

## TPC Public Comments February 4, 2022

### Comment 1:

My name is Joe Cutrufo and I am the executive director of BikeHouston, a non-profit advocacy group working to transform Houston into a city where anyone, regardless of who they are or where they live, can safely and easily get around by bike.

I would like to express some concerns regarding the Houston-Galveston Area Council's Vision Zero Resolution and the recently presented Safety Performance Measures and Targets presented at the January 17, 2022 TAC meeting.

In 2020, H-GAC was the first Metropolitan Planning Organization in the state to establish a Vision Zero goal to eliminate traffic fatalities by 2050. Yet H-GAC continues to set targets for deaths and serious injuries that are considerably higher than zero. Instead of seeking appreciable reductions in deaths and serious injuries, it appears H-GAC is seeking to achieve n-1.

The 2022 targets presented earlier this month are underwhelming and give no confidence that the MPO is meaningfully seeking to achieve zero deaths. A target, after all, is something you're aiming for. So to set a target any higher than zero is not just uninspired, but frankly unacceptable.

As an advocate for safe streets where people can travel safely regardless of mode, BikeHouston asks the Houston-Galveston Area Council to make zero traffic deaths the number one goal above all other considerations, including level of service. And to do so, we ask the MPO to

- hire a safety planner who will have the authority to set meaningful targets and someone who not only believes traffic deaths are unacceptable, but that eliminating them is achievable
- join advocates from across Texas who will seek to reinstate unbiased, unflinching automated enforcement technology on our roads, like red-light cameras and speed safety cameras (because as we have seen in other parts of the world, this technology calms traffic, reduces the severity of crashes, and saves lives)
- and finally, we are asking the MPO to develop and share with all of the region's municipalities a comprehensive dataset which provides a clear picture of the highest-priority areas where deaths, injuries and serious crashes are most frequent, much like the City of Houston has with its High-Injury Network map.

We know we cannot rely on TxDOT, which slashed funding for the Road to Zero program, to take the lead on eliminating traffic deaths in the Houston region. But the state's Vision Zero leadership vacuum presents an opportunity for H-GAC to lead by taking sincere action towards achieving its own stated goal of eliminating traffic deaths by 2050.

Thank you for the opportunity to provide comments, and I welcome the opportunity to work with H-GAC staff to see that an ambitious Vision Zero program is developed and carried out.

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**Joe Cutrufo** (*he/him/his*)  
Executive Director

**Comment 2:**

Thank you for the summary and information on the upcoming MOD being prepared by H-GAC for GLO on the \$488 million dollar allocation for mitigation projects.

Rosenberg is grateful for any consideration for MOD distributions. As a City located in a Hurricane Harvey HUD Most Impacted County, and as we are a 51% or greater LMI City, we can quickly make use of available funds for mitigation efforts.

Your consideration is much appreciated!

Respectfully,

*Melissa Peña*

Program Director of Capital Projects

**Comment 3:**

Please consider the tremendous needs in Austin County and Sealy for expanded service to medical facilities in the west Houston/Katy area. As more individuals stricken with poverty have no reliable transportation the urgency grows to expand service area. Thank you for your consideration.

**Carolyn Bilski**

**Comment 4:**

Rural counties have a hard time competing with large cities. I suggest that a set aside be developed. Commissioner Billy Combs and his subcommittee have suggested a 9% set aside for other sources of funding. Accordingly, 9 to 10 percent may be a good starting point for a method of distribution.

Thank You

David Douglas  
Liberty County