can't do anything about that until the retrofit.

You know, we like to be in on the design phase, you know, one or two of us because we can have some influence on how to make this more accessible.

So when Waco Transit was putting in the micro dash, we said, hey, we would love to see wheelchair accessible vehicles.

Well, they went above and beyond because they rolled out a a limited version of their microtransit.

So there's just a few places, a few zones in Waco where this is available where we have curb to curb service or curbed to hub service.

But all of their vehicles are wheelchair accessible, all of them.

So it doesn't matter who comes to get you.

It doesn't matter if you're in a wheelchair or you need.

I need more a little more room for my guide dog.

Totally doesn't matter.

That's accessibility built in, and we are so excited about that.

We just that it's it's just it would never had that before and wheelchair wheelchair accessible.

Wheelchair users will tell you unless you can afford the \$40,000 van with the lift, you're kind of stuck because it's very hard to find wheelchair accessible vehicles, so the ride shares in these smaller cities the rideshares might have they they don't have any wheelchair accessible vehicles in Waco and Dallas, Fort Worth, Houston, San Antonio.

There might be a few.

There's not a lot, and so it's very difficult.

So for Waco to roll out everything being wheelchair accessible has just been phenomenal and they've had wild success with it.

And they're working really hard on rolling out more areas.

Now I live rurally, so I live out in the country, so I even have more difficulty getting into town and all of this is expensive.

Getting where we need to go is expensive is it's just the cost of being disabled.

A friend of mine calls it the cryptex.

We just have to pay more.

I I go to conferences a lot and I can fly anywhere in the United States, but often it's expensive, but often when I'm in at home in Waco, then it's \$20 just to get into town

and \$20.00 for them to bring me back.

Well, that's \$40.

It's expensive.

It rideshares if I need to get to Dallas, I need to get to Austin.

It's expensive.

So we mobilize Waco, we work with organizations in and around Waco to solve these hurdles.

So everybody can access, work and participate in our community.

Umm, the.

So one of the things we like to do is we like to do walk audits.

That's my.

That's my jam is doing a walk audit, looking at things.

How accessible is this?

How can how is everything working on the APS correctly?

Can I can I get across the street safely and I'm actually working on a research project now involving accessible pedestrian signals.

So I'm I like, did you research?

I like to do advocacy.

That that's what really makes me happy makes me take O when one of the things that we started doing very early on is my organizer had me start going to the Metropolitan Planning organization meetings.

I didn't even know what that was.

A year and a half ago had no idea what they did.

You know nothing about it, but I started going and I just kept going and I started going to all the work groups and I started attending all the meetings and I have a seeing eye dog.

He's a big German shepherd, you know?

So he can't miss this.

People were asking the director, why does she show up every meeting?

Why is she always here?

And but I was learning and I'm learning how everything works.

I'm learning who I need to talk to.

And making connections and I'm working.

One of the best pieces of advice I've ever gotten in someone told me, he said.

You need to get out there and volunteer like crazy network like crazy and and you'll start making change.

Umm.

And we have found that to be true.

So tech dot would often come in and give up, give their updates on construction and stuff, and so we approached them and said, hey, could we do a walk audit of what you did and check it out for accessibility.

And so one of the first walk audits we did was along I-35, they just completed construction.

And so we went and entered and looked at all the intersections and evaluated them.

And we just did another one along Hwy.

84 and then we presented our findings to them about, you know, what we what needed to happen, umm.

And that was a a great learning experience for us.

It was a learning experience for them and there's been some major improvements in that and we've seen the effects of that.

Another thing we do, we like to do is we will look at buildings and parking lots and lots of access.

So this is a picture of this is our organizer, Meg Wallace, and one of our wheelchair users, Jimmy Marino.

And they're in front of Biddy and Bose.

And if you have never been to a bidy and Bose coffee.

Oh my gosh, you need to go.

That is the happiest little coffee shop in Waco.

Kid you not, they employ everybody that's employed there, nearly is disabled.

They're either wheelchair users or have mental challenges, or they have vision difficulties, whatever and all the employees there are disabled.

They did, and they do a fantastic job at a so much fun being there.

It's my favorite place to meet.

If you come to Waco and we go have a coffee, we're going to video and both.

So one of the things that was an issue at Bidly and Bose is they had one wheelchair accessible space near Betty and Bows, but they had like 5 people there that we're we're wheelchair users either powerchair users or manual users and in front of video and Bose there was a parking space with a broken bike rack.

We never saw that bike rack being used now for all you bike people. I'm sorry.

Nothing against bike users, OK, this bike rack just didn't get used.

It was it, but we desperately needed wheelchair accessible parking.

Umm, the parking lot had wheelchair accessible parking, but it was all the way down on the other end.

And then the wheelchair ramp for the building was in the middle.

And so it was kind of like a two step where the building the the sidewalk for the to get into the businesses was another level up from the parking lot O it was really it was really rough, especially when it's raining to get into the building.

So what we did is we got with the building owners and we got with the parking lot owners and say, hey, this is an issue, what do we have to do to solve this?

And so they got together and started talking, and they turned this bike parking into a wheelchair accessible parking space.

And we're still working with them and working with Diddy and Bose.

We'd like to see a wheelchair ramp on the side of Bidly and Bose.

We're working on that.

We're working on getting even more accessible parking, but this is one of the things we we find a need and we fill it that that's that's what we wanna do.

Umm.

Some of our mobilized Waco board members in an effort to get out there and be more visible and learn more about what we can do and how we can help the community.

We all attend other community boards and committee meetings so that we can have a voice, and sometimes we're just there to listen.

Sometimes we're there just to be visible, and we're every now that we may have some input.

We're we, you know, it varies, but some of the some of these include.

So a lot of volunteer with the Waco Metropolitan Planning Organization and all of their sub work groups.



I'm working on.

I tend the Waco Public Transit Advisory Board meetings and working on getting on the board.

Waco walks is another organization.

That's a pedestrian organization here in Waco.

They like to go a lot to do a lot of fun tours of Waco.

Umm.

Ohh and and this is my guide dog Fred.

So if you see us out at a convention or something, you can't miss him come by.

Say hi because I won't be able to see.

I don't see more than three or four feet in front of me.

Who someone is and and half the time I don't even know.

Then not even my husband and kids.

I can't recognize them anymore.

So come by and say hi and tell us where you know us from and we would love that.

We really do.

Just as a quick aside.

When you meet some when when someone is blind, it's it's polite to come up and introduce yourself, because otherwise I'm playing 20 questions with who the heck is that and where do I know them from?

Umm, come up, introduce yourself and and say hi cause I I won't be able to see you across, you know, walking by or anything.

So one of the things we like to do to spread accessibility awareness is we use an app called parking mobility that was developed by a wheelchair user here in Texas.

And it allows you to discreetly report parking violations.

A lot of my wheelchair using friends tell us that the number one thing they deal with is parking by parking, accessible parking abuse.

Umm.

Or they're just not enough of them.

18% of the population is disabled, but only 4% of the parking lots have 4% of the parking spaces are accessible, in my opinion.

I know this is a space issue.

I think they all should be wheelchair accessible.

All of the accessible parking spaces should be wheelchair accessible.

But they they will drive around the parking lot 1520 minutes trying to find a parking space.

So that's an area we really try hard to advocate for.

And one of the ways we do that is with parking mobility.

So I included a QR code here if you'd like to get that app.

Umm.

What you can do is you take 3 pictures of the violation and you put in your agent you just put in a few pieces of information.

It takes like 30 seconds even for me with the screen reader, it takes about 30 seconds and you send that into parking mobility.

If you're city is partnered with them already, it sends it to.

It sends it to the appropriate law enforcement entity and they look at the photos.

They look at the situation and they will issue a violation if your city hasn't partnered with them yet, they will still collect that information to use to help.

Work with the city and say, hey, can we can we partner with you and help with this tissue?

The other app we promote is I access life.

This is a review app, kind of like Yelp, but it's for it.

Lets you review and write and research places that based on your disability and so wheelchair users have to research every time they if they go anywhere near, they have to research like crazy.

It's nuts.

Is the parking lot accessible?

Are there parking?

Are there accessible parking spaces?

Can I get from the parking lot into the restaurant?

Is there a way for me to get to the seating?

Can I check out easily?

Is there a wheelchair?

Is there a wheelchair accessible bathroom?

All of these things, they have to find out before they go because there's nothing more dehumanizing and demoralizing than to go go somewhere and you can't even get in the door.

And for wheelchair users, that's still a big deal.

It's been 34 years since the ADA was passed.

As of last week, and we're still dealing with this issue.

It it it's a big issue.

So I encourage you to to use those two apps.

Something else mobilized Waco has started, as we have a monthly radio show and it's called living it, and it's on the local national public radio station from Baylor.

It's the third Friday of every month at 11:30 AM and 8:00 o'clock PM and so on.

This we interviewed disabled Waco wins.

So this is like, you know, inviting your neighbor over for a chat, but you don't have to offer them snacks.

You know, we're just we get to sit down with everybody and talk about disabilities.

So it's been, it's been and I included the link down there if you want to grab the link.

It's been a lot of fun.

Fred and I got interviewed.

We've had lots of different people interviewed and it's just eye opening.

All of the people in your community.

If you want to keep in touch with us, here's our Facebook page.

Here's our website.

Here's our email if you want to email me.

Personally, I put my email down there.

If you're ever coming through Waco and you want to grab a coffee, I know where to go.

If you'd like to go walk an intersection with a blind person and see what that's like, I can cook you up with that too.

Fred and I, we've got several conventions coming up.

We are gonna be at the 2024 Texas Safety Conference.

I forgot what that's called.

Sorry, but we're gonna be there.

So we hope to see all the everybody please come by and say hi.

If we have time, I don't know where my watch is.

I I don't know the time.

So anyway, I'm going to tell you this anyway, hopefully umm.

Hopefully it's OK.

I had the had my my list.

I like to do 5 to thrive.

These are five things that you can take with you that will help with people.

With this around, people with disabilities O the number one thing.

Everybody with a disability wants you to to know is see the person, not the disability.

Pretend the disability is invisible because there's a whole person behind that disability.

A lot of times when we go somewhere, all people see is that I have a guide dog or that I use a white cane and that I'm blind and that's they never get any farther than that.

We want you to see the people behind the disability because there's a whole there's a whole bunch back there if you're around me long, I'm going to be showing you pictures of my kids and their country band.

You know it just there.

We want you to see.

See us.

Just pretend the disability is invisible.

Introduce yourself and say hi as the second one.

I already talked about that.

If you see someone that you think might need help that has a disability and and when I do trainings and I teach this, I say number one thing is put your hands behind your back.

Don't touch.

Don't jump in and do stuff.

Ask, say, how may I best help you do whatever if we're doing.

If I'm doing an airport training, I'll say how may I best help you get to your gate today?

That's what I want.

Airport assistant people to ask, ask they they know what they need help with.

They will let you know and I I'm kind of an independent nerd.

Basically, if I need help I will let you know, but if I don't say anything I don't need help.

You know, even if it looks like I need help, it's OK.

I got it.

Umm, look, the fourth thing, that was the third thing is how may I best help you?

The fourth thing is look for things around you that are inaccessible and and work on.

Fixing that, there's always something.

There's always something that needs fixing that would make life so much better for people with disabilities.

And the fifth thing is this is our normal and we don't consider it.

Odd or out of place.

So this is our normal life.

This is our normal this is we're just doing life.

So we're not, you know, just because I got up and brushed my teeth this morning and got dressed, that's not.

And that's not inspiring.

And most of us actually hate that word because we're not doing anything that anyone else doesn't do.

We just do it differently.

Umm, we don't waste time feeling sorry.

Our first Elver, or gosh, I wish I could do it this way.

I mean, I missed driving and I really wish I could drive, but I don't waste time crying about it.

You know, I had.

There's other ways I can get around.

There's other things that I have to do.

We're too busy out there rocking life to do any of that.

Umm.

And I'm gonna leave you with one quote.

My favorite quote this is Kelly Buckland.

He's the US policy.

He's the policy advisor for the US Department of Transportation, and he's a wheelchair user.

He says if you talk to people with disabilities, they'll tell you that they're a better person

for it.

It's not a tragic event necessarily.

It's actually in a lot of cases something that makes your life better as you go along.

And I absolutely 100% can tell you that.

There is so much I've learned just in the last five years and my life has gotten this is 1000.

This is this is like the best of my life has ever been.

Not that my life was bad before, but Oh my gosh, this is like my life on steroids.

It's it's great.

So anyway, I did not mean to to chatter on if we have any questions, I would love to take questions.

**Leonard, Micah** 1:40:12

Thank you so much.

You're wonderful.

And also I forgot to before you got on to everybody on the call and July 26th was the anniversary 34th anniversary of ADA accessibility being signed into law in 1990.

So that doesn't seem like that far ago long ago, but happy accessibility months everybody.

And with that, Suzette, thank you so much.

We will be continuing these kind of conversations and all all these realms I know we kind of jumped around to very diverse realms today.

But I want to thank you all for being a part of the call and it doesn't look like there's any questions that have come through.

But if you have any questions, like I said before, please email me and I can reach out to Suzette and all of the people, presenters of today.

And I wanted to thank you all for being part of the call today.

I'm sorry that we went a little over.

We just have too much amazing information to share, and with that I'm going to add some meeting announcements.

The Traffic Safety Conference, August 13th through 15th.

Suzette mentioned.

I'll include the link.

We'll have a webinar in September on law enforcement and crosswalks and crosswalk laws.

And then obviously, if you're interested in the task force, I'll include my email and then last but not least, if you have any questions, please don't hesitate to reach out to Ben or I at any time.

Umm and thank you guys for being part of the call, Suzette.

Thank you for volunteering your time and having such a wonderful presentation to share and so many great tips for everybody on a special special month, which is accessibility Pride Month, which is now coming to an end.

Now that we're on the 30th, but thank you guys, everybody.

Like I said, I included all that information and then last but not least also I forgot to mention.

Uh.

The American walks week without driving, which is #3 on that list that Hayden had shared with everybody.

So thank you guys.

Thanks everybody.

Thanks for being part of the call.

And thank you to our speakers.

**Ettelman, Ben** 1:42:33

Thanks.

I have a great day.

**Leonard, Micah** 1:42:33

A great day.

Happy Tuesday.

Thank you guys. Bye.