

LEGAL BRIEFS

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FIGHTING FOR THE RIGHTS OF THE INJURED FOR 30 YEARS

“Distracted walking” is major reason for spike in pedestrian deaths in motor vehicle collisions

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Everybody is aware of the hazards of distracted driving, and many states have enacted laws that prohibits or limit cellphone use while driving.

But studies are showing that using a cellphone can be just as dangerous when walking across the street as it is while driving. And this activity now has a name: distracted walking.

“Distracted walking” describes a person who is walking on any street, trail, or sidewalk while texting, tweeting, gaming, surfing the web or talking on a cellphone.

These activities are now linked to a rising number of collisions between motor vehicles and pedestrians.

A recent report from the Insurance Institute for Highway Safety (IIHS) states that the number of pedestrians in motor-vehicle collisions rose by 81 percent over the past decade. The IIHS reported that 5,987 pedestrians were killed in vehicular accidents in 2016, accounting for 16 percent of all fatal vehicle crashes.

Pedestrian deaths have steadily increased since 2009, and emergency room visits tripled between 2004 and 2010 for pedestrians using cell phones.

About 75 percent of pedestrian deaths occur at night, and the IIHS states that poor roadway lighting and road design play a part, as do distracted drivers.

But distracted walking has been contributing more and more, and some U.S. cities have passed laws to restrict this activity.

Honolulu, Hawaii, became the first city to pass such a law, making it illegal to look downward at a screen of any kind while walking in a crosswalk. Honolulu police issue tickets for this crime, and offenders pay a fine. Montclair, California, and Stamford, Connecticut, have adopted similar laws.

Texas streak of days with a traffic death has now extended to more than 18 years

A whole generation of children were born, grew up, and have graduated from high school since the last time Texas had a death-free day on its roadways.

The last time the State of Texas went an entire day without someone dying in a traffic accident was November 7, 2000. Since then, nearly 66,000 people have died in car crashes .

Yes, Texas has more than 675,000 miles of road, more than any other state (California is second with fewer than 400,000). And there are roughly five million people in three cities - Houston, Dallas, and San Antonio.

Combine those numbers with the leading causes of traffic fatalities - drunk driving, failure to stay in one lane, and speeding - and Texas is the nation's leader in several categories of deadly collisions.

And Houston, among Texas cities, is particularly dangerous.

The Houston region is the leader among

metropolitan areas in the country for roadway deaths. In the nine-county Houston metro region, 640 people per year die on the roadways. Another 2,850 are seriously injured.

Dallas trails only Houston for yearly traffic deaths in national metro areas.

Houston also leads the nation in fatal crashes that involve alcohol or drugs, and Houston is second in traffic deaths in which speeding is a factor. Nationally, Houston is behind only Dallas for fatal wrecks blamed on someone slamming into stopped congestion on the freeway.

Thus, putting a stop to the Texas streak of consecutive days with a traffic fatality appears to be a tough task.

Toward that end, however, the Department of Transportation has created the **#EndTheStreakTX** campaign, reminding drivers, “Don’t drink and drive; put away the cell phone; buckle up; and obey traffic laws.”

Adaptive high-beam headlights may be in U.S. soon

Adaptive driving beam (A.D.B.) headlights use sensors and cameras to continuously shape a vehicle's high-beam lights so they won't blind oncoming drivers while sending more light elsewhere down the road.

Car manufacturers such as Audi, BMW, Mercedes, and Toyota already offer these types of headlights in Europe, but A.D.B. are currently illegal in the U.S.

Under U.S. National Highway Traffic Safety Administration (NHTSA) rules, vehicles on U.S. roads must have distinct high and low beams.

However, late last year the NHTSA proposed new rules allowing A.D.B. headlamps on cars in the U.S.

In A.D.B. lights, a camera senses oncoming cars, falling precipitation and other objects of interest, such as road signs. A computer then adjusts the million tiny light beams, dimming those that would hit the eyes of oncoming drivers while brightening those that highlight street signs or lane markers.

The NHTSA believes that A.D.B. lights have the potential to reduce the risk of crashes by increasing visibility.

If DeSimone Law Office has successfully represented you on your injury case, please go to “Google Maps,” type in our firm’s name and write a review!

DeSimone Law Office

4635 Southwest Freeway, Suite 850, Houston, Texas 77027

Office: (713) 526-0900 Fax: (713) 526-8041

DeSimone Law Office handles a variety of injury cases

DeSimone Law Office has been serving Houston and the greater Gulf Coast area for 30 years. From the start, the firm's has focused on representing persons injured because of the negligence of someone else - whether it is a person, a business, or a unit of state or local government.



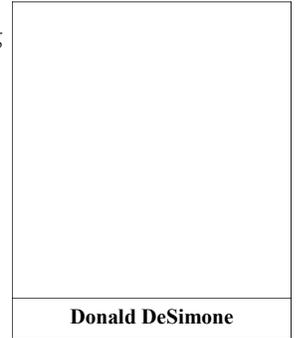
Ronald DeSimone

DeSimone handle the following types of personal injury cases:

- **AUTOMOBILE AND TRUCKING ACCIDENT**
- **SHOOTINGS AND ASSAULTS AT APARTMENTS/BUSINESSES**
- **RAILROAD WORKER INJURIES**
- **BOAT ACCIDENTS/ DROWNINGS**
- **OFFSHORE ACCIDENTS**

Ronald DeSimone graduated from the University of Florida with a chemistry degree in 1984. He entered the University of Houston Law Center the following fall and received his license to practice law in 1987.

Donald DeSimone graduated from the University of Florida with a business degree in 1986, and, after graduating from the University of Houston Law Center, he was licensed to practice law in 1989.



Donald DeSimone

DeSimone Law Office has won in courts throughout Texas, at Texas courts of appeals and the Texas Supreme Court.

Attorneys Ronald DeSimone and Donald



Houston Auto Accident Attorneys, Personal Injury & Car Accident Lawyers

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