











Jo's

NOW SERVING  
TACOS  
ALL DAY!



WIFI PASSWORD: icedtun















36281

PLEASE  
SLOW!  
25 MPH  
PETS ELDERSLive  
YOUNG Here  
KIDS











Vision Zero Texas

[FarmAndCity.org](http://FarmAndCity.org)

50 Million Texans

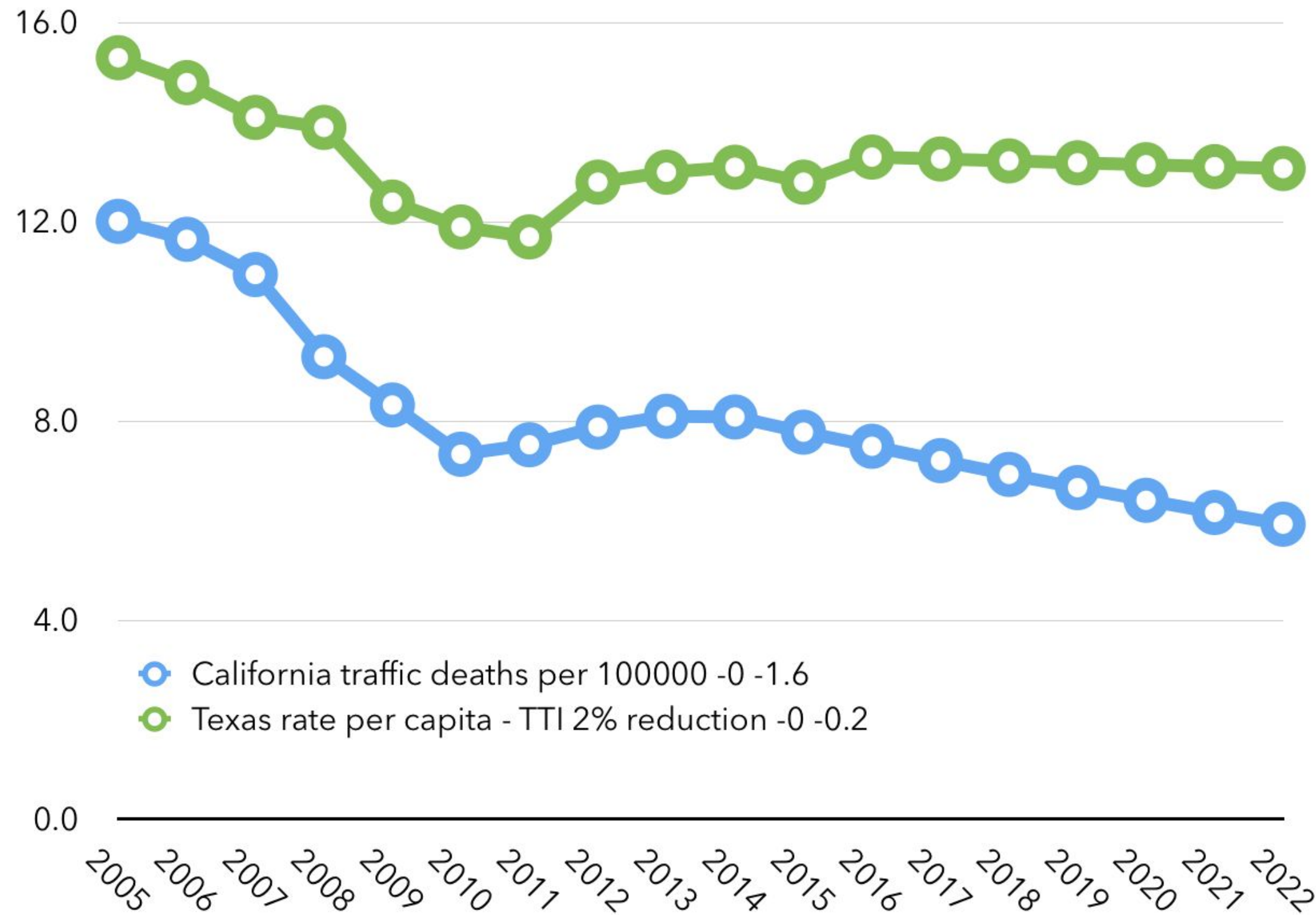
Texas Friends of Transit

Decide Texas

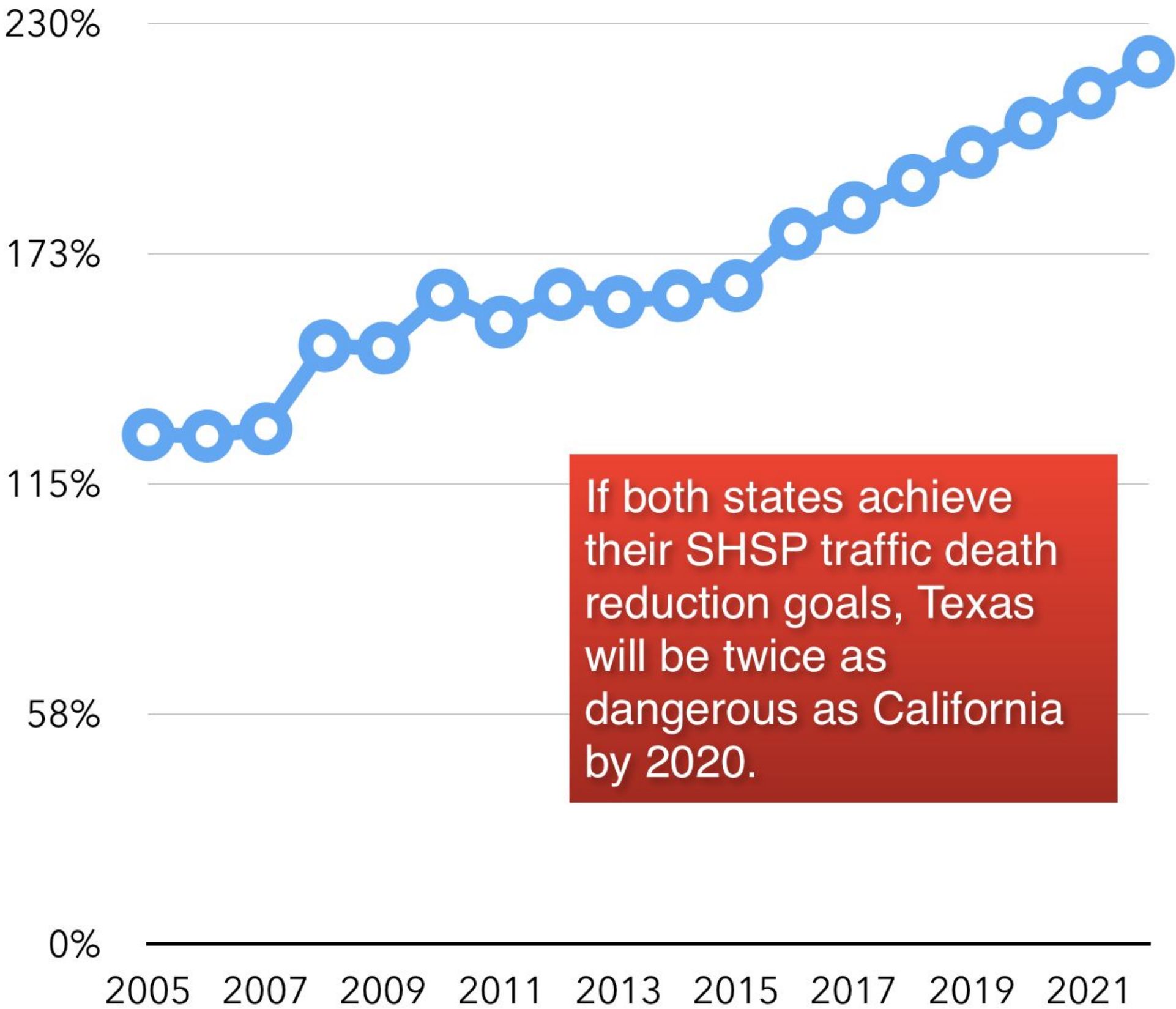
[Jay@FarmAndCity.org](mailto:Jay@FarmAndCity.org)



# Traffic Deaths per 100K in Texas & California w/ 2022 SHSP goals



# How much more dangerous is Texas' transportation system than California's transportation system w/ 2022 SHSP goals





## The Annual Cost of Traffic Crashes in the HGAC region

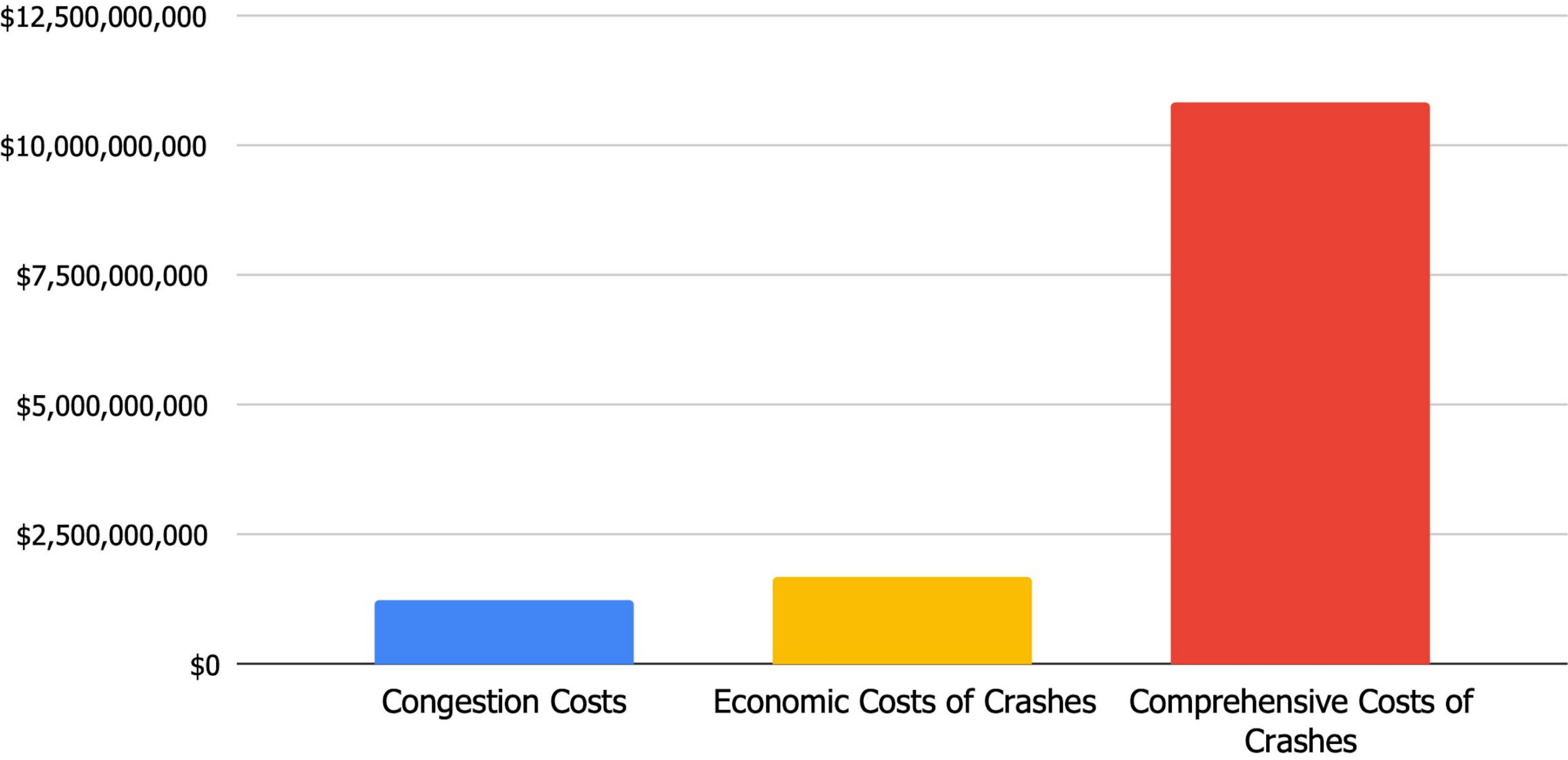
	NSC 2018 estimated economic cost per traffic crash incident	NSC 2018 estimated comprehensive cost per traffic crash incident	People Impacted by 2018 Texas traffic crashes	2018 estimated economic costs	2018 estimated comprehensive costs
<b>Total Cost</b>				<b>\$6,732,580,800</b>	<b>\$36,004,109,471</b>
<b>Fatalities</b>	\$1,659,000	\$10,855,000	590	\$978,810,000	\$6,154,484,317
<b>Suspected Serious Injuries</b>	\$96,200	\$1,187,000	2,769	\$266,377,800	\$3,158,519,079
<b>Non-incapacitating injuries</b>	\$27,800	\$327,000	14,479	\$402,516,200	\$4,549,840,274
<b>Possible injuries</b>	\$22,800	\$151,000	38,238	\$871,826,400	\$5,548,581,200
<b>No injury observed</b>	\$12,200	\$50,000	345,332	\$4,213,050,400	\$16,592,684,602
<b>Economic Cost Estimate Using NSC Per Death Basis</b>		\$11,280,000	590	\$6,655,200,000	

National Safety Council Guide to Calculating Costs of Motor-Vehicle Injuries:  
<https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs/data-details/>

2018 H-GAC region traffic crash data retrieved 10/22/20 from TXDOT's Public CRIS Query system:  
<https://cris.dot.state.tx.us/public/Query/app/welcome>



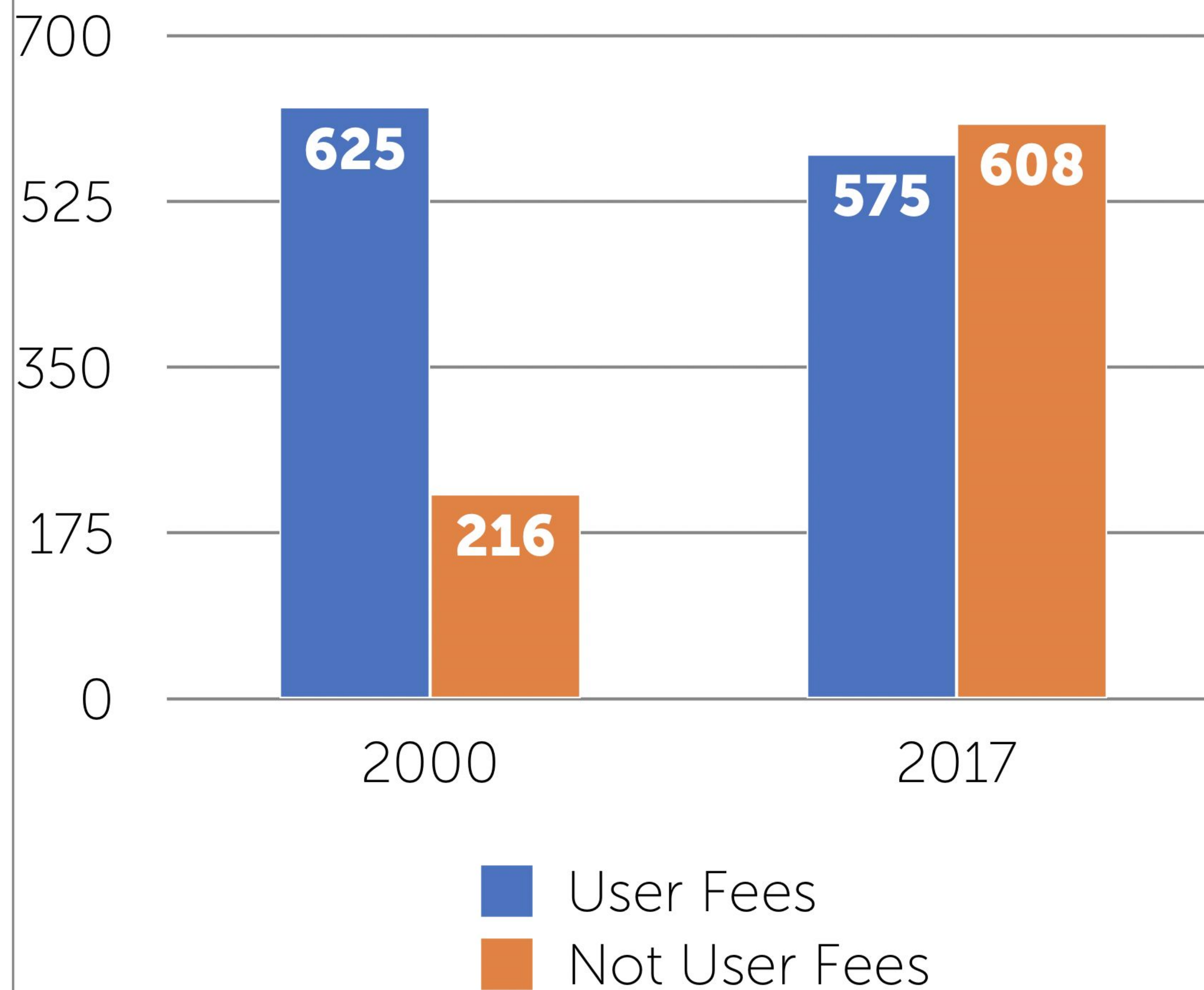
# Estimated Costs of Congestion and Crashes in the CAMPO Region in 2017



Crashes > Congestion

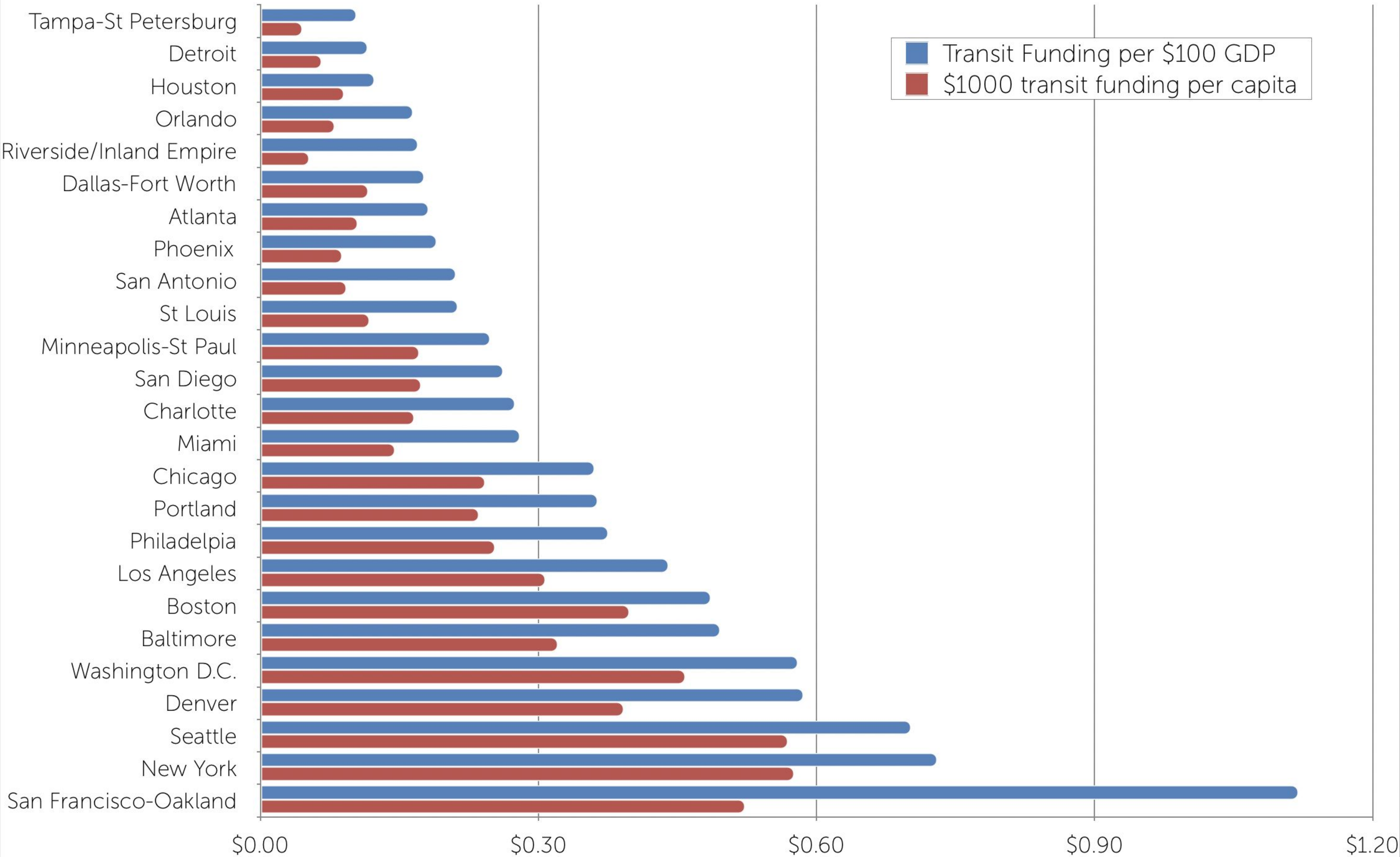


## Texas road spending per capita (2017 dollars)





**Total transit spending in the 25 largest US Metro regions  
per capita and per gross domestic product**





## **TRADITIONAL APPROACH**

Traffic deaths are **INEVITABLE**

**PERFECT** human behavior

Prevent **COLLISIONS**

**INDIVIDUAL** responsibility

Saving lives is **EXPENSIVE**

**VS**

## **VISION ZERO**

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

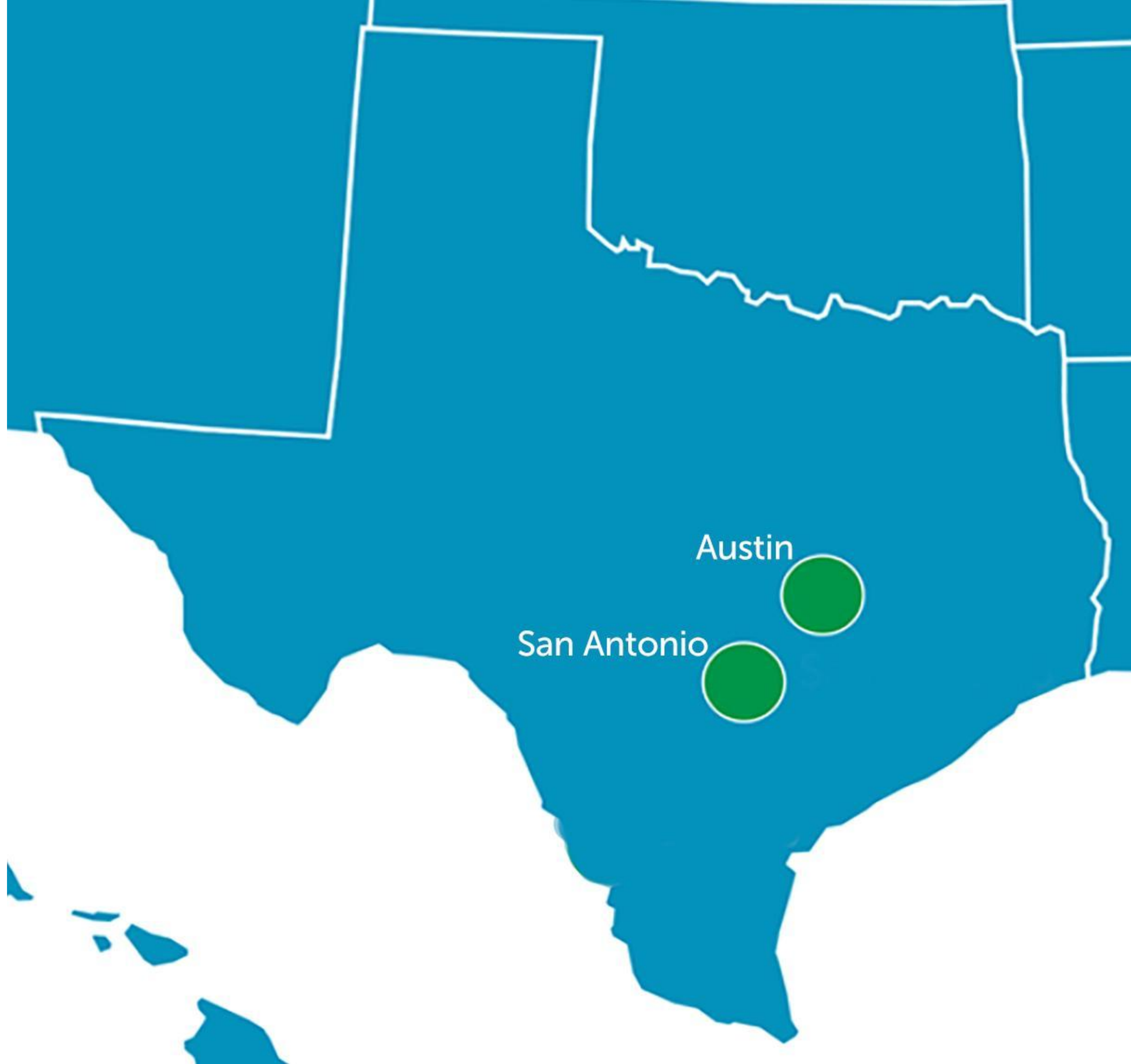
Prevent **FATAL AND SEVERE CRASHES**

**SYSTEMS** approach

Saving lives is **NOT EXPENSIVE**

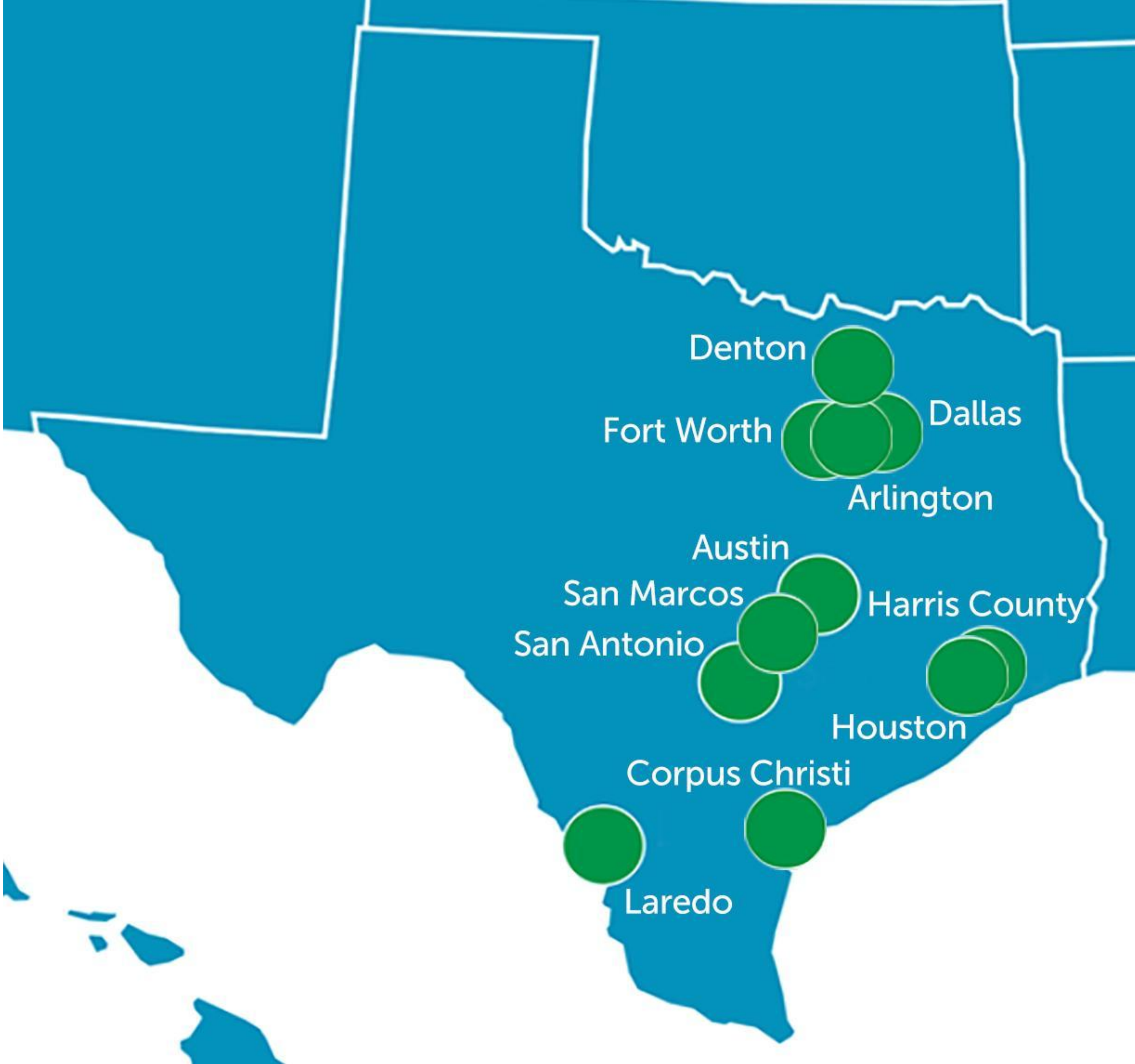


2018





2019





VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO GEORGETOWN  
**WE CAN END TRAFFIC DEATHS IN GEORGETOWN**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO DALLAS  
**WE CAN END TRAFFIC DEATHS IN DALLAS**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO CEDAR PARK  
**WE CAN END TRAFFIC DEATHS IN CEDAR PARK**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO FORT WORTH  
**WE CAN END TRAFFIC DEATHS IN FORT WORTH**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO SAN MARCOS  
**WE CAN END TRAFFIC DEATHS IN SAN MARCOS**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO TRAVIS COUNTY  
**WE CAN END TRAFFIC DEATHS IN TRAVIS COUNTY**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO BASTROP COUNTY  
**WE CAN END TRAFFIC DEATHS IN BASTROP**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO LAREDO  
**WE CAN END TRAFFIC DEATHS IN LAREDO**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO LUBBOCK  
**WE CAN END TRAFFIC DEATHS IN LUBBOCK**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO BRYAN / COLLEGE STATION  
**WE CAN END TRAFFIC DEATHS IN BRAZOS COUNTY**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO HOUSTON  
**WE CAN END TRAFFIC DEATHS IN HOUSTON**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO PFLUGERVILLE  
**WE CAN END TRAFFIC DEATHS IN PFLUGERVILLE**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO LEANDER  
**WE CAN END TRAFFIC DEATHS IN LEANDER**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO CAMPO  
**WE CAN END TRAFFIC DEATHS IN THE AUSTIN REGION**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO KYLE  
**WE CAN END TRAFFIC DEATHS IN KYLE**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO DRIPPING SPRINGS  
**WE CAN END TRAFFIC DEATHS IN DRIPPING SPRINGS**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO ROUND ROCK  
**WE CAN END TRAFFIC DEATHS IN ROUND ROCK**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO MANOR  
**WE CAN END TRAFFIC DEATHS IN MANOR**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO CORPUS CHRISTI  
**WE CAN END TRAFFIC DEATHS IN CORPUS CHRISTI**

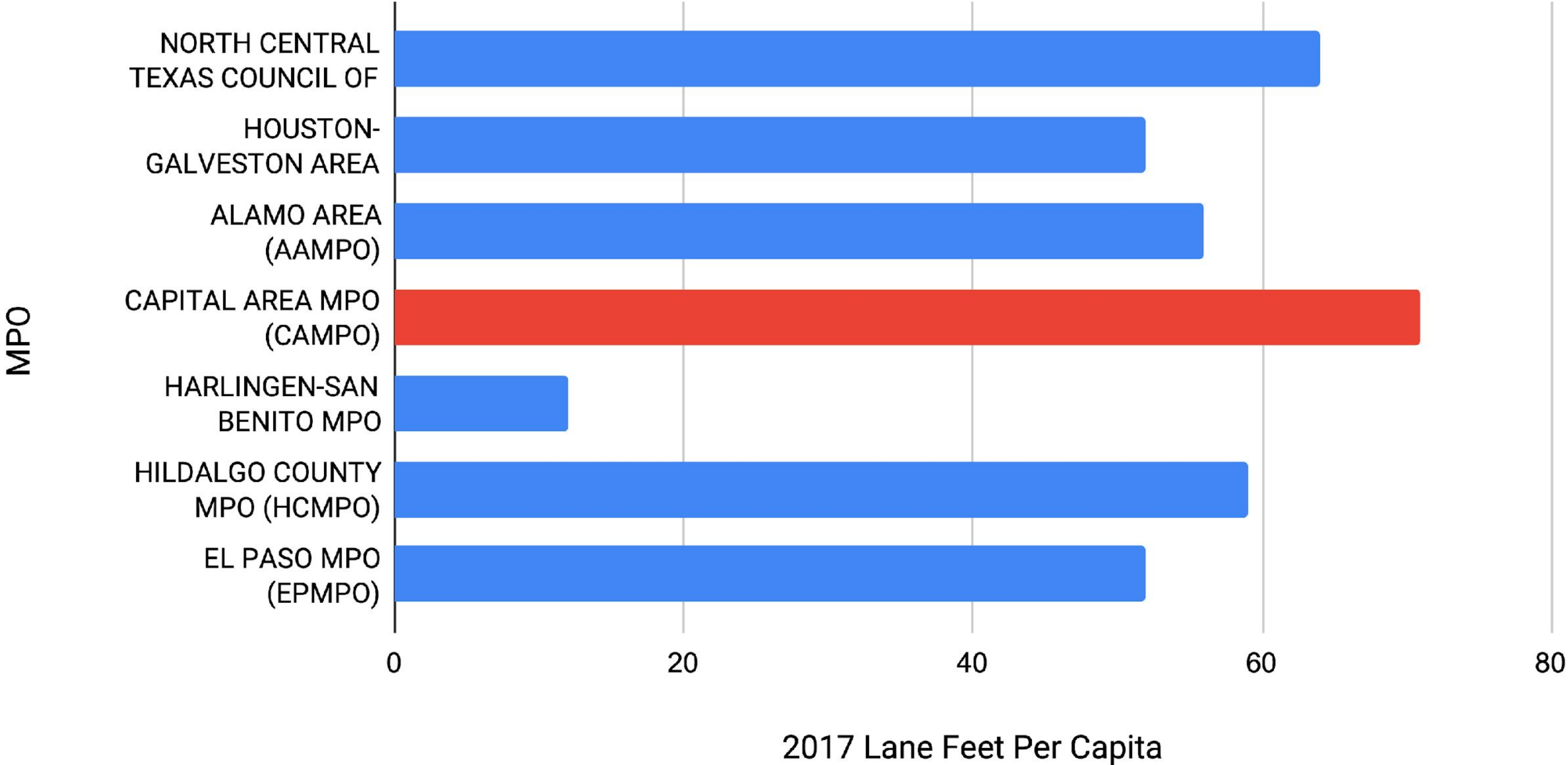
VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO RGV  
**WE CAN END TRAFFIC DEATHS IN THE VALLEY**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO EL PASO  
**WE CAN END TRAFFIC DEATHS IN EL PASO**

VISION ZERO TEXAS  
**WE CAN END TRAFFIC DEATHS IN TEXAS**  
VISION ZERO ATX  
**WE CAN END TRAFFIC DEATHS IN AUSTIN**

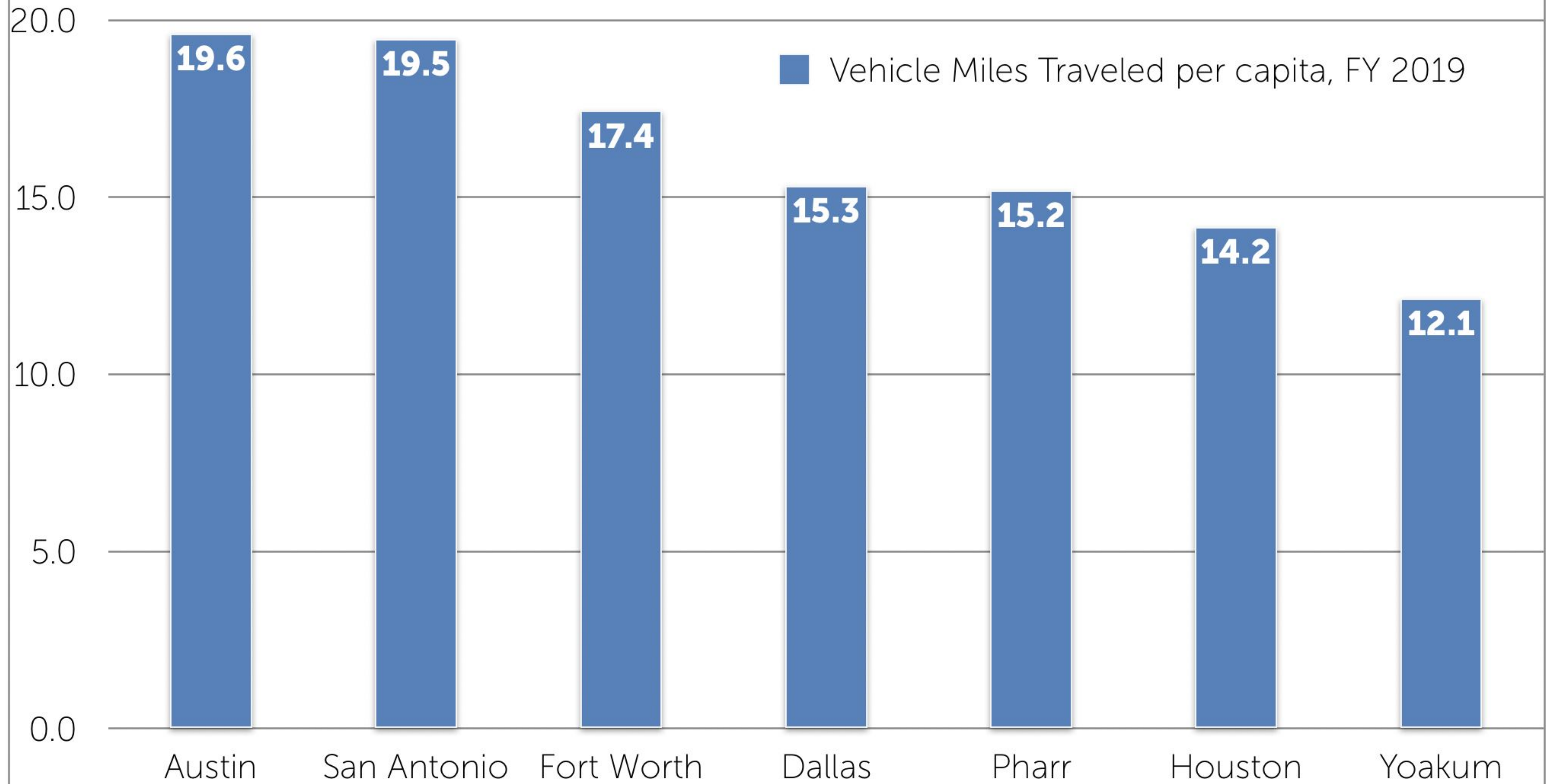


# Lane Feet Per Capita in 7 Largest Texas MPOs, 2017



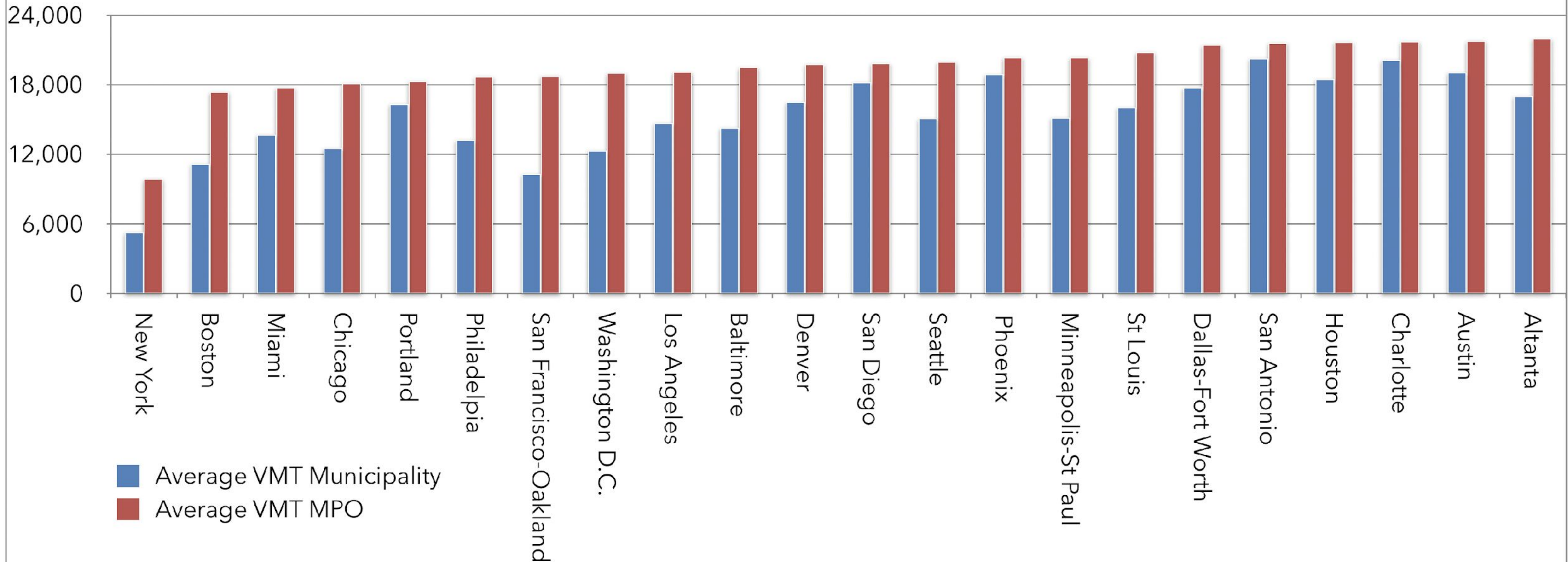


## All TXDOT Districts with more than a million residents



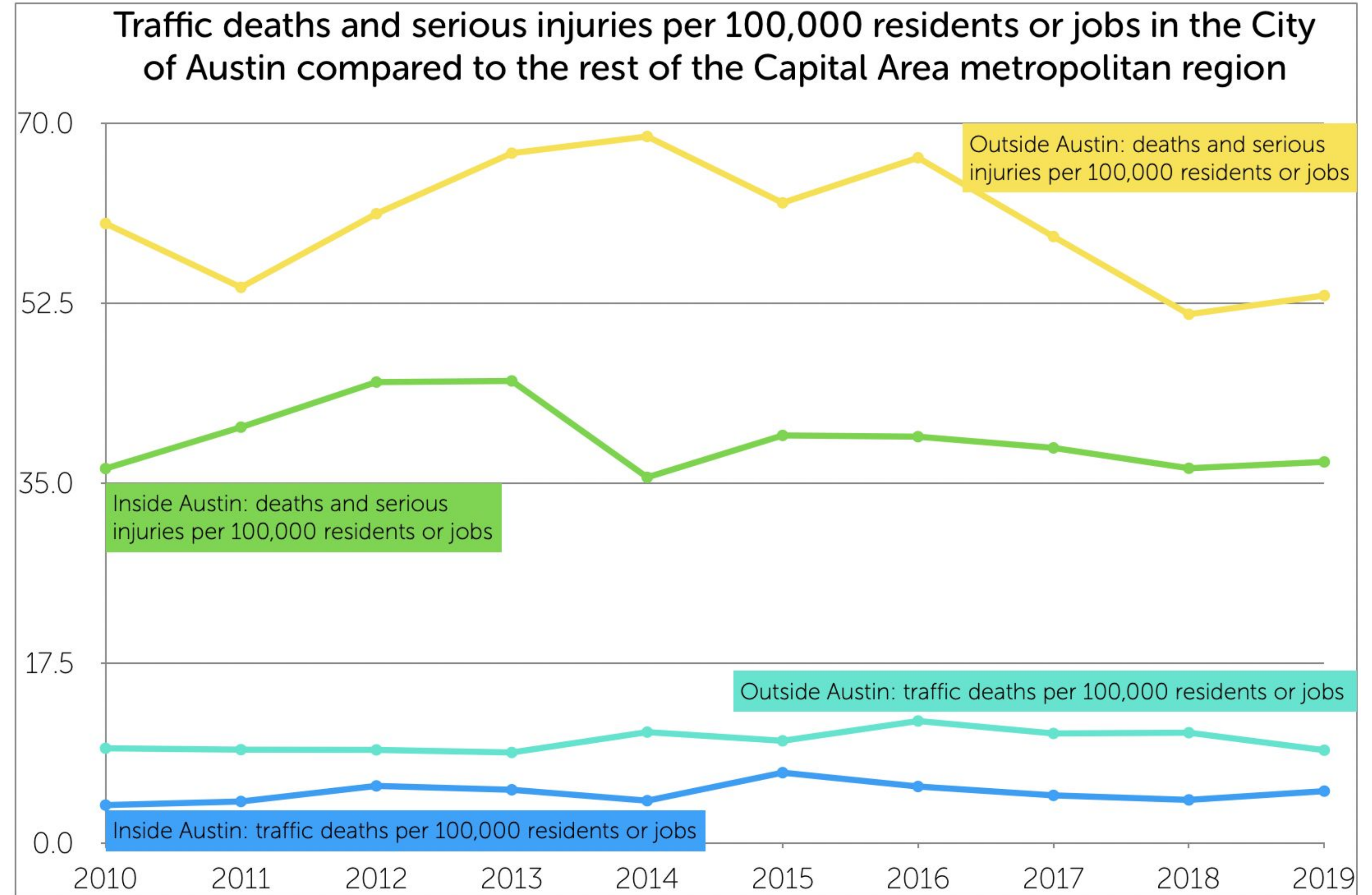
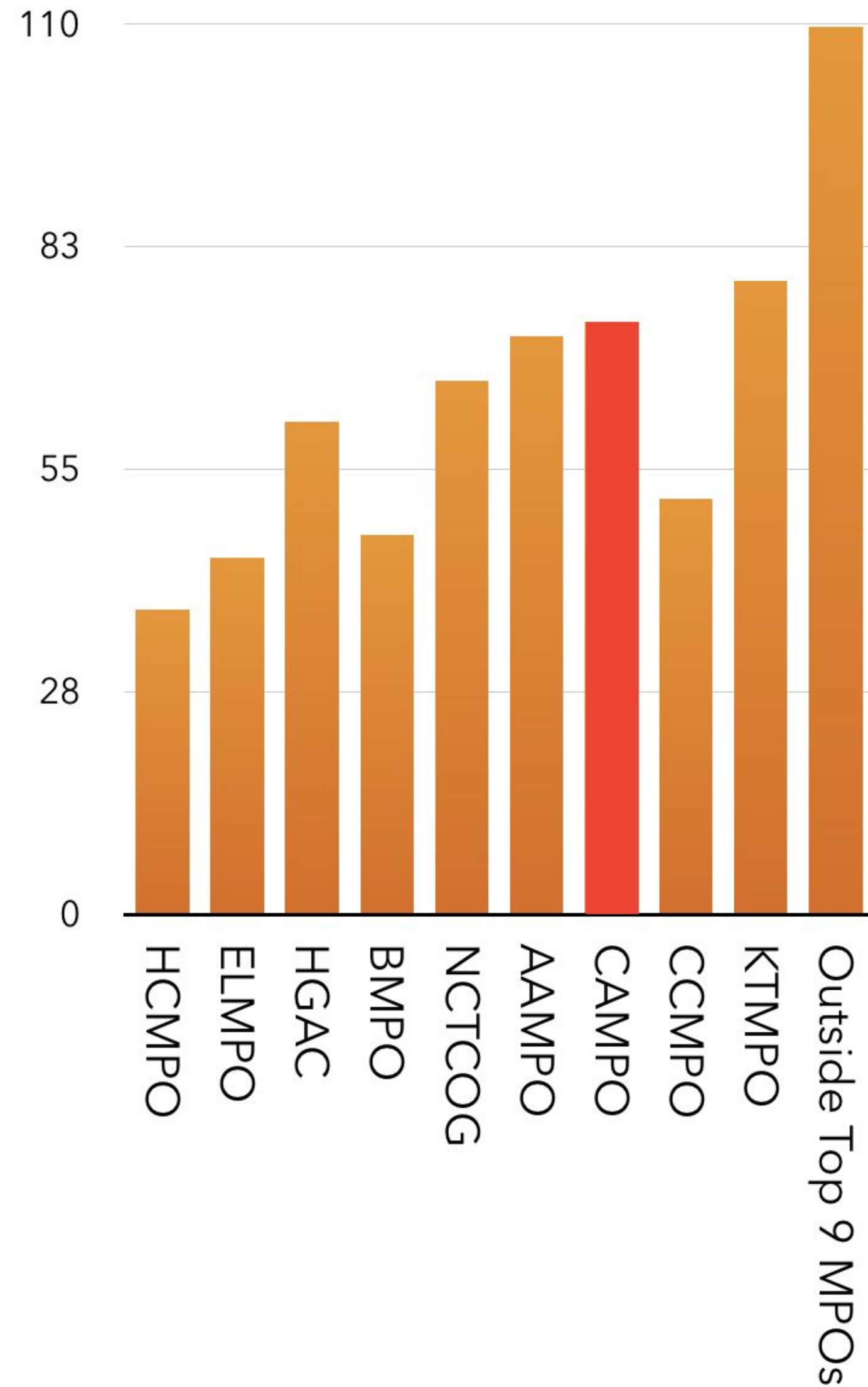


# Average Vehicle Miles Traveled per Household - 25 largest US Metro Regions





# 2015 Traffic Deaths & Serious Injuries per 100K by TX MPO















5555  
HALF PRICE BOOKS RECORDS  
MAGAZINES



GOODWILL

AUSTIN WHEELCHAIR  
9-10

FOR LEASE  
800.444.4444  
800.444.4444

GYM

10

5555  
LAKESIDE BUSINESS PARK

BIG TEXAS

EXPO SALON

THE PURPLE FIG

RED CLEANS

COMMERCIAL











Hit by a vehicle traveling at

**20**  
MPH



9 out of 10 pedestrians survive.

Hit by a vehicle traveling at

**30**  
MPH



5 out of 10 pedestrians survive.

Hit by a vehicle traveling at

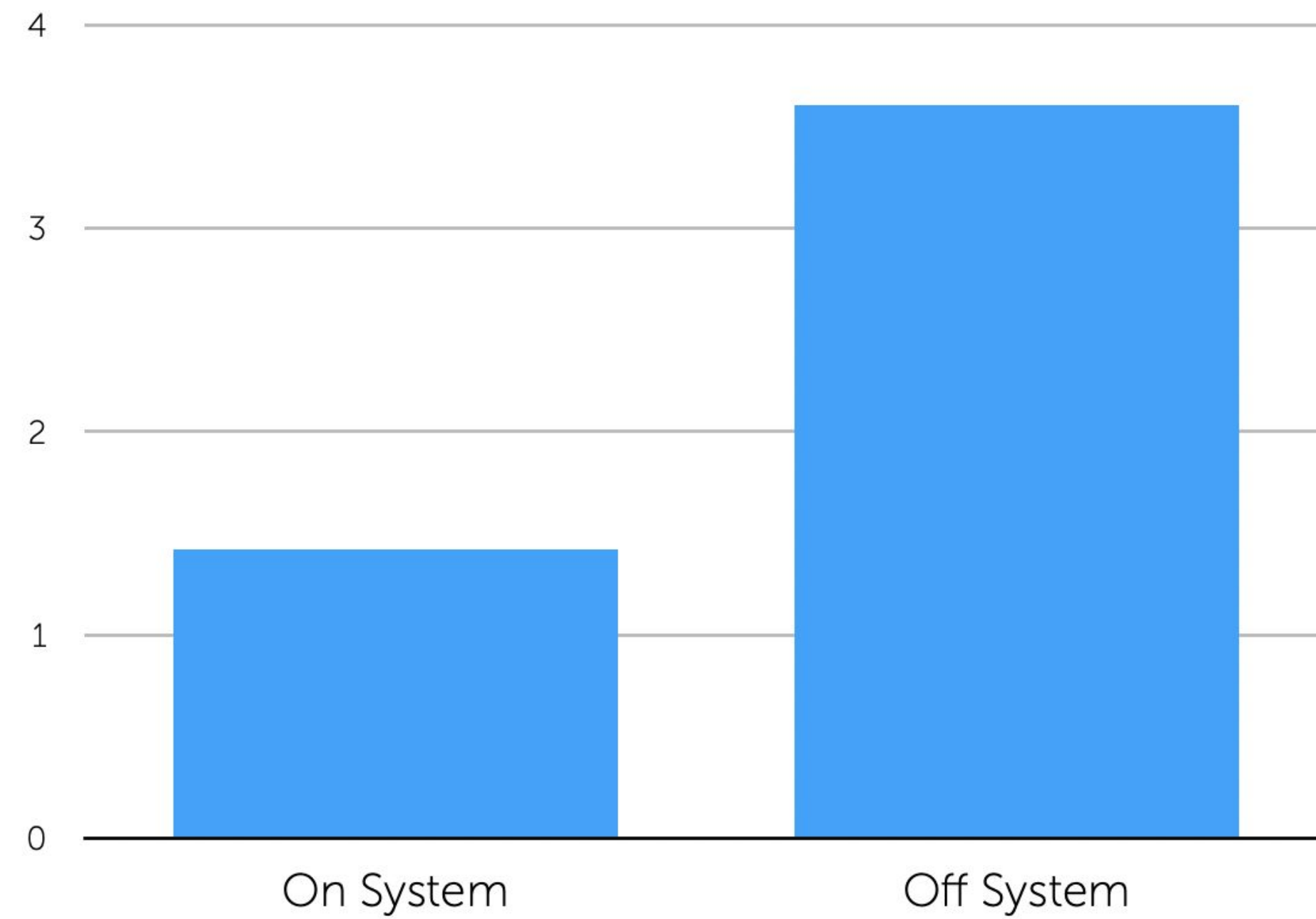
**40**  
MPH



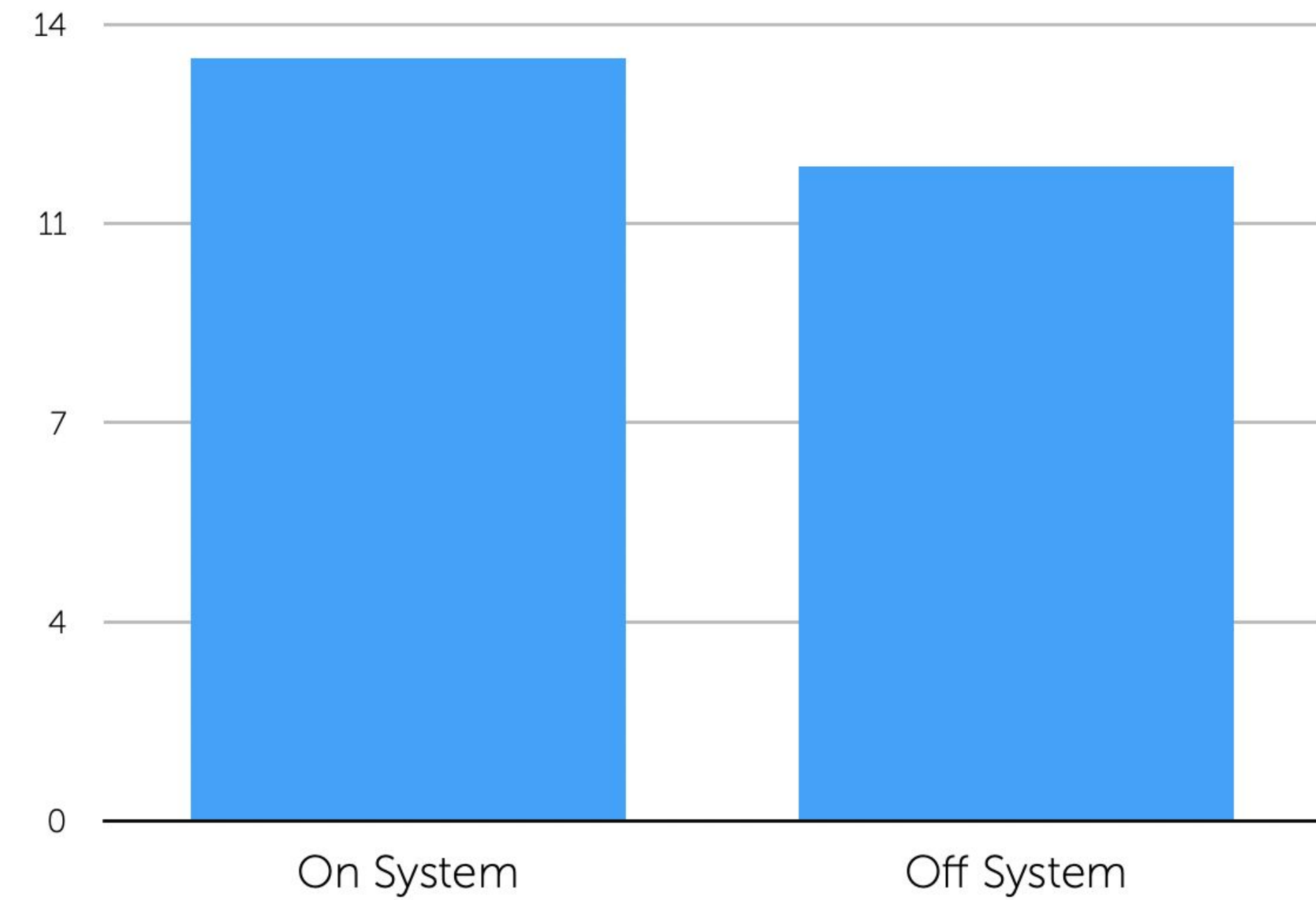
Only 1 out of 10 pedestrians survive.



## Crashes per million miles traveled in Texas, 2010-2018



## Deaths per billion miles traveled in Texas, 2010-2018



On System means on a TXDOT controlled facility. Much of this network is freeways and interstates, but this also includes many surface Farm to Market roads that are now major urban boulevards, such as parts of Westheimer in Houston or North Lamar in Austin. Off System means a road or street controlled by a local government, such as a city or county, as well as privately owned toll roads.



- Session at Texas Ped Safety Summit

- Josh and Jay are the session.

- How to get to zero

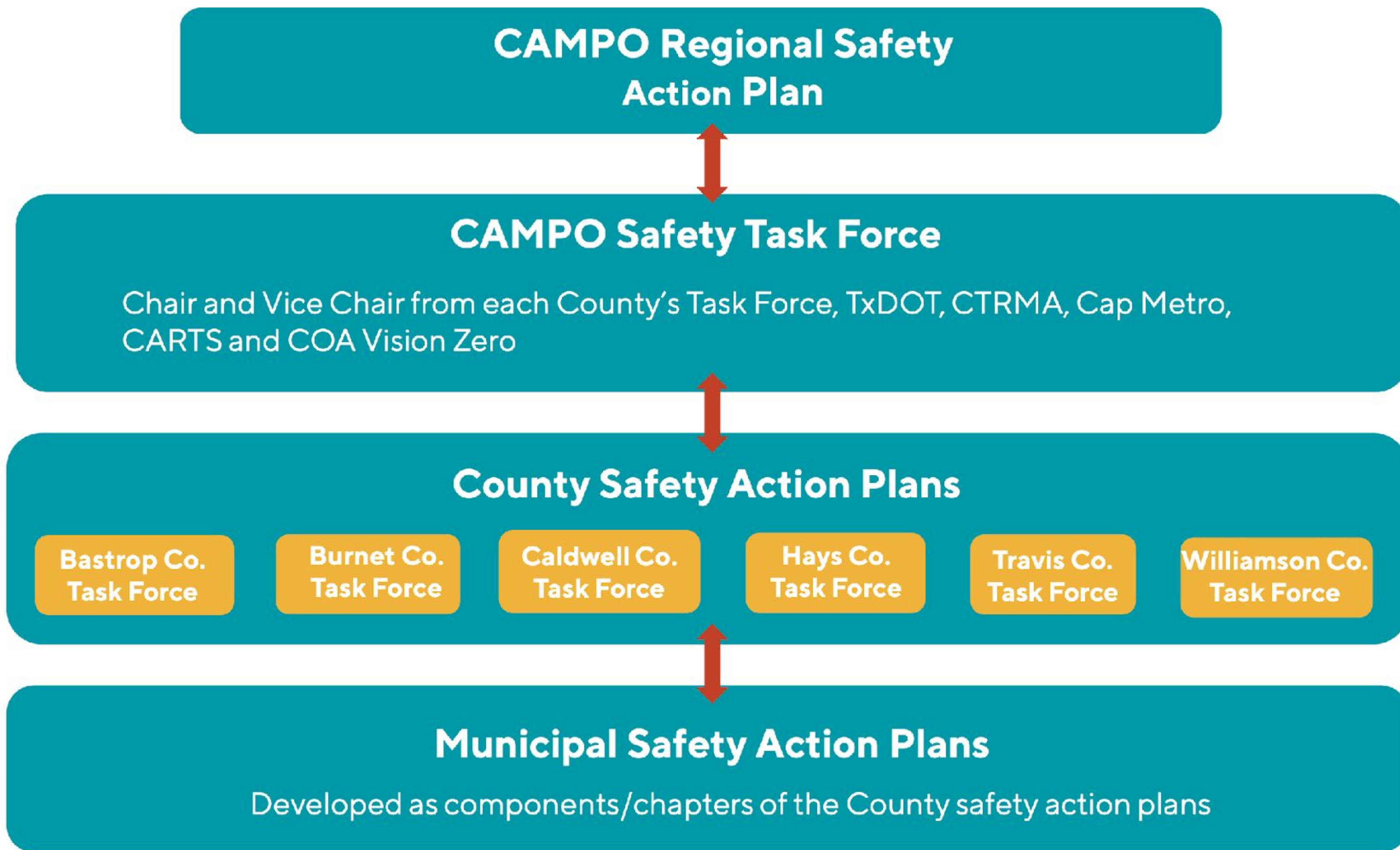
- I present:





# Potential Structure for a Regional Safety Action Plan

Upon completion, would allow for all jurisdictions within the six-county CAMPO region to pursue SS4A implementation grants







# Joint Applicant Working Group Meeting

Working through critical application details with potential joint applicant agencies

First met Thursday, July 21 and will meet regularly until submittal of application



## • Counties

- » Bastrop
- » Burnet
- » Travis
- » Williamson

## • Cities

- » Bastrop
- » Buda
- » Elgin
- » Smithville







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713-244-4746

AUGUST 8, 2022

CHAIR J. BRUCE BUGG JR.  
COMMISSIONER ALVIN NEW  
COMMISSIONER LAURA RYAN  
COMMISSIONER ROBERT C. VAUGHN

TEXAS TRANSPORTATION COMMISSION

Dear Chair Bugg and Commissioners,

As you know, TxDOT staff have done terrific work in the last couple of years to improve the approach of the State of Texas in meeting both the letter and spirit of the Americans with Disabilities Act (ADA). The updates to the TxDOT ADA Transition Plan have included work to identify the specific need and cost of bringing all TxDOT on-system facilities up to inclusive ADA standards. This TxDOT assessment estimated that adding or fixing all on-system missing and broken sidewalks, ramps and safe crossings across the state would cost \$1.56 billion.

According to the Americans with Disabilities Act, the State of Texas and its political subdivisions must ensure that it administers its transportation activities, services, and programs in a manner to provide meaningful equal access for qualified persons with disabilities. The staff proposal for the Unified Transportation Program includes a suggestion that the American with Disabilities Act Pedestrian Program in Funding Category 10 - Supplemental Transportation Programs be increased by \$5 million a year.

**We, organizations and community groups working for and representing people across the State of Texas, are writing today to request that you increase the funding for the ADA Transition Plan from the proposed \$5 million to a \$25 million a year increase in the FY2023 Unified Transportation Program.**

Further, we request that over the next year, TxDOT explore the possibility of developing a reasonable prioritization scheme to allow the TTC to fully commit to building or fixing sidewalks, ramps, and crossings to serve as many people as possible with as much benefit as possible – within the ten year time frame of the UTP.

Farm&City is dedicated to high quality urban and rural human habitat in Texas in perpetuity.



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While we believe it would be well worth it, this might not result in a commitment next year of \$156 million a year to the ADA Pedestrian Program – which would meet the estimated need in ten years.

However, TxDOT should at least understand and share the potential benefits of this scale of investment in an inclusive transportation system for all Texans. Further, we ask that this deliberation and analysis can include meaningful input and discussion from the diverse people of Texas including people of varying abilities and transportation needs, to ensure the best decision can be made next year in the FY2024 UTP process.

Thank you for all that you do to provide affordable, safe multimodal mobility and access for the people of Texas regardless of age, ability, or chosen mode of transportation.

Sincerely,

Jay Blazek Crossley Executive Director <b>Farm&amp;City</b>	Martha Ward and Annie Bright Conveners <b>Ridgetop Neighborhood</b> (Austin)	Susan Graham Founder <b>Stop TxDOT I-45</b>
Michael Lewis Clean Air and Water Advocate <b>Environment Texas</b>	Tom Wald Executive Director <b>Red Line Parkway Initiative</b>	Ann Zadeh, AICP Executive Director <b>Community Design Fort Worth</b>
Dennis Borel Executive Director <b>Coalition of Texans with Disabilities</b>	Tanya Lavelle Policy Specialist <b>Disability Rights TX</b>	Sito Negron President <b>Sunset Heights Neighborhood Improvement Association</b> (El Paso)
Timothy Ingalls Principal <b>Bush-Emeny Properties</b>	Suzi Rumohr Leadership Team Member <b>Bike Denton</b>	Gabe Cazares Executive Director <b>LINK Houston</b>
Darren Bates President/CEO <b>Smart Cities Library</b>	Joanna Wolaver Board President <b>Austin Outside</b>	John-Michael Cortez Policy Committee Chair <b>People United for Mobility Action</b>
Joe Cutrufo Executive Director <b>BikeHouston</b>	Ivey Kaiser Executive Director <b>Shoal Creek Conservancy</b>	
DeDe Alexander and Adam Lamont Co-Founders <b>More Neighbors Dallas</b>	Scott White Policy Director <b>Velo Paso Bicycle-Pedestrian Coalition</b>	

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Jay Blazek Crossley

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