



American Planning Association
Texas Chapter

Creating Great Communities for All

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HB 2224

Thank you, Chairman Canales, for the opportunity to present the following information from the American Planning Association - Texas Chapter (APATX). My name is **Heather Nick** and I am the President of the American Planning Association - Texas Chapter. **We are testifying in favor of HB 2224.** The Texas Chapter of the American Planning Association (APATX) represents public and private sector planners, planning academics and students, elected officials, and citizen planners in the great state of Texas.

According to the TxDOT Crash Database, from 2018-2022 there were 20,400 roadway related deaths reported in Texas. Of those deaths, 1,662 were on roadways with a 30MPH posted speed limit, while only 54 were on roadways with a 25MPH posted speed limit. Clearly, speed is the most direct factor in determining whether a person hit dies, is injured, or walks away unharmed. Similar to Texas statistics, a national study from the AAA Foundation for Traffic Safety analyzed in Impact Speed and a Pedestrian's Risk of Severe Injury or Death (AAA Foundation for Traffic Safety, 2011). A person is about 70 percent more likely to be killed if they're struck by a vehicle traveling at 30 mph versus 25 mph.

Permitted vehicle speed for a roadway should recognize the land use context. The way to do this is by balancing vehicle throughput with the potential lives lost: the more people in the area, the more careful we should be in their presence. Streets in residence districts are prime candidates to reduce the risk to residents by reducing the prima facie speed, as needed.

Once again, I'd like to thank the Legislature for working together to make roadway safety a priority. Vision Zero is an important goal for all of Texas and we should come together and address the issue at the state level.

Respectfully submitted,

Heather Nick, AICP, President
American Planning Association - Texas Chapter