

12 deaths every day is unacceptable!

As intelligent humans, we can prevent traffic deaths!

Are you a traffic safety stakeholder?

Will you act today?



VISION ZERO SOUTH TEXAS

Founded in 2018
by Lance D. Hamm,
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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 sustained trend of decreasing Texas traffic deaths year-over-year, and no Texas agency, entity, nor 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	3,898
1991	3,079	2001	3,739	2011	3,066	2021	4,456
1992	3,057	2002	3,823	2012	3,417	2022	4,407
1993	3,037	2003	3,822	2013	3,406	2023	4,283
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	3,657	2028	
1999	3,519	2009	3,122	2019	3,622	2029	

Source: <https://www.txdot.gov>

*DEATHS: Each numerical digit represents a human victim; a parent, grandparent, child, sibling...

RECOMMENDATIONS FOR THE TEXAS LEGISLATURE – TOP 5

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 Hands-Free Driving law with NO 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) DUI Law

Comply with NTSB recommendation to change BAC from 0.08 to 0.05%. Enabling drivers to drive "a little drunk" at 0.05 - 0.07% BAC is a bad and deadly policy. It's time for "ZERO TOLERANCE" for drinking and driving. The State of Utah has passed a 0.05% BAC law. Texas can too.

4. Ban Speed Limits Greater than 65MPH for Undivided Roadways AND Work Zones

to reduce severity of high-speed T-bone & centerline-crossing head-on crashes, & to make seatbelts & airbags more effective in saving lives. 70-75mph speed limits cause these crashes to be non-survivable regardless of seatbelt usage. Speed limits over 65mph on undivided roadways are ONLY allowed in Texas. Why is the Texas Legislature and TxDOT the only maverick roadway management team allowing such deadly speed limits on our most dangerous roadways – undivided roadways?

5. Create "Police Stop Safe Stop" Law. This new law would allow drivers to continue to the 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. This law would support on-duty police officers & first responders by making their work environment safer. Why must citizens have to give up their right to life, liberty, and the pursuit of happiness by being forced to stop on the shoulder of a high-speed roadway with the high probability of enabling a deadly or serious injury in a rear-ending or side-swipe crash?

RECOMMENDATIONS FOR TXDOT – TOP 4

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

2. Ban Speed Limits >65MPH for Undivided Roadways & Work Zones

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

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