



FINDINGS FROM PEDESTRIAN AND BICYCLE SAFETY FOCUS GROUPS AT THE UNIVERSITY OF TEXAS AT AUSTIN

**STREET COACHING FOR
PEDESTRIAN & CYCLISTS-
PUTTING LAWS INTO
PRACTICE ON UNIVERSITY
CAMPUSES**
(2022-TTI-G-1YG-0027)

ACTIVITY:

*SUBMIT TECHNICAL MEMORANDUM
SUMMARIZING RESULTS OF FOCUS
GROUP MEETINGS.*

AUTHORS

*Emmaline Shields, MPH
Christine Adams, MBA
Troy Walden, PhD*

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Introduction

In the United States, the number of pedestrian and bicyclist involved crashes and fatalities has been increasing since 2009 (National Highway Traffic Safety Administration [NHTSA], 2019). In Texas, pedestrian and bicyclist deaths accounted for one in five of all traffic fatalities in 2020 (Texas Department of Transportation [TxDOT], 2021b). Pedestrian-related crash fatalities increased 9% from 2019-2020, and bicycle-related crash fatalities increased nearly 20% (TxDOT, 2021b). In addition to the 799 fatal crashes and 796 fatalities in 2020, these two vulnerable road user groups accounted for 1,389 suspected serious crashes, 1,442 suspected serious injuries, 2,457 non-incapacitating crashes and 2,524 non-incapacitating injuries (TxDOT, 2021a). Safety officials attribute the upward trend to people's widespread failure to follow state pedestrian and bicycle laws, such as failing to yield and crossing at locations not designated for crossing, driver inattention, and speeding (TxDOT, 2021b; NHTSA, 2019).

While fatal and serious crashes involving pedestrians and bicyclists are usually reported, less serious and near miss crashes typically are not. People involved in crashes are less likely to report the incident if the crash occurs off of a road, street, or highway (Davis & Co., 2015). Additionally, crashes resulting in non-serious injuries are also more likely to go unreported (Davis & Co., 2015). Underreported crashes are a barrier to making streets safer for bicyclists and pedestrians. Lack of reporting results in lost data that could be used to inform safety stakeholders about contributing factors that lead to unsafe driving, walking or biking behaviors (Davis & Co., 2015). There is a significant need to understand the occurrence and factors contributing to all crashes/near misses, including less serious incidences that go unreported, in an effort to better tailor prevention efforts.

University campuses are considered unique environments with significant traffic safety concerns for pedestrians and bicyclists (Loukaitou-Sideris et al., 2014). University campuses have high volumes of pedestrians and bicyclists in conjunction with high volumes of motor vehicle traffic. This coexistence of multiple transportation modes in a concentrated area presents significant opportunities for crashes (Loukaitou-Sideris et al., 2014). The National Highway Traffic Safety Administration recommends a three-legged approach of education, enforcement, and engineering to reduce crashes, injuries, and fatalities involving vulnerable road users (NHTSA, 2014). As part of these efforts, stakeholder meetings should be held to identify specific safety concerns and contributing factors leading to crashes/near misses (NHTSA, 2014).

The Texas A&M Transportation Institute (TTI) conducted two focus groups with stakeholders from the University of Texas at Austin. The meetings and opinion inventories will allow TTI to identify traffic law violation trends and unsafe behaviors associated with pedestrian and bicycle crashes and near misses. By understanding these events, we may be able to prevent crashes involving pedestrians and bicyclists.

Methods

The project team developed one focus group protocol. The protocol focuses on traffic safety law violations and how these violations impact vulnerable road users. The protocol was established to create an environment encouraging honest and open discussion. The interview protocol is included in Appendix A.

Recruitment

TTI staff identified stakeholders who use proximal university roadway systems, which primarily included university students and employees. Stakeholders were identified through affiliation with university offices, schools of study, and student organizations that may have an interest in pedestrian and bicycle safety. Participants were recruited via email and follow-up phone calls. TTI staff contacted 26 university offices and service departments, 4 colleges and schools, and 132 student groups and organizations. Appendix B shows the stakeholders that were contacted and invited to participate.

Participants

In order to be eligible to participate, the individual must be a student or employee at the University of Texas at Austin, use proximal university roadway systems, and be at least 18 years old. The first focus group was held on February 18, 2022 and included five participants – three university staff and two students. However, one of the participants did not complete the focus group. The second focus group was held on March 3, 2022 and included six participants – four university staff and two students. In addition to the focus group participants, three TTI staff were in attendance. One team member led the discussion, while the other two took notes and provided support as needed. A TxDOT representative was also present during the first focus group on February 18th. All focus groups were held virtually via Webex and lasted no longer than 1.5 hours.

Limitations

Project staff acknowledges that there are limitations to feedback received from focus groups. Limitations include:

- Participant opinions and experiences may be different from those who elected to not participate; participant opinions and experiences may not reflect or be generalizable to their overall profession
- Participant opinions and perceived challenges may be unique to their county or region
- Participants may not respond freely in group settings

Before each focus group began, TTI staff emphasized that there was no right or wrong answer, and that everyone's input was valuable. Participants were thanked for their time and insight. The results of the focus groups should be interpreted with these recruitment approaches and limitations in mind.

Pedestrian and Bicycle Safety Focus Group Findings

The goal of the focus group was to identify safety concerns involving pedestrians and bicyclists on the University of Texas at Austin (UT) campus. Pedestrians and bicyclists face daily challenges and safety concerns on UT's campus and the surrounding areas. All of the focus group participants had experienced a crash or near miss with a pedestrian or bicyclist on or near UT's campus. The UT campus environment lends itself to a "free for all", where competition exists between motorists, pedestrians, and bicyclists, as well as other modes of transportation (i.e. e-scooters, skateboards). The following sections detail the perceived leading causes of pedestrian and bicycle crashes and near misses on UT's campus.

Campus Environment

University campuses are unique communities inside their specific regional areas, where multiple modes of transportation interact continuously (Loukaitou-Sideris et al., 2014). While, university campuses often have physical layouts and social environments that encourage walking and bicycling, there are also many students and university employees that commute to campus during the week by vehicle (Loukaitou-Sideris et al., 2014). Consequently, campuses and surrounding areas are overloaded with motorists, pedestrians, and bicyclists. This hectic environment poses safety risks to all road users, and to pedestrians and bicyclists in particular. Furthermore, the location, layout, and infrastructure of university campuses creates specific safety concerns distinctive to each university.

The location of UT poses unique safety concerns for pedestrians and bicyclists. The university is located very close to the heart of downtown Austin, which is one of the fastest growing cities in the United States (University of Texas – Office of Admissions, 2022). So, not only is there a high volume of students and employees traveling near UT's campus, there is also an abundance of Austin residents and visitors who are using nearby roadways. Furthermore, the proximity of UT to the city center means that the UT community and visitors have to use the surrounding city streets near campus. The participants agreed that the surrounding city streets near campus are notoriously difficult to navigate due to construction, road closures, and one-way streets – this is particularly challenging for motorists unfamiliar with the area. All of the described attributes of the city streets near UT's campus, can lead to inattentive and distracted driving as motorists may be looking for street signs or navigation systems for guidance instead of paying close attention to the road – inattentive driving is one of the leading causes of pedestrian and bicycle crashes (NHTSA, 2019).

In addition to the location of UT causing unique pedestrian and bicycle safety concerns, so does the physical layout of UT. The University of Texas is a sprawling campus. In fact, UT is nicknamed "Forty Acres" after the size of its original footprint, which has now grown to over 430 acres (University of Texas – Office of Admissions, 2022). Students in particular reported that they may cover a lot of ground on any given day going to various classes and student events and gatherings – this means that traffic is not isolated to one central area but dispersed across multiple areas and each area has shared and unique features that impact pedestrian and bicycle safety. The participants identified several problem areas on UT's campus, as well as

specific reasons (e.g. infrastructure issues) why there are increased incidences of crashes and near misses in these areas.

Specific Problem Areas

Overall, participants agreed that the core of UT's campus is pedestrian-oriented, although not necessarily pedestrian-safe. A Pedestrian Speedway Mall, referred to as the "Speedway", was established on UT's campus, creating a central pedestrian spine through campus. The corridor was intended to be for pedestrians-only and allow pedestrians to safely walk through campus without vehicular traffic or needing to cross streets or busy intersections. Additionally, the corridor is used for student gathering spaces. While the Speedway was intended to improve pedestrian safety on campus, participants reported that it has become one of the most dangerous areas. In addition, to the high volume of pedestrians using the Speedway to walk through campus and participate in social gatherings, there is also a high volume of bicyclists who utilize the corridor. The greatest safety concern is the lack of designated areas for the different modes of transportation, which causes many crashes and near-misses between pedestrians and bicyclists. All of the different transportation methods on the Speedway are competing for use of the same pathway. Furthermore, the participants reported that the bicyclists traveling at a high rate of speed on the Speedway creates an unsafe environment for other road users. This is particularly true on the various hills on the Speedway, which also create blind spots and increases speed.

Another concerning area on UT's campus is West Campus, which is bounded roughly by West 29th Street, Guadalupe Street, North Lamar Boulevard, and Martin Luther King Boulevard. The eastern boundary of West Campus is a major commercial area known as "The Drag" or Guadalupe Street, where clothing stores, restaurants, bookstores (including the University CO-OP), and venues are across the street from the university. Additionally, the fraternity and sorority life at UT Austin is centered at West Campus, as well as many student housing apartments. Therefore, this is a highly trafficked area by UT students and visitors. Participants agreed that West Campus is particularly dangerous for pedestrians and bicyclists due to the volume of people utilizing the roads/sidewalks/bike lanes, as well as the high speeds both motorists and bicyclists travel in West Campus areas, such as Guadalupe, Rio Grande, and 22nd Street. A common theme, both in West Campus and campus overall, is an insufficient amount of bike lanes and sidewalks for the high volumes of bicyclists and pedestrians, or that the bike lanes and sidewalks are too narrow. Often times, pedestrians, bicyclists, and motorists end up sharing the roadways in these densely populated areas as not all pedestrians and bicyclists can fit in the areas designated for that particular mode of transportation – this leads to dangerous conditions for all road users as these multiple modes of transportation cannot be combined safely on the heavily populated and narrow roads (NHTSA, 2019). Additionally, participants reported that there are not enough crosswalks navigating from West Campus to the central core of campus. The likelihood of a crash increases when pedestrians and bicyclists cross at locations not designed for crossing (NHTSA, 2019). Other problem areas identified include the Inner Campus Loop, Turtle Pond, and Dean Keaton.

- **Inner Campus Loop:** There are no bike lanes in this area, so bicyclists are often sharing the road with motorists or the sidewalks with pedestrians. This area also has a high volume of vehicle traffic and often times pedestrians cross the road in this area without using a crosswalk or without looking for vehicles.
- **Turtle Pond:** This area has the potential to build a great deal of speed. Additionally, there are two crosswalks, however, they are at awkward angles. As a result, they are not utilized properly.
- **Dean Keaton:** The main challenges are the volume of traffic and road hazards. There are four lanes of vehicle traffic and a great deal of congestion. Additionally, there are many bumps and potholes that cause a variety of circumstances such as bikes, pedestrians and scooters running into each other and end over end accidents with bikes and scooters sliding into cars.

All of the aforementioned areas on UT's campus should be targeted for pedestrian and bicycle safety interventions. Construction zones and areas with uneven surfaces should also be targeted, as these create dangerous environments for road users.

Large University Events

Life on the campus of The University of Texas at Austin is marked with numerous large university events and gatherings, including academic ceremonies, community programs, and sporting events. For example, there may be nearly 100,000 people concentrated near the UT campus for football games in the fall. The mix of attendees may include students, university employees, Austin-locals, and out-of-town visitors. This creates unique traffic safety concerns for UT, as well as the Austin community as a whole. With any large university event, such as football games, graduation ceremonies, and academic conferences, there is a great deal of congestion, and many roads are blocked off near the event. Interestingly, participants believed that traffic conditions were safer for pedestrians and bicyclists during these large events compared to normal conditions. At these large university events, motorists expect dense pedestrian traffic and are more aware of their surroundings. Additionally, the increase in police services directing motorists and assisting with the flow of traffic may also contribute to safer conditions. Overall, while there is a higher concentration of road users, there are effective treatment approaches in place to reduce crashes, such as increased police services, adequate signage, and road closures in pedestrian dense areas during these large university events.

Pedestrian and Bicycle Traffic Law Compliance

A recurring theme among the participants was that crashes or near misses involving pedestrians and bicyclists are often due to poor compliance with traffic laws. Common noncompliance described by participants includes motorists and non-motorists failing to yield, especially at four-way stops; and pedestrians and bicyclists failing to follow traffic signs and signals. Additionally, improper use of facilities by non-motorists was also a common traffic law violation reported by participants. Pedestrians and bicyclists improperly using facilities by walking in the roadway or cyclists riding on sidewalks or against the direction of traffic causes inadequate separation between the different road users. Bicyclists and pedestrians are safer when they are separated from each other and motor vehicles (NHTSA, 2019). Furthermore, the

likelihood of a crash increases when pedestrians and bicyclists cross at locations not designed for crossing (NHTSA, 2019). Almost 20 percent of pedestrian and 30 percent of bicyclist fatalities occur in intersections (NHTSA, 2019). These figures are even greater in urban settings, such as the University of Texas at Austin, where crossing density is higher (NHTSA, 2019).

Poor traffic law compliance and improper use of facilities is often due to lack traffic law awareness (NHTSA, 2019). Participants acknowledged that their own awareness of pedestrian and bicycle traffic laws was lacking and that this is likely the case across the UT community. One participant reported that often times on UT's campus, pedestrians and bicyclists assume they always have the "right of way" and that there are "no traffic laws on campus but instead loose expectations." However, this notion is incorrect. Non-motorists and motorists alike must comply with all applicable traffic laws on and off university campus. In addition to improving the campus infrastructure (e.g. crosswalks, sidewalks, bike lanes), the campus community needs to be educated on pedestrian and bicycle traffic laws in order to increase compliance and safety for all road users.

Conclusion

Feedback from the focus groups helped identify the most prominent safety concerns for pedestrians and bicyclists at the University of Texas at Austin (UT). The primary safety concerns identified include lack of traffic law knowledge and compliance, improper use of facilities, speeding, and inattention by all road users. All of these safety concerns increase crash risk involving pedestrians and bicyclists (NHTSA, 2019). The role of the campus environment on pedestrian and bicycle safety was also discussed. Participants agreed that the campus environment lends itself to a "free for all," where motorists and non-motorists are competing for use of the same pathways. This is largely due to the dense population of UT students and employees, as well as Austin residents and visitors who are all using roadways on and near UT's campus. Participants agreed that there is insufficient infrastructure, including sidewalks/bike lanes and crosswalks, to accommodate the various road users. Furthermore, the proximity of the university to the downtown area creates unique challenges. According to the participants, the surrounding city streets are difficult to navigate due to "one-way roads that seemingly come out of nowhere"; "road closures due to constant construction"; and "lack of signage indicating one-way streets and road closures." All of these factors cause inattention and confusion for road users near campus, which increases crash risk (NHTSA, 2019).

Addressing Pedestrian and Bicycle Safety Concerns

Information obtained from the focus groups also identified possible ways to address pedestrian and bicycle safety on the university's campus through effective messaging. A crash analysis completed as part of this project found that most pedestrian and bicyclist crashes occur on local roads or streets and on roadways with speed limits between 25 to 44 mph. Additionally, the crash analysis found that most pedestrian and bicyclist crashes involve males and individuals between the ages of 18 to 24 years old. It is important for messaging and educational approaches to target these road users.

Messaging and educational campaigns should focus on consequences for traffic law violations. Non-compliance with traffic laws was identified as a contributing factor for pedestrian and bicycle involved crashes and near misses on campus. Participants were in agreement that messages should include right-of-way rules, avoiding distractions, and speed control. One participant detailed their experience being cited for a traffic law violation while riding a bike. In the example used, there was a “Bike to Campus Day,” and police setup a sting operation to cite those not following traffic laws. The result was a small fine coupled with an educational class. The enforcement worked well, but the educational component was equally as effective. The participants agreed that since the university is an institution for higher education, instruction should always be included when enforcement is utilized. According to *NHTSA’s Countermeasures That Work*, safety initiatives targeting behavior change should be coupled with enforcement to encourage compliance with traffic laws (Venkatraman et al., 2021). Messaging should be disseminated to the community to reinforce the lawful behavior and to develop the expectation that failure to comply may result in legal consequences (Venkatraman et al., 2021). Traffic enforcement activities should be highly visible and publicized (Venkatraman et al., 2021; NHTSA, 2014). Communication and outreach can involve university student organizations, such as student government and Greek life, university social media and messaging systems (email, text), and signage.

Other messaging suggestions included creating empathy towards vulnerable road users, as well as reminding motorists that they are entering high-density pedestrian and bicyclist zones near campus and to be “on the lookout.” The messages can be displayed on city and campus buses and in the identified specific problem areas on campus. Participants also noted that repetitive signs may be effective. For example, the first sign could read, “Too Fast!” and the next strategically placed sign could read, “Still Too Fast!”

According to NHTSA, it is important for universities to target new students and staff unfamiliar with the campus environment (Venkatraman et al., 2021). NHTSA encourages universities to target new students and staff with education messages including right-of-way rules and the importance of yielding right-of-way, being visible and predictable at both day and night times and during inclement weather, making eye contact at conflict points, avoiding distractions, and speed control (Venkatraman et al., 2021). Recommended partnerships include campus public safety offices, student health and wellness programs, city/county public safety agencies, injury prevention agencies, parking and transportation services, transit agencies, and student groups (Venkatraman et al., 2021). Participants suggested targeting new students through orientation and required courses. Additionally, in order to receive final semester grades, students must complete courses relating to various safety topics (e.g. underage drinking) via a platform called Canvas. A pedestrian and bicycle safety curriculum could be created for this platform and required for students.

The major challenge in regard to reaching students and members of the university campus with traffic safety messaging on pedestrian and bicycle safety is the large volume of messaging the UT community already receives. The focus group participants disagreed about how best to disseminate information; half the group believed email was the best method and the other half

believed text messaging would be most effective. However, the participants did agree that it is important to brand messaging specific to the university, such as using the term “Hook ‘Em.” Additionally, the group agreed that vague or generic messaging should be avoided. There were several suggestions to effectively disseminate traffic safety messages, including utilizing various offices/organizations on campus. Parking Services and the University Police have captive audiences that should be utilized. Student clubs and organizations, such as Horns for Safety and Texas Cycling, can also be used to reach students and serve as ambassadors for pedestrian and bicycle safety. Additionally, tabling on campus and utilizing campus fairs is another effective way disseminate information to the UT community.

Another challenge is effectively targeting campus visitors. There is a substantial volume of visitors who visit campus for large university events, such as football games and graduation, non-university sponsored events, such as statewide/national conferences, and campus tourism. These road users may be unfamiliar with the campus and surrounding areas and may be more likely to violate traffic laws. One suggestion for consideration included messaging at key entrances or zones where visitors enter campus. This messaging could include maps for bicycle routes and pedestrian safe zones (i.e. Speedway) as well as safety tips and rules of the road; these resources should utilize QR codes to link visitors to the information electronically. Additionally, partnerships with the Office of Admissions (Campus Tour Group) and the Athletic Department should be utilized to disseminate traffic safety messages to visitors.

Overall, the focus group participants agreed that pedestrian and bicycle safety is a serious concern at the University of Texas at Austin. Feedback from the stakeholders helped to identify specific safety concerns on campus and how to target effective countermeasures. Additionally, the information obtained will guide the development of educational materials to address this traffic safety concern.

References

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Appendix A – Focus Group Protocol

Good morning/afternoon, we are *[Team Member 1 and Team Member 2]* from the Texas A&M Transportation Institute (TTI). We are working on a project funded by the Texas Department of Transportation focused on changing the perceptions of pedestrian and bicycle safety on university campuses through a multi-faceted approach of education, raising awareness and engaging law enforcement.

As part of this project, we are talking with law enforcement and other traffic safety stakeholders to discuss traffic law violation trends associated with pedestrian/ bicyclist crashes and near misses on or near the University of Texas-Austin. The information obtained will guide the development of educational materials to address this traffic safety concern. Today's discussion will last between 60 and 90 minutes today. You are not required to participate in the focus group. You can leave the focus group at any time if you do not wish to continue. Your participation is voluntary. *[Team Member 1]* will lead the discussion today, while *[Team Member 2]* will assist with the discussion and take anonymous notes. In addition, the discussion will be recorded in order to produce complete notes. The recording will be deleted as soon as our written anonymous notes are completed. If identifiable information is mentioned during the focus group, we will not include it in our notes or report.

For our conversation today, please keep in mind:

- There are no right or wrong answers. We are here to listen to your thoughts and experiences related to crash reporting.
- Everyone's input is valuable. We hope everyone is able to participate throughout our discussion.

Are there any questions before we get started today?

Great, let's find out a little more about who is here today by going around and introducing ourselves, including your first name, agency affiliation, and position.

We will start with a few simple questions.

1. What do you believe are the primary safety concerns for pedestrians and bicyclists on the University of Texas-Austin campus? (If feasible, split by ped and bike in notes)
 - a. How do think the campus environment impacts these safety concerns?
2. Based on your experiences, what do you think are the leading causes of crashes on the University of Texas-Austin campus?
 - a. Have you experienced a crash or almost crashed with a pedestrian or bicyclist on or near the University of Texas-Austin? If so, please describe.

3. (Skip Question if No Law Enforcement Officers Present) For our law enforcement officers, what are the top law violations associated with pedestrian/bicyclist crashes and near misses on the University of Texas-Austin campus.
4. How important do you think knowledge on state-level pedestrian and bicycle laws are in preventing crashes or near-misses?
5. Based on your experiences pre-COVID, how do large university events impact pedestrian and bicycle safety?
 - a. What approaches would you recommend for improving pedestrian and bicycle safety during these events?
6. A crash analysis completed for this project found that most bicyclist and pedestrian crashes occur on local roads or streets and on roadways with speed limits between 25 to 44 mph. What suggestions do you have for reaching road users that travel on these roads with traffic safety messaging?
 - a. What type of messaging (e.g., gory, funny)?
 - b. What type of dissemination (e.g., social media, campus signs/outreach)?
7. The crash analysis also found most bicyclist and pedestrian crashes involve males and individuals between the age of 18 to 24 years old. What suggestions do you have for reaching road users that fall into these demographics with traffic safety messaging?
 - a. What type of messaging (e.g., gory, funny)?
 - b. What type of dissemination (e.g., social media, campus signs/outreach)?
8. What challenges do you think there are in regard to reaching students and members of the university campus with traffic safety messaging on pedestrian and bicycle safety laws?
9. How important do you think it is to make traffic safety messaging regarding pedestrian and bicycle safety laws specific to the University of Texas-Austin? How do you suggest we make messaging specific to the University of Texas- Austin?
 - a. What are your thoughts on using university-based notification networks?
 - b. What are your thoughts on using Hook em' or 'Eyes of Texas are Upon You' in the messaging?
 - c. Are there other methods to target members of the University of Texas-Austin campus?
10. What methods would you recommend for educating University of Texas-Austin campus visitors?
11. What types of educational approaches would you recommend for promoting information on pedestrian and bicycle safety laws?

Before we finish today, is there anything additional you would like to talk about regarding pedestrian and bicycle safety on or near the University of Texas-Austin?

Thank you all for attending and participating in today's discussion.

Appendix B – Stakeholders Contacted and Invited to Participate

University Offices/Services – 26

- Center for Community Engagement
- Health Services
- Housing and Dining
- Office of Admissions
 - Admissions Welcome Center
- Office of the Dean of Students
 - Sorority and Fraternity Life
 - Student Conduct and Academic Integrity
 - Safety Education
 - Legislative Student Organizations
 - Student Activities
 - Texas Leadership Education and Development
- Office of the General Faculty
 - Faculty Council
- Office of Sustainability
- Recreational Sports
- SHIFT
- Staff Council
- Texas Undergraduate Studies
 - Office of Undergraduate Research
 - School of Undergraduate Studies Advisory Council
- Transportation Services
 - BikeUT
 - UT Night Rides
 - SURE Walk
- Vice President of Student Affairs

Colleges and Schools – 4

- College of Education
- College of Liberal Arts
- School of Business
- School of Public Health

Student Groups and Organizations – 132

- AIESEC
- Red Cross
- American Studies Graduate Student Committee
- Black Women Wellness Organization
- Chi Beta Delta
- Chi Kappa Phi Service Society
- College of Education Council
- Communication Studies Graduate Community
- Dean's Scholars Student Association
- Design for America at the University of Texas at Austin
- Division of Diversity and Community Engagement
- DoS Graduate Assistants
- Effective Altruism Austin
- Elevate Student Fellowship
- Episcopal Campus Ministry
- First-Gen in Healthcare at UT
- First-Year Leadership Organization
- Forever Texas
- Future Doctors of America
- Graduate Communication Council
- Graduate Student Assembly
- Greek Life Chapter (60)
- Greek Life Premeds
- Health Careers Mentorship Program
- Health Occupations Students of America
- Health Science Honors Council
- Healthyhorns Peer Educators
- Helping Hornz
- Honors Business Association
- Humanity First - Texas Chapter
- Institute of Transportation Engineers

- Intelligent Transportation Society of America
- Journalism Graduate Student Council
- Kappa Rho Pre-Medical Honors Society
- Liberal Arts Pre-Med Society
- Lions Club at the University of Texas at Austin
- Longhorn Center for Academic Excellence
- Longhorn EMS of Student Government
- Longhorn Legislative Aides of Student Government
- Longhorn Run
- Longhorn Scholars Program
- MEDLIFE at The University of Texas at Austin
- Moody College Honors Student Council
- National Society of Collegiate Scholars
- New Student Services
- Office of the Dean of Students
- Opportunities for Undergraduate Research at UT Austin Student Mentors
- Partners in Health Engage at UT Austin
- Pre-Health Society at the University of Texas at Austin
- Pre-Physician Assistant Society
- Ronald E. McNair Scholars Program
- Safe Horns
- Senate Council
- Student Advisory Council
- Student Emergency Services
- Student Employee Excellence Development Program
- Student Government
- Student Health Advisory Committee
- Texas 4000
- Texas Commons at the University of Texas
- Texas Cycling
- Texas Healthy Habits
- Texas Public Health
- Texas Running Club
- Texas Sweethearts
- The University of Texas at Austin Student Foundation
- University Leadership Network
- University Unions
- UT Nursing Students' Association
- Valley Alliance of Mentors for Opportunities and Scholarships
- Wellness Network
- Women in Medicine
- Women of Excellence