

Are you a traffic safety stakeholder?

Will you act today?



VISION ZERO SOUTH TEXAS

Founded in 2018
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VISION ZERO SOUTH TEXAS
is a grassroots advocacy
movement acting as a change
agent to save lives on Texas
roadways by promoting safer
traffic laws, policies, and
roadway design.

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THE PROBLEM

Based on historical crash data:

- There is no significant trend of decreasing Texas traffic deaths year-over-year, and no Texas agency, entity, or person, has been held accountable for reducing roadway deaths in Texas.
- The **Texas Legislature, Texas Department of Transportation, and Texas Transportation Commission**, as the three primary taxpayer-funded stakeholders with power and resources to affect change, do not have strong organizational processes in place to effectively manage the state's effort to decrease traffic deaths year-over-year.

THE TEXAS ROADWAY DEATH CRISIS							
1990'S		2000'S		2010'S		2020'S	
YEAR	DEATHS	YEAR	DEATHS	YEAR	DEATHS	YEAR	DEATHS
1990	3,243	2000	3,775	2010	3,060	2020	3,896
1991	3,079	2001	3,739	2011	3,066	2021	4,489
1992	3,057	2002	3,823	2012	3,417	2022	*4,470
1993	3,037	2003	3,822	2013	3,406	2023	
1994	3,142	2004	3,700	2014	3,538	2024	
1995	3,172	2005	3,558	2015	3,585	2025	
1996	3,738	2006	3,521	2016	3,794	2026	
1997	3,508	2007	3,462	2017	3,726	2027	
1998	3,576	2008	3,479	2018	3,652	2028	
1999	3,519	2009	3,122	2019	3,623	2029	

Source: <https://www.txdot.gov> *Based on Preliminary Data
*DEATHS: Each numerical digit represents a human victim; a parent, grandparent, child, sibling...

LEGISLATIVE AGENDA – TOP FIVE

1. Texas Traffic Safety Commission

Create this Commission to be held accountable for reducing traffic fatalities year-over-year (see Washington Traffic Safety Commission).

2. Hands-Free Driving

Create a new law without loopholes for drivers to type data into navigation or music apps on handheld devices while driving. Prevent crashes, deaths, and serious injuries relating to distracted driving.

3. 0.05% Blood Alcohol Concentration (BAC) DWI Law

Comply with NTSB recommendation to change BAC from 0.08 to 0.05%. Enabling drivers to drive "a little drunk" at 0.05 - 0.08%BAC is bad policy.

4. Ban Speed Limits Greater than 65MPH on Undivided Roadways to reduce severity of high-speed T-bone and centerline-crossing head-on crashes, and to make seatbelts and airbags more effective in saving lives. Increased speed limits have made these crashes unsurvivable.

5. Create "Police Stop Safe Stop" Law. Allows drivers to continue to next safe area during routine police stops, instead of stopping immediately on a dangerous shoulder of a high-speed roadway where off-the-road crashes happen all too frequently. Support on-duty police officers.

TXDOT RECOMMENDATIONS – TOP FOUR

1. Create New Centralized Safety Division with oversight & authority over all TxDOT districts, engineers, and policies governing operations.

2. Ban Speed Limits Greater than 65MPH on Undivided Roadways

3. Abolish the Use of the 85th Percentile Rule for setting speed limits (NTSB recommended).

4. Declutter Clear Zones, make distances exponential to speed limits, and eliminate use of "traffic volume" in clear zone distances.

LEGISLATIVE AGENDA FROM OTHER TEXAS ADVOCATES

From Farm And City (www.FarmAndCity.org):

- 1. Safe Neighborhood Streets.** Allow Texas cities to use 20 or 25 mph speed limits on two-lane undivided residential streets. HB2224/SB1663
- 2. Crash Not Accident.** Accident implies that no driver is to blame.
- 3. Decriminalize Walking.** No sidewalk, no ticket.
- 4. Ban Parking Requirements for Bars.** Don't subsidize choice to drive.
- 5. Speed Safety Cameras for School Zones.** Protect our children.
- 6. Responsibility for Distracted Deaths.** Hold drivers accountable.
- 7. Responsibility for Speeding Deaths.** Hold more drivers accountable.