



Jay Blazek Crossley
jay@[farmandcity.org](mailto:jay@farmandcity.org)
713-244-4746

FarmAndCity.org
VisionZeroTexas.org





Thanksgiving 2014



14 FT 9 IN

ns
ENTS
650

TOT
CAR C
• FORE
• DOME
371-1
STA

STOP



NS
NTS
650

CAR CARE
• FOREIGN
• DOMESTIC
371-1234
STATION



UR
TOT
CAR C
• FORE
• DOME
371-1-34
STA



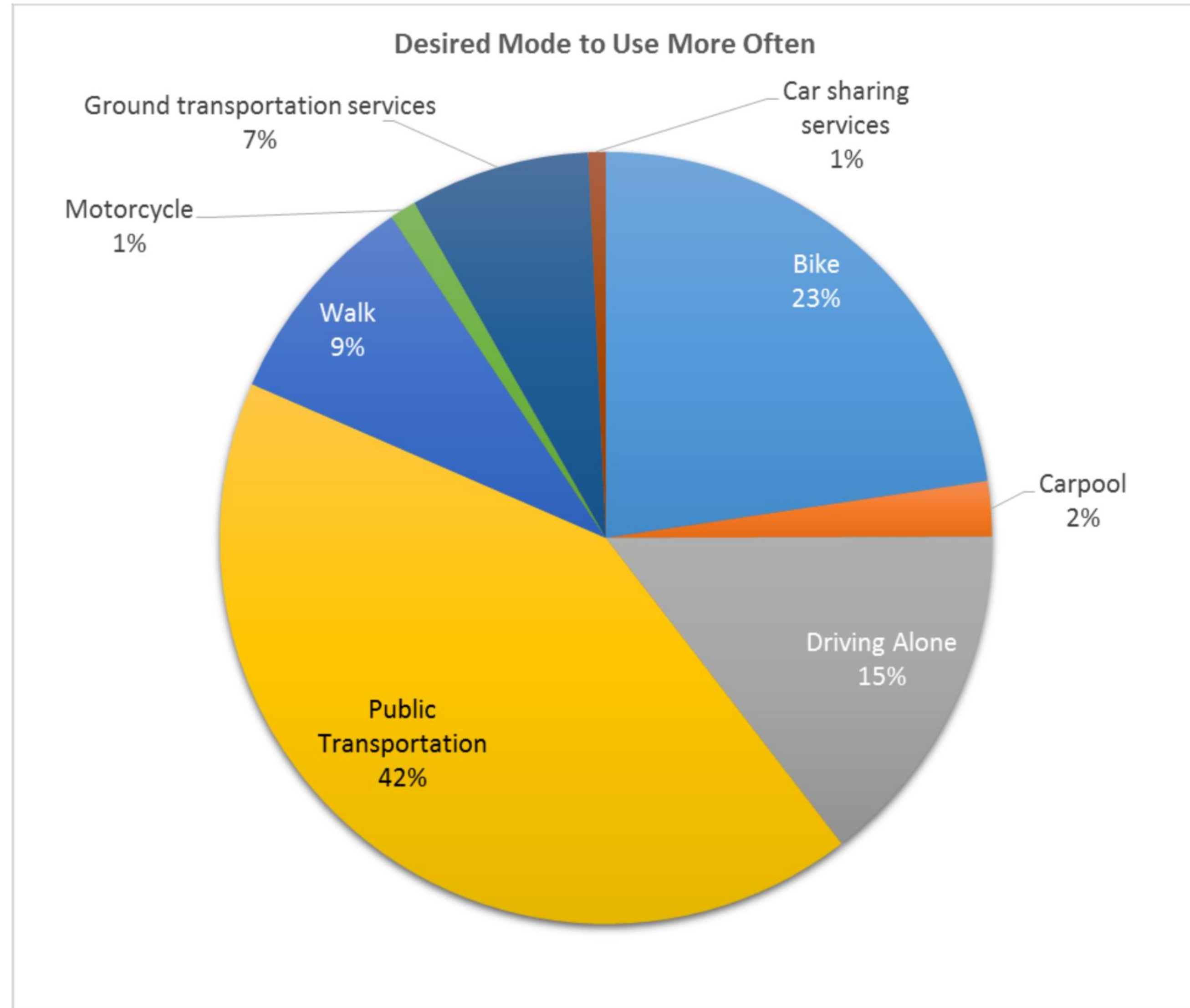






City of Austin Mobility Talks Survey

Question 2: Which mode of transportation would you like to use more often? Rank in order with 1 being the mode you would like to use the most, select N/A if you do not want to use the mode more often

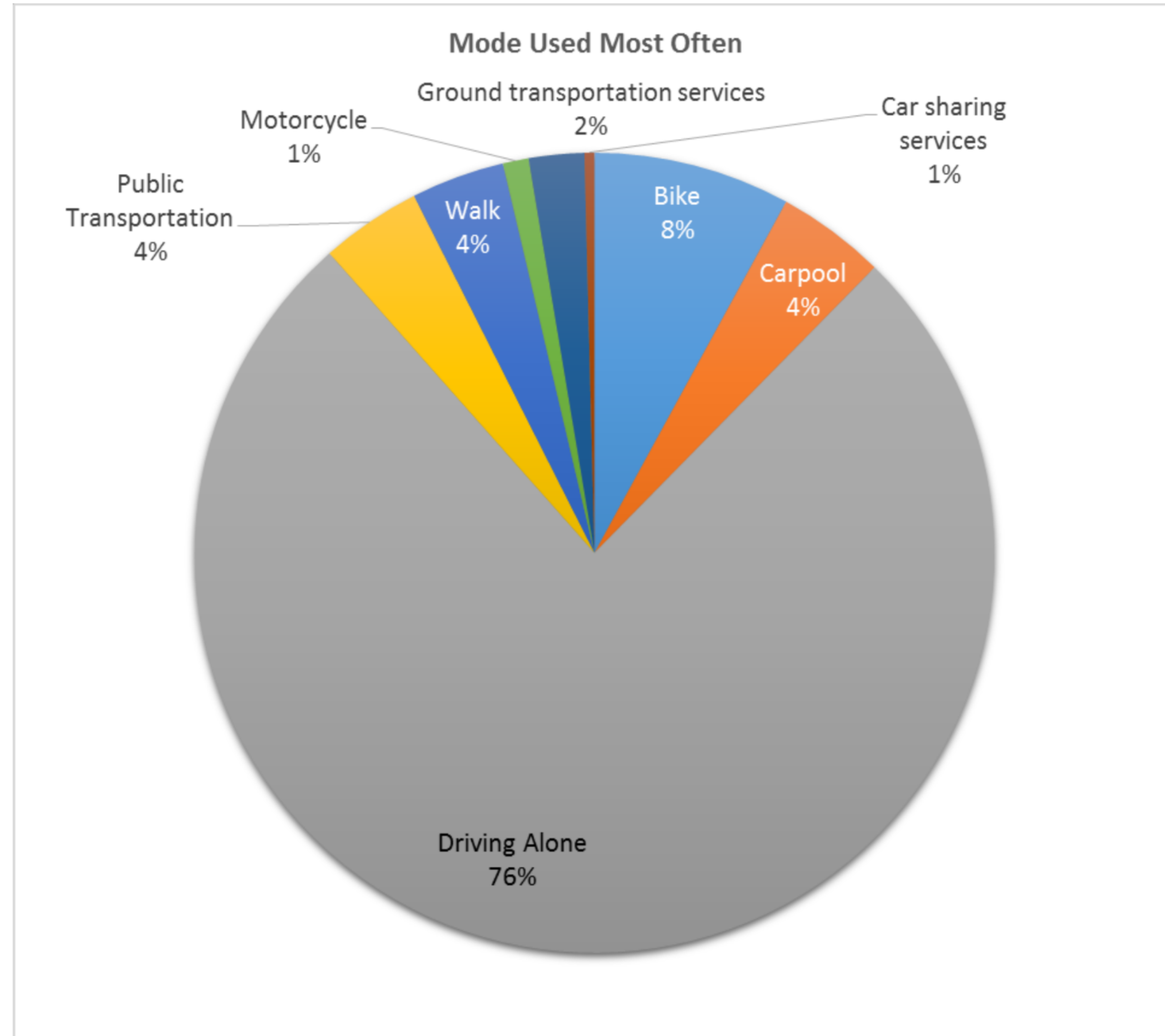


City of Austin Mobility Talks Survey

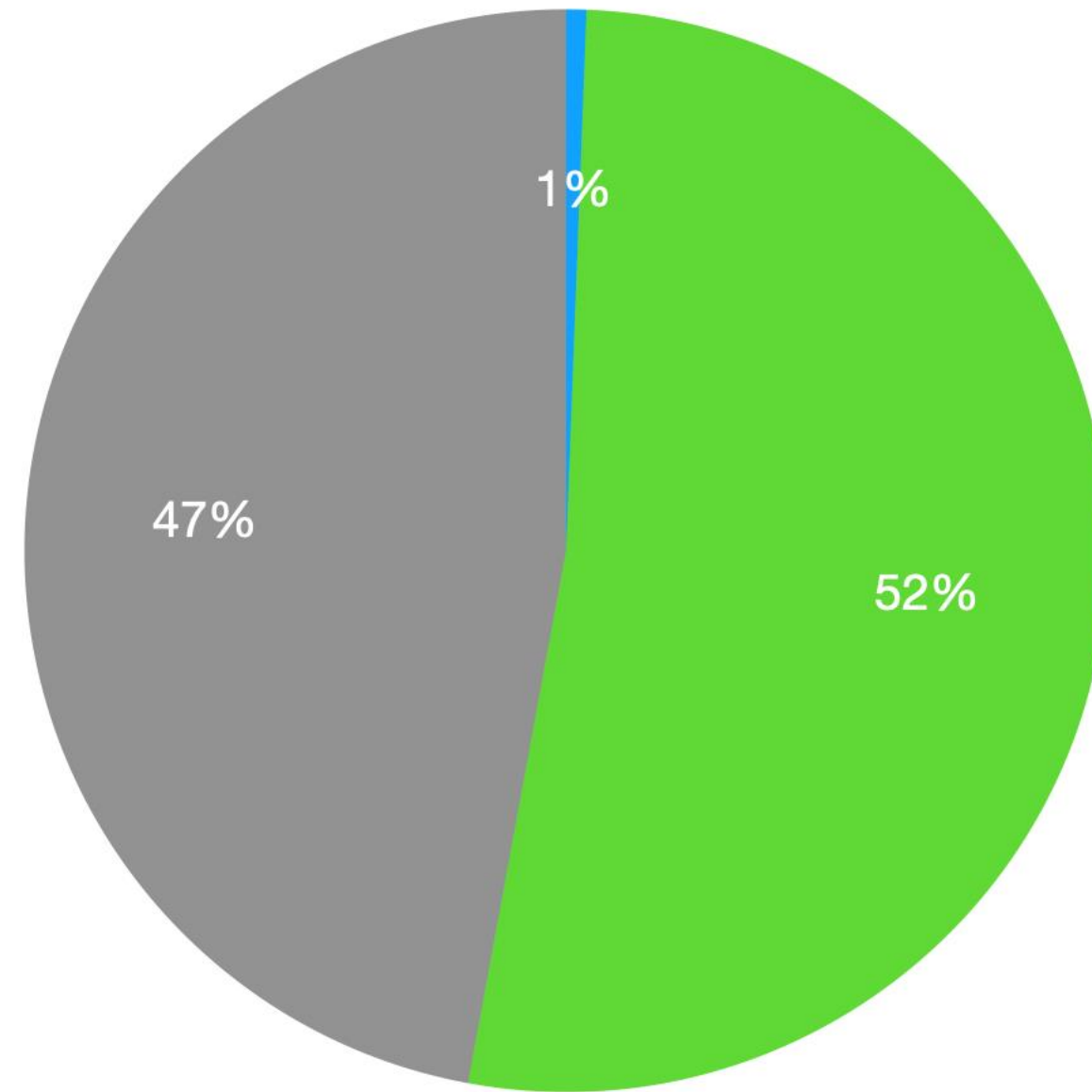
Transportation Mode

Question 1: Which mode of transportation do you use most often? Rank in order with 1 being the most used or select N/A if not used.

The percent of participants who identified driving alone as the mode of transportation they use most often is in line with ACS data for Austin, which shows that 73% of Austinites drive alone during their commute.

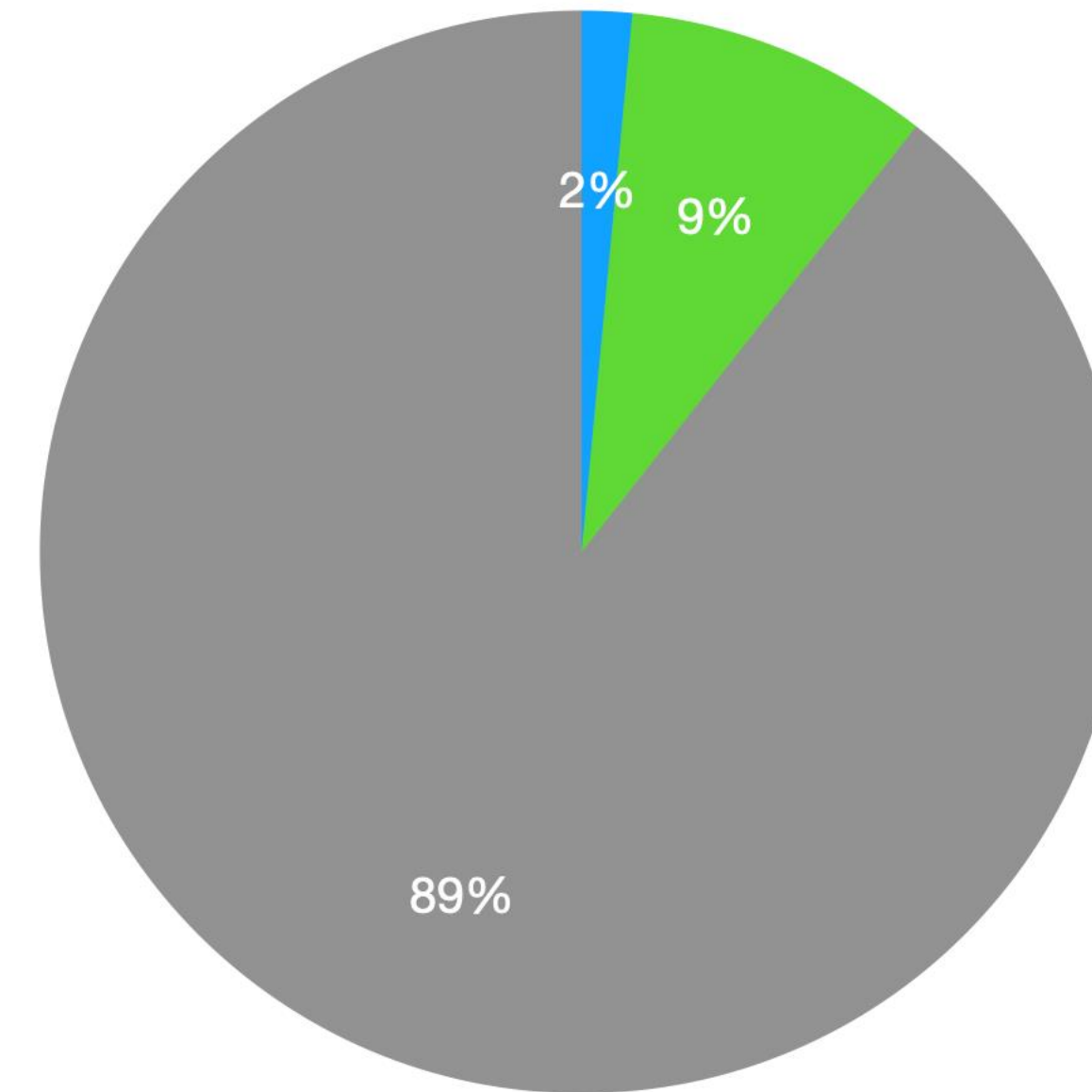


2015: Do you ever wish that you could ride a bicycle more often than you do today?



● RF/DK
● Yes
● No

2020: In the last 30 days, did you use a bicycle for any non-recreational purposes?



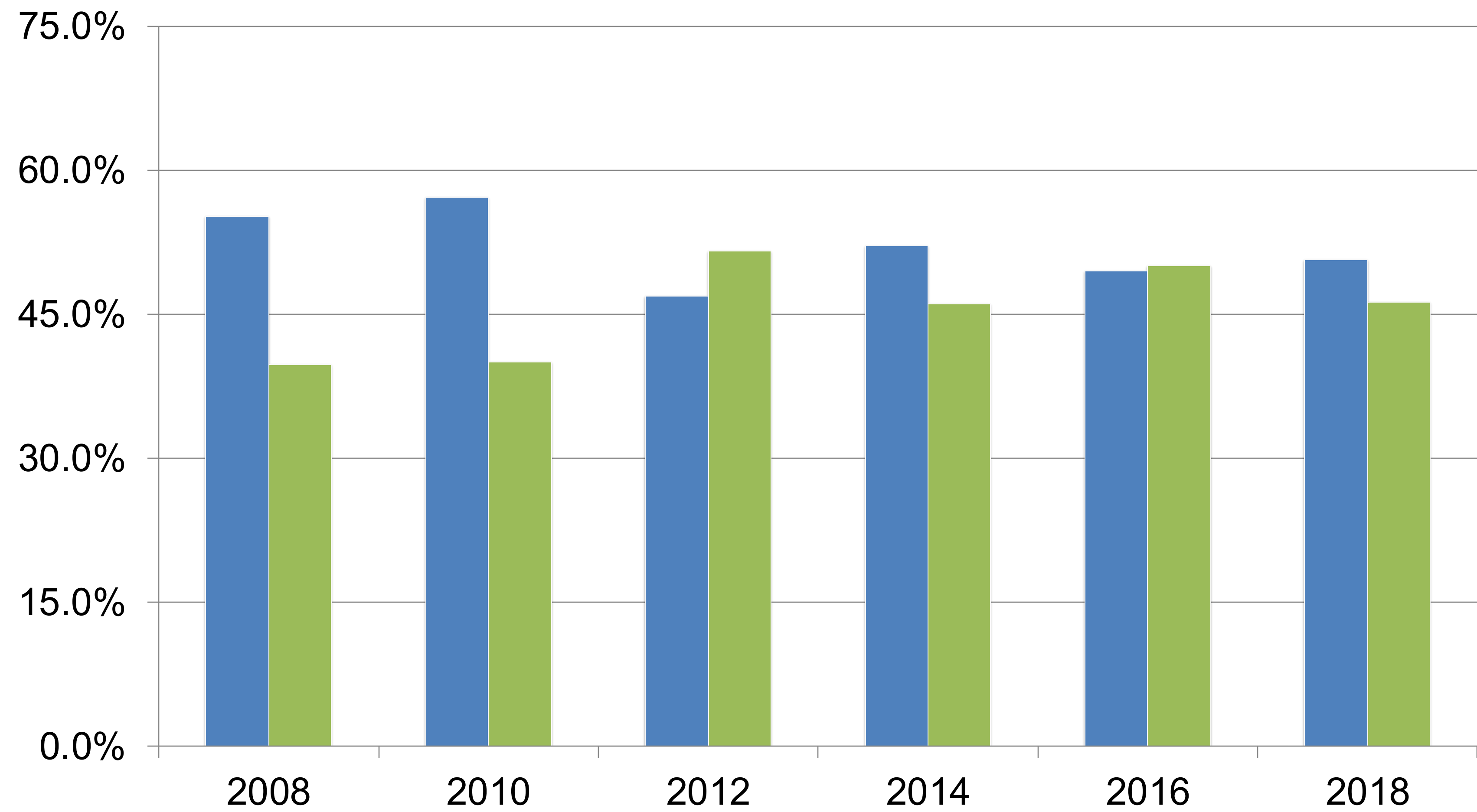
● RF/DK
● Yes
● No

A majority of Houstonians wish they could ride a bike more often, but only about 682,500 say they did in the last month.

The Kinder Houston Area Survey indicates the 7.5 million or so people of the Houston region want better transit

Kinder Houston Area Survey

If you could chose where to live in the Houston area, would you prefer:



- A single-family home with big yard, where need to drive almost everywhere.
- A smaller home in more urbanized area, within walking distance of shops and workplaces.



NEW
HOT HONEY
CHIX



AHEAD

- Contains all costs and tools to develop projects – PROW example

TCAP Toolbox under development Download

Home Map Projects Settings Help

Corridor Segment Cost Tool

Download Template
Export Costs

Total Cost: \$4,940,686.00

Ramps (857 EA)	\$2,805,380.00
Curb Cuts (62 EA)	\$283,940.00
Bus Pads (149 EA)	\$247,912.00
Signals (300 EA)	\$1,377,591.00
Bus Connections (8445 SY)	\$590,525.00
SW slope (543 SY)	\$50,741.00
SW cross-slope (13418 SY)	\$1,117,635.00
SW b-slope (134 SY)	\$11,994.00
SW (Missing) (2247 SY)	\$157,295.00
SW (buried) (1485 SY)	\$133,628.00
SW (poor) (248 SY)	\$21,837.00
Obs (low veg) (88 EA)	\$18,420.00
Obs (med veg) (80 EA)	\$22,800.00
Obs (hgt) (105 EA)	\$452,050.00
Obs (sign) (7 EA)	\$168,500.00
Obs (signal) (1 EA)	\$1,490.00
Obs (other) (90 EA)	\$168,300.00
Drives (corner) (1723 LF)	\$1,636,421.00
Drives (rad) (147 LF)	\$54,549.00

San Antonio

4 mi

Powered by Esri

San Antonio

Corridor Segments Intersections Sidewalks Facilities

Symbolize corridors by: None Cost Activity Severity Composite Control Section Project

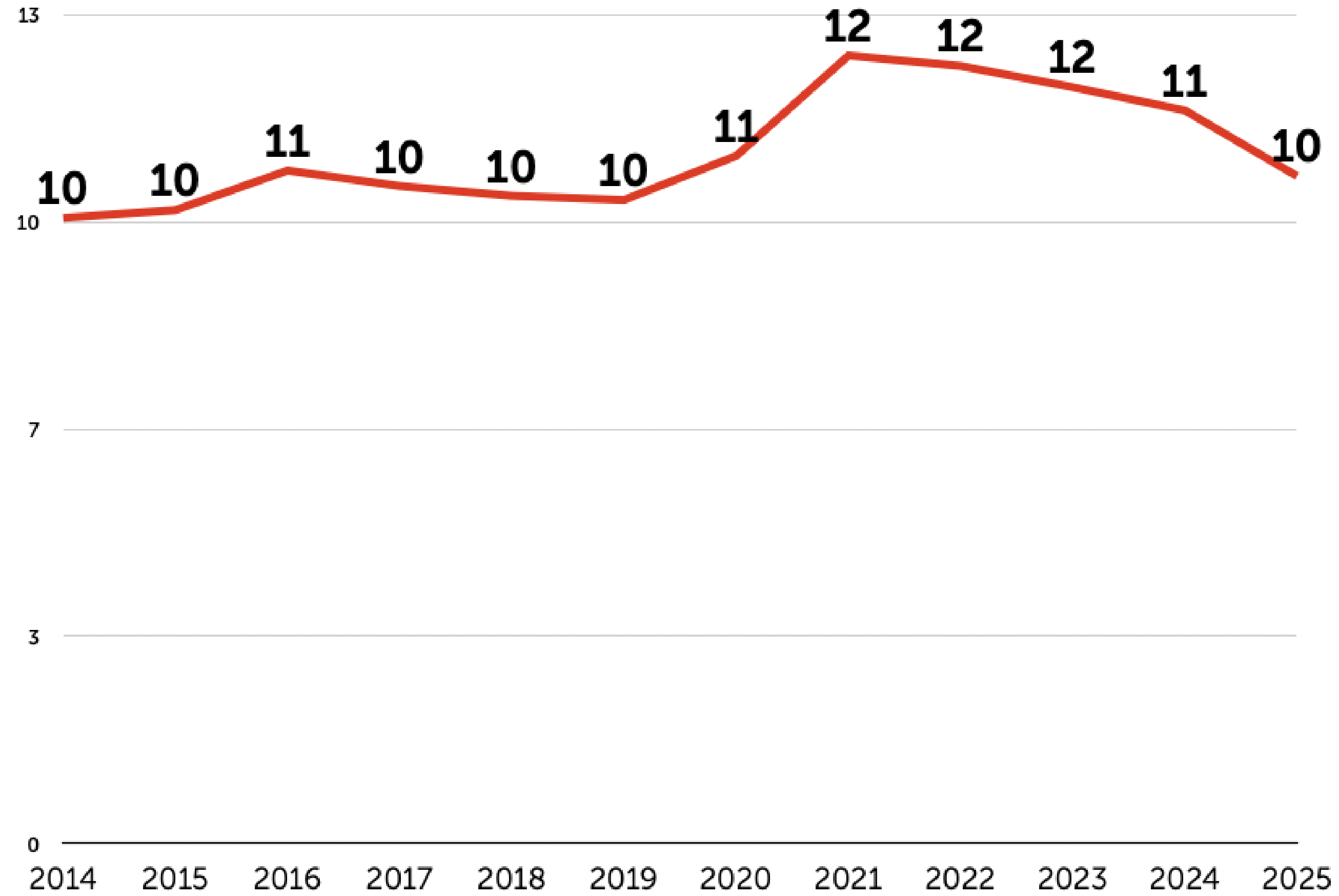
Showing map selection

Show Project Items Clear

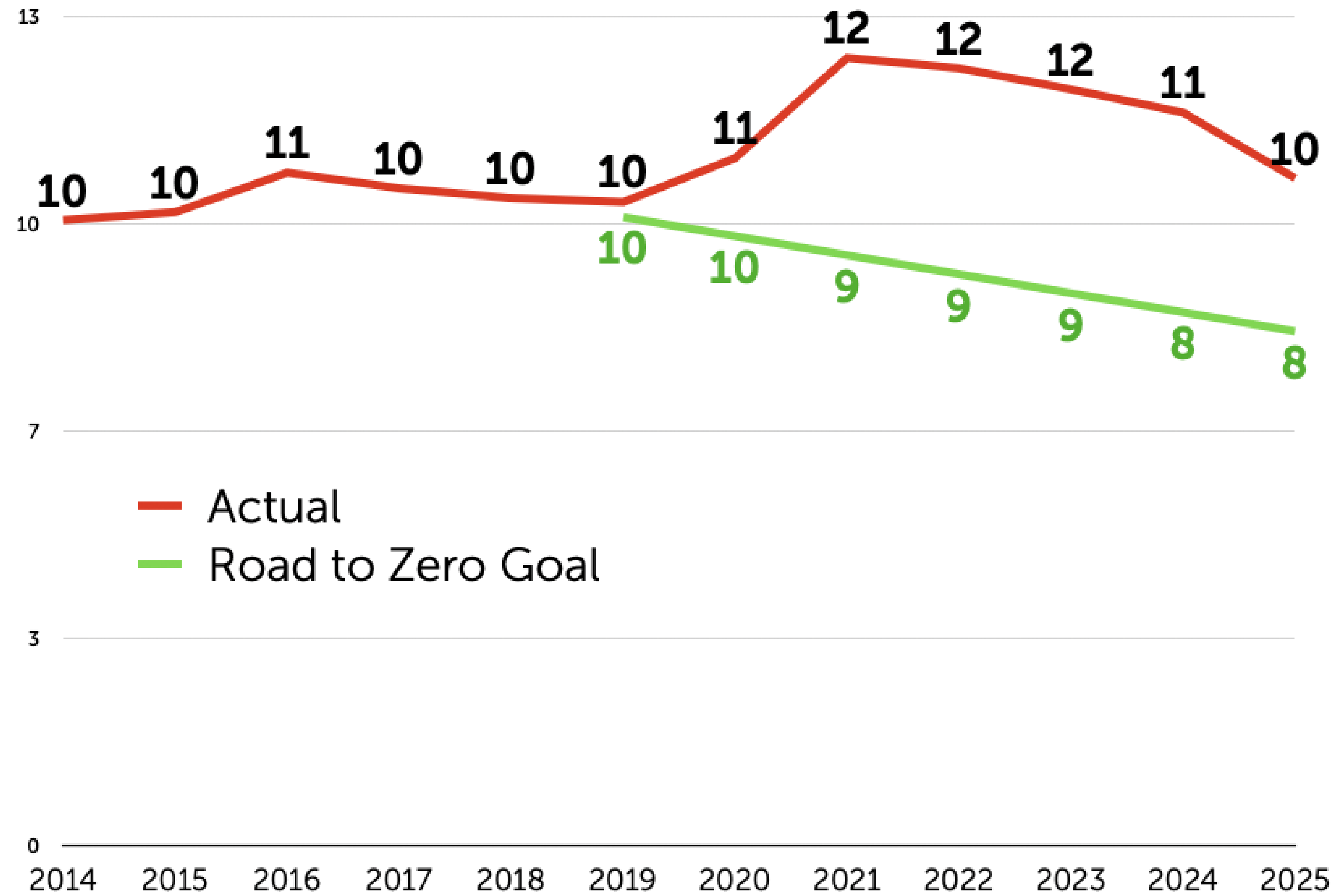
308 Active Summary Reports

ID	File	Zoom	Off Set	City	Total Cost	Activity	Severity	Score	Rank	Status	RD
<input checked="" type="checkbox"/> 158136-41_4_191_8			021306	San Antonio	\$17780	58	197.73	256.73	F	To Be Remediated	
<input checked="" type="checkbox"/> 09637-41_311_425_8			021700	San Antonio	\$42674	26.5	2.47	28.57	A	To Be Remediated	
<input checked="" type="checkbox"/> 158132-41_3_38_3			021002	San Antonio	\$20629	29.75	10.81	40.56	B	To Be Remediated	
<input checked="" type="checkbox"/> 158133-41_6_189_8			052302	San Antonio	\$8970	52.25	41.62	93.87	C	To Be Remediated	
<input checked="" type="checkbox"/> 158131-41_6_481_8			052302	San Antonio	50	49.25	1.75	224.25	F	To Be Remediated	

People Killed on an Average Day in the Texas Transportation System



People Killed on an Average Day in the Texas Transportation System



2025 cost of traffic crashes in Texas

	2024 NSC estimated economic cost per traffic crash incident	2024 NSC estimated comprehensive cost per traffic crash incident	People Impacted by 2025 Texas traffic crashes	2025 estimated economic costs	2025 estimated comprehensive costs
Total Cost				\$30,127,548,109	\$149,108,887,552
Fatalities (Fatal Injury)	\$2,050,000	\$14,393,000	3,819	\$8,016,844,800	\$56,286,071,808
Suspected Serious Injuries	\$174,000	\$1,167,000	17,962	\$3,200,397,312	\$21,464,733,696
Non-incapacitating injuries (Suspected minor injuries)	\$45,000	\$253,000	109,208	\$5,032,304,640	\$28,292,734,976
Possible injuries	\$28,000	\$138,000	125,008	\$3,584,229,376	\$17,665,130,496
No injury observed (not injured or unknown)	\$7,700	\$19,000	1,305,521	\$10,293,771,981	\$25,400,216,576
Total number of people in involved in a crash			1,561,518		

National Safety Council Guide to Calculating Costs of Motor-Vehicle Injuries:

<https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs/data-details/>

Traffic crash data should be retrieved from TXDOT’s Public CRIS Query system:

<https://cris.dot.state.tx.us/public/Query/app/home>

	2025	Every Day in Texas
Estimated Economic Costs of Crashes	\$30 billion	\$83 million
Estimated Comprehensive Costs of Crashes	\$149 billion	\$409 million

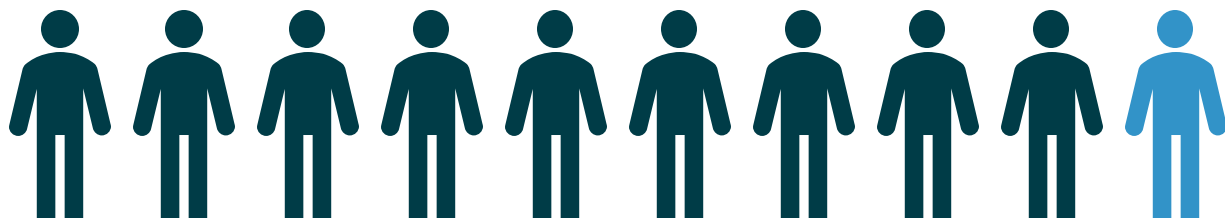
SAFE SPEEDS: REDUCING PEDESTRIAN FATALITIES

Hit by a vehicle
traveling at

23

MPH

10% risk of death

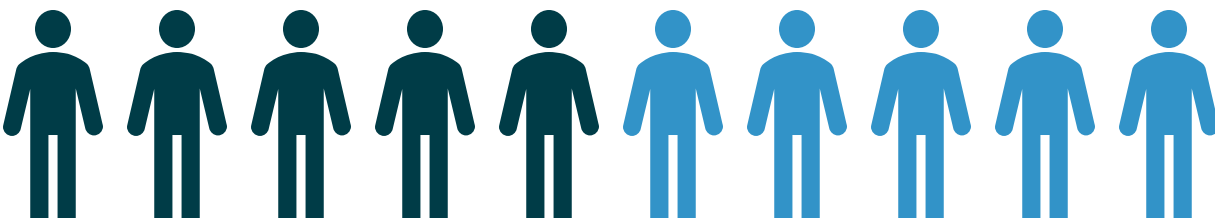


Hit by a vehicle
traveling at

42

MPH

50% risk of death

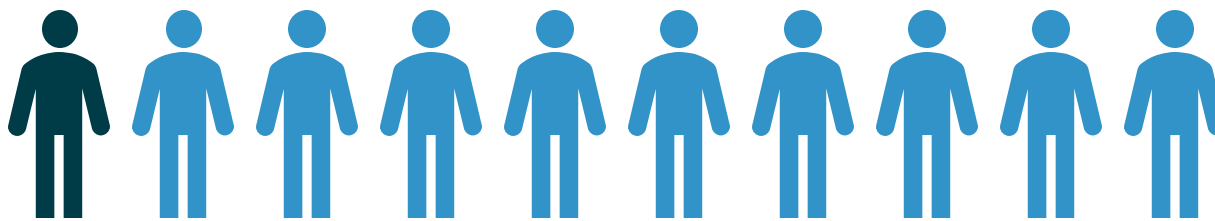


Hit by a vehicle
traveling at

58

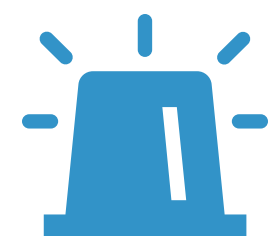
MPH

90% risk of death



Source: FHWA. Adapted from USDOT Pedestrian Safety Action Plan

SAFE ROADS: CRASH KINETIC ENERGY



Managing crash kinetic energy involves:



Managing speed



Managing crash angles

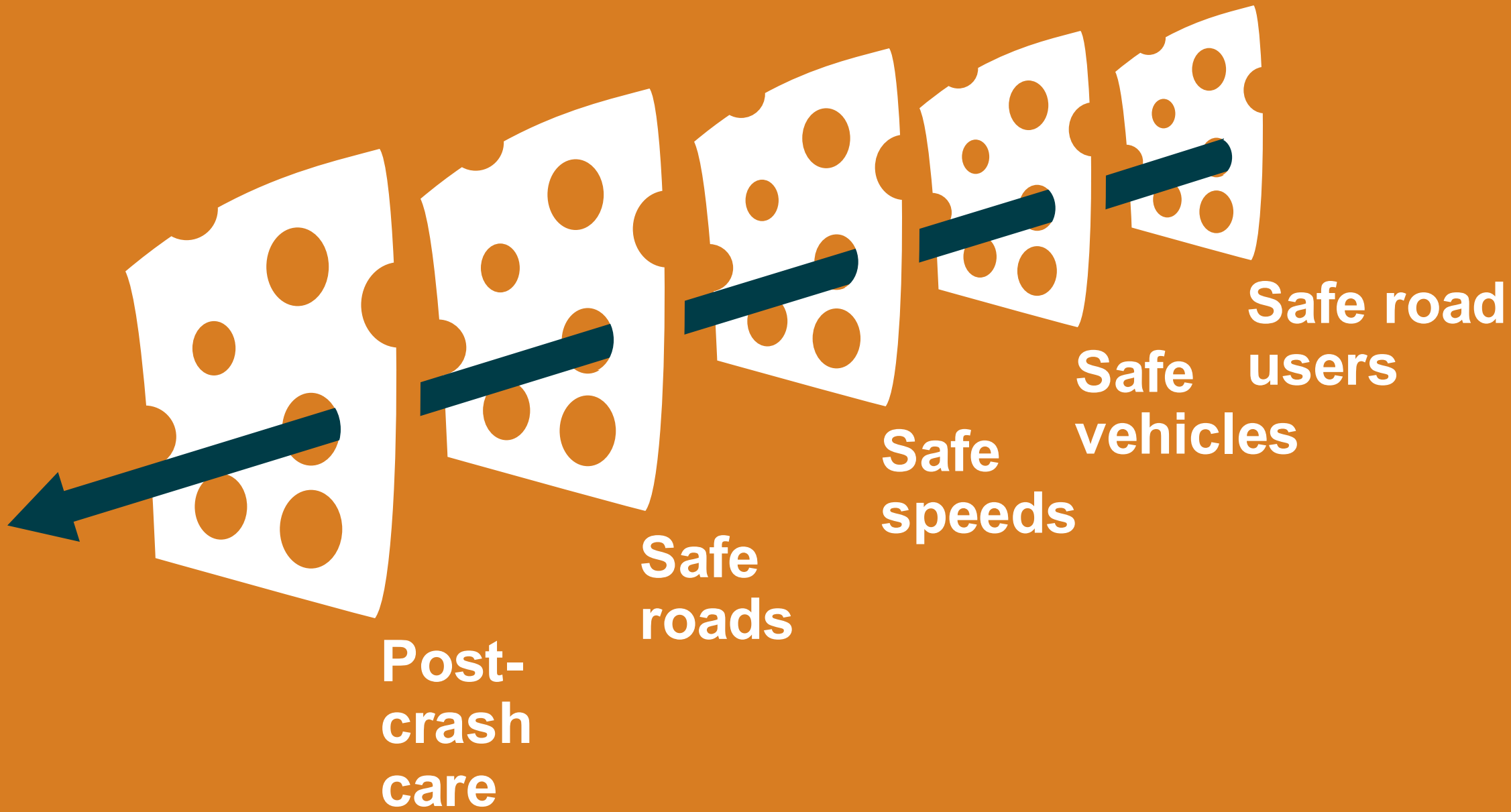
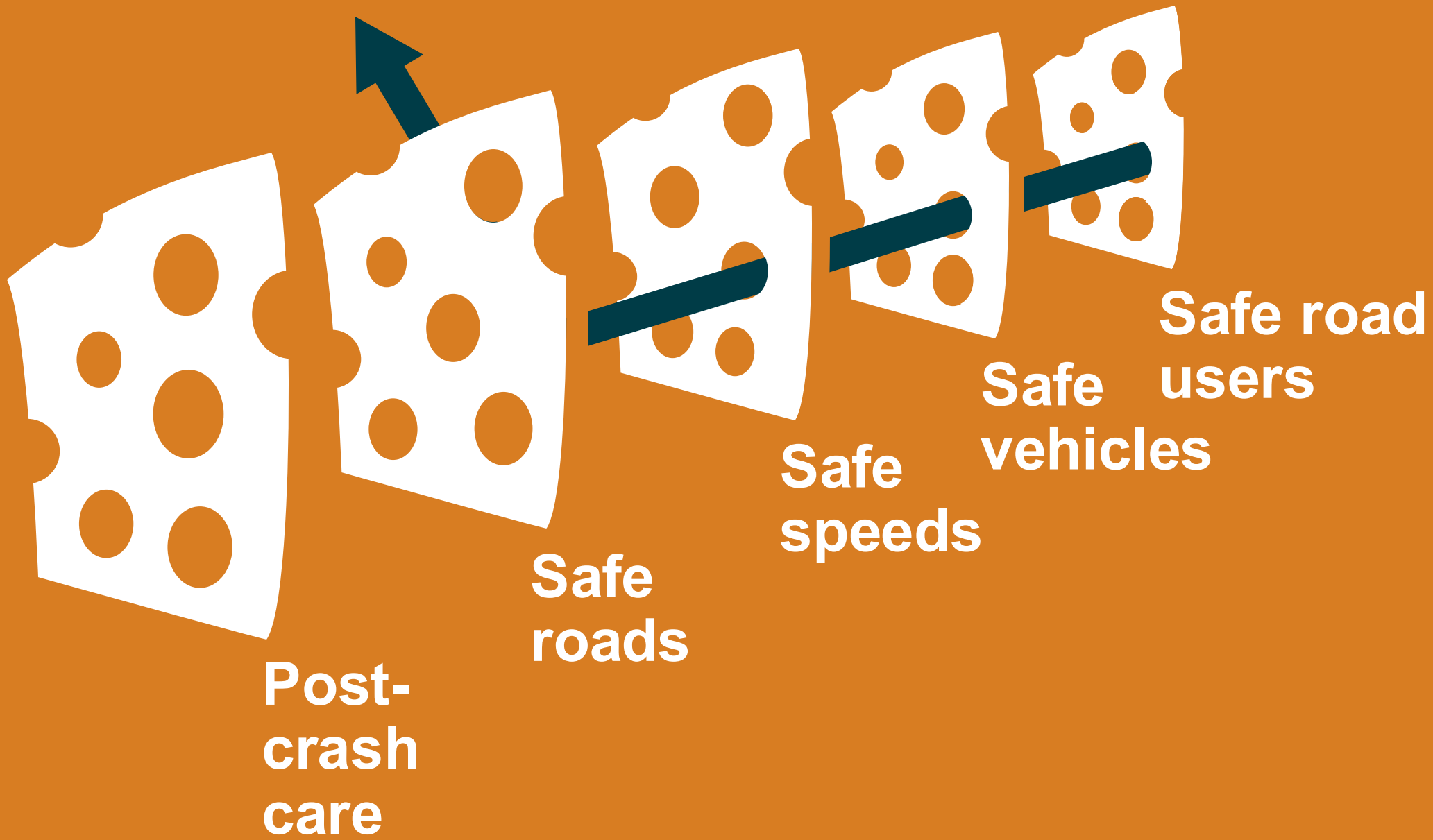


Managing crash energy distribution

THE 5 SAFE SYSTEM ELEMENTS CREATE REDUNDANCY

The “Swiss Cheese Model” of redundancy creates layers of protection

Death and serious injuries only happen when all layers fail





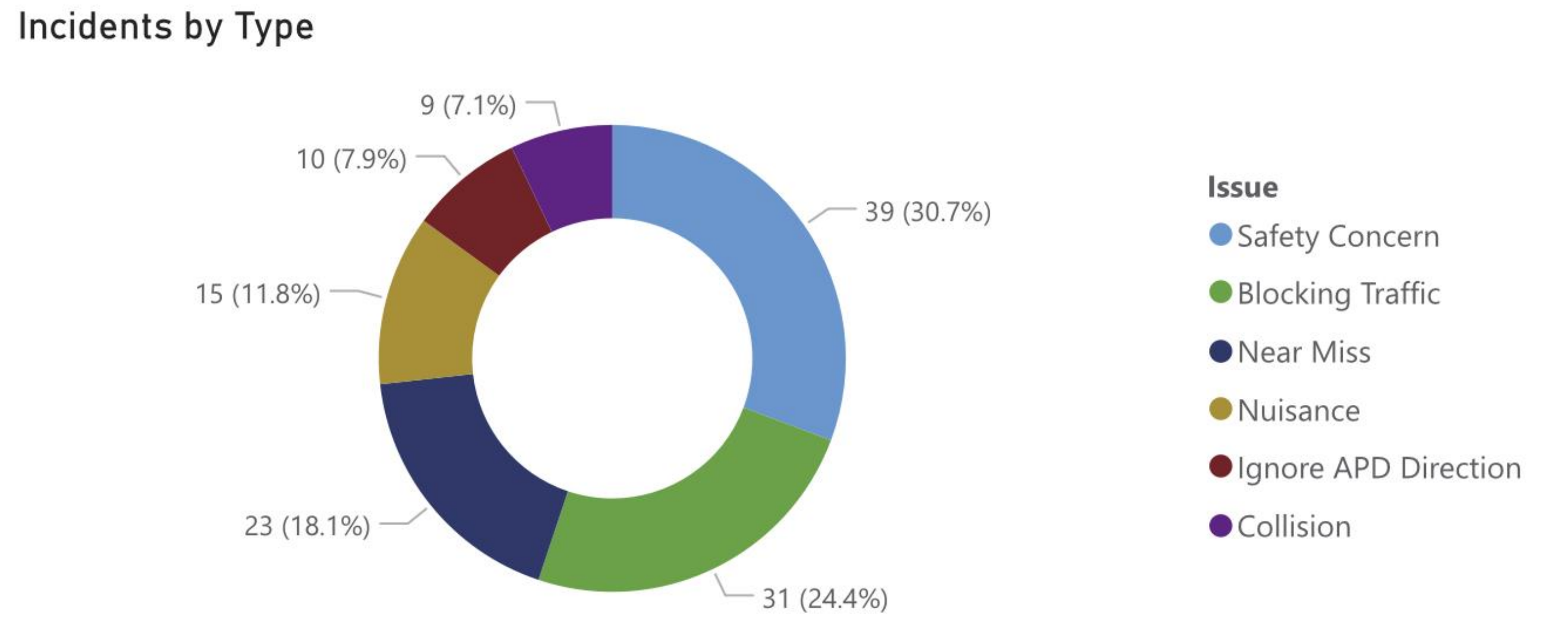
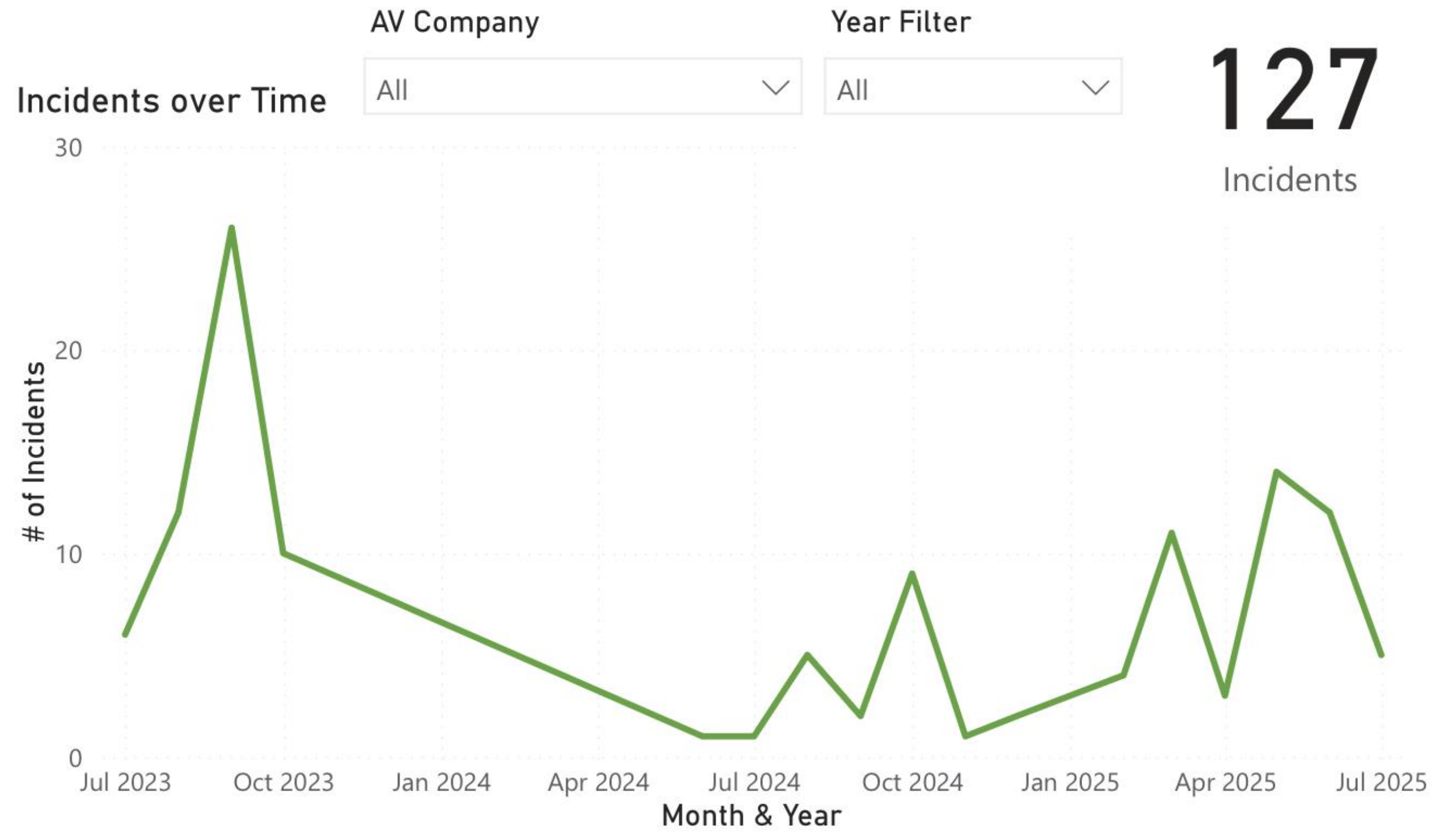
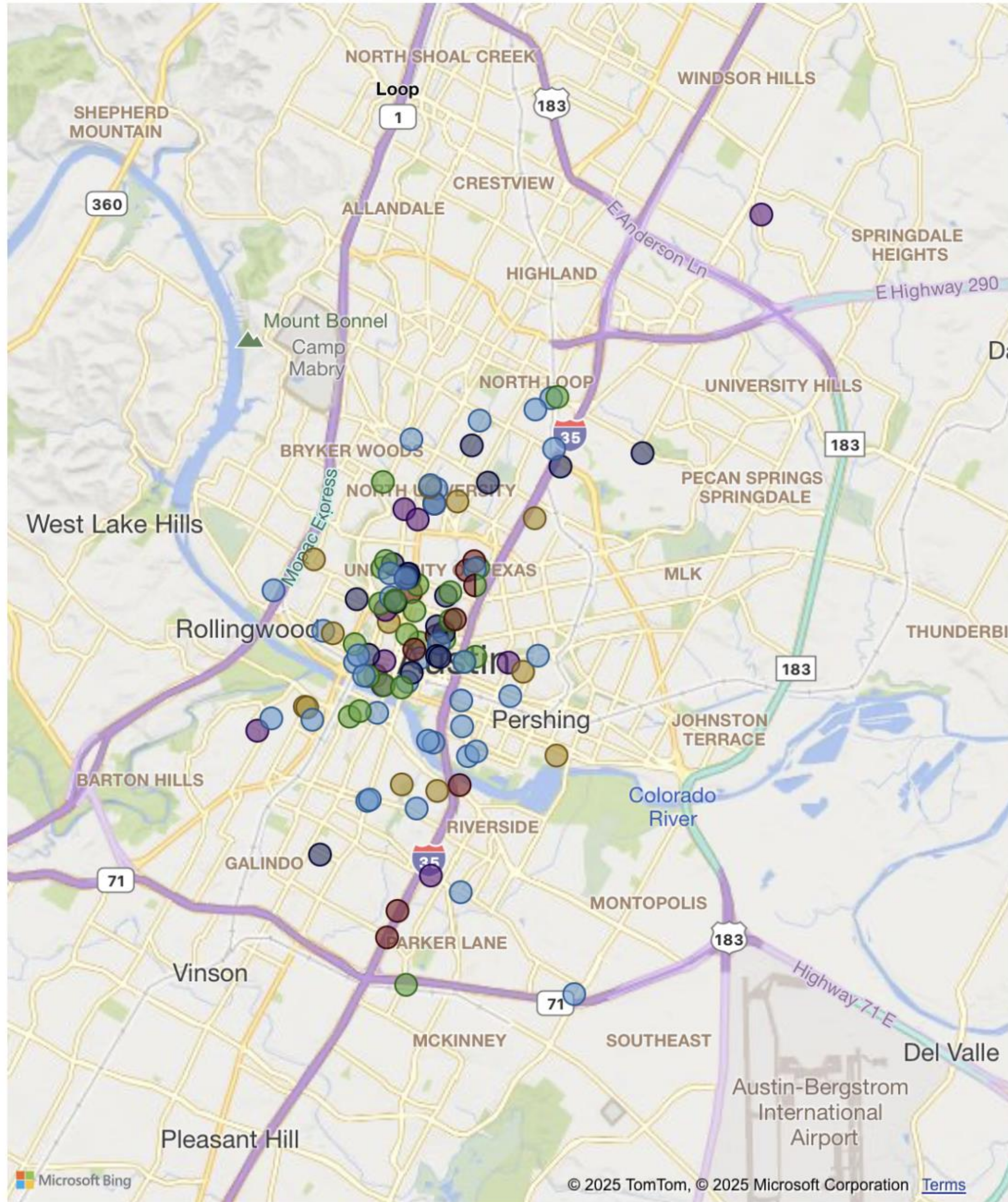
Autonomous Vehicle Operators in Austin

From Austin Transportation Department website 7/21/25

- **ADMT** - Parent Company: Volkswagen - Phase: Testing
- **Avride** - Parent Company: Avride Inc. - Phase: Testing
- **Motional** - Parent Company: Hyundai - Phase: Mapping
- **Waymo** - Parent Company: Alphabet - Phase: Deployment
- **Tesla** - Phase: Deployed
- **Zoox** - Parent Company: Amazon - Phase: Testing

Incident Date and AV Company by Location and Issue

Issue ● Blocking Traffic ● Collision ● Ignore APD... ● Near Miss ● Nuisance ● Safety Con...





1 AN ACT
2 relating to motor vehicles, including automated motor vehicles;
3 creating a criminal offense.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Subchapter J, Chapter 545, Transportation Code,
6 is amended to read as follows:

7 SUBCHAPTER J. OPERATION OF AUTOMATED MOTOR VEHICLES

8 Sec. 545.451. DEFINITIONS. In this subchapter:

9 (1) "Automated driving system" means hardware and
10 software that, when installed on a motor vehicle and engaged, are
11 collectively capable of operating the vehicle with Level 3
12 automation, Level 4 automation, or Level 5 automation by
13 performing~~[, without any intervention or supervision by a human~~
14 ~~operator]~~.

15 [~~(A) all aspects of~~] the entire dynamic driving
16 task for the vehicle on a sustained basis, regardless of whether the
17 system is limited to a specific operational design domain~~[, and~~

18 [~~(B) any fallback maneuvers necessary to respond~~
19 ~~to a failure of the system]~~.

SB 2807 - The 2025 Texas AV Bill

Key Provisions

-
-
-
-

SB 2807 - The 2025 Texas AV Bill

Key Provisions

- Codifies definitions of levels of automation (SAE Levels 3–5) into law.
-
-
-

SB 2807 - The 2025 Texas AV Bill

Key Provisions

- Codifies definitions of levels of automation (SAE Levels 3–5) into law.
- Sets rules around licensing, operator authorization, and criminal penalties related to fully autonomous vehicles.
-
-

SB 2807 - The 2025 Texas AV Bill

Key Provisions

- Codifies definitions of levels of automation (SAE Levels 3–5) into law.
- Sets rules around licensing, operator authorization, and criminal penalties related to fully autonomous vehicles.
- Requires registration with Texas Department of Motor Vehicles and allows for TxDMV to stop bad actors if necessary.
-

SB 2807 - The 2025 Texas AV Bill

Key Provisions

- Codifies definitions of levels of automation (SAE Levels 3–5) into law.
- Sets rules around licensing, operator authorization, and criminal penalties related to fully autonomous vehicles.
- Requires registration with Texas Department of Motor Vehicles and allows for TxDMV to stop bad actors if necessary.
- Requires providing Texas Department of Public Safety with with a plan specifying how first responders will interact with the vehicles.

STATE GOVERNMENT

Questions about self-driving cars amplify after one blocked an ambulance responding to Austin shooting

While the encounter didn't significantly hinder response to the shooting, it has raised concerns about the vehicles as they expand to more Texas cities and before new state regulations kick in.

BY JOSHUA FECHTER

REPUBLIC [↗](#) SHARE

MARCH 9, 2026, 5:00 A.M. CENTRAL UPDATED MARCH 9, 2026, 5:00 A.M. CENTRAL



STATE GOVERNMENT

Questions about self-driving cars amplify after one blocked an ambulance responding to Austin shooting

While the encounter didn't significantly hinder response to the shooting, it has raised concerns about the vehicles as they expand to more Texas cities and before new state regulations kick in.

BY JOSHUA FECHTER

MARCH 9, 2026, 5:00 A.M. CENTRAL. UPDATED MARCH 9, 2026, 5:00 A.M. CENTRAL

REPUBLIC [SHARE](#)

The encounter didn't significantly hinder the city's ability to respond to the shooting, local emergency officials have said, and an Austin police officer was able to move the vehicle within two minutes of arriving at the scene, the video shows.

Nonetheless, the encounter tapped into anxieties about autonomous vehicles as their presence grows on Texas roads — despite evidence that autonomous vehicles tend to be much safer than human drivers.

§ 25-6-471 OFF-STREET PARKING [FACILITY REQUIRED]

- (A) Except as provided in Subsection (B), off-street motor vehicle parking is not required. This article shall govern over a conflicting provision of this title or other ordinance, unless the conflicting provision is less restrictive. This article applies to all uses and to specific regulating plans, Transit Oriented Development areas (TODs), and Neighborhood Conservation Combining Districts (NCCDs) that incorporate this chapter by reference. A planned unit development (PUD) that includes specific off-site parking requirements controls over this article. [An applicant must provide an off-street parking facility for:
- (1) ~~a new building;~~
 - (2) ~~a new use;~~
 - (3) ~~an addition to or enlargement of an existing building or use; or~~
 - (4) ~~a change of occupancy or operation that increases the number of needed parking spaces above the existing spaces.]~~
- (B) A minimum of one on-site accessible space is required. The minimum number of accessible spaces is calculated by taking 100 percent of the parking previously required for the use under Appendix A (*Tables of Off-Street Loading Requirements and Former Off-Street Parking Requirements*) and using that result to determine the number of accessible parking spaces required under the Building Code. [Except as provided in Subsection (C), additional parking facilities required under this section are required only for the addition, enlargement, or change, and not for the entire building or use.]
- (C) If an applicant provides an off-street parking facility for a building or use, accessible spaces must be provided on-site. [An addition, enlargement, or change in use for a cocktail lounge or a restaurant with a late hours permit is required to meet parking facility requirements for the entire building or use.]
- (D) If an applicant provides only accessible spaces for a use:

Automated transit





Jay Blazek Crossley
jay@[farmandcity.org](mailto:jay@farmandcity.org)
713-244-4746

FarmAndCity.org
VisionZeroTexas.org