

**HOUSE OF REPRESENTATIVES  
COMPILATION OF PUBLIC COMMENTS**

Submitted to the Committee on Transportation  
For HB 2224

Compiled on: Wednesday, March 29, 2023 5:33 PM

Note: Comments received by the committee reflect only the view of the individual(s) submitting the comment, who retain sole responsibility for the content of the comment. Neither the committee nor the Texas House of Representatives takes a position on the views expressed in any comment. The committee compiles the comments received for informational purposes only and does not exercise any editorial control over comments.

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Hearing Date: March 29, 2023 10:30 AM - or upon final adjourn./recess or bill referral if permission granted

Kim Selensky  
Self  
Paradise, TX

I oppose this bill. Cities should not be arbitrarily changing speed limits on a whim. Also the term “Residential District” could mean anything. This term is not defined in the statutes so cities could make anything a residential district. We do not need highways to be changed to 20 miles an hour by cities. Houston Mayor has already made comments about slowing down traffic to a point that people would take public transit. We do not have a public transit system in this state that is effective and all encompassing. I personally live in the country and there is no public transit system covering our entire area that could handle moving the entire population around this state. Stop trying to turn Texas into California. California is a disaster!!!!

Geri Barrick, Mrs  
Self Quality Improvement Consultant  
Belton, TX

This bill gives too much power to bureaucrats and is too loosely defined. Please vote against it.

Magdalen Marbry  
Self  
Houston, TX

Bill Must be opposed. Bill is designed to take freedom to travel from citizens!

Carrie Baker  
Self  
Lubbock, TX

Please vote NO on this bill. Lowering speed limits so that people would take longer to get to work, etc. wouldn't help anyone. It'd probably cause more accidents on city roads than there already is. Driving education is where the real problem lies. Thank you.

Elisabeth Brolin

Self

Carrollton, TX

Vote No

Elisabeth Brolin

Self

Carrollton, TX

Vote No!

James McMenamy

self

Dallas, TX

We strongly oppose this Bill HB2224. It will enable those who have agendas rather than good government in mind, like in cities Dallas, Austin, Houston, Ft Worth, to waste money on bike trails rather than city streets and roads, by reducing the speed limits where not necessary.

Cities tend to be operated not in the best interests of the citizens of those cities.

Mike Guggisberg

Self/Retired

Alvin, TX

Oppose:

- To give cities unilateral power to lower speed limits on highways (not marked as part of state highway system) down to 25 MPH without so much as a traffic or engineering investigation if it's in any area they deem a 'residence district,' which is NOT defined in statute.

Does that mean a commercial district that has one residence? Or a neighborhood with at least 75% of single family homes, does it mean one apartment complex? Many major streets and even highways have apartments, yet most residential neighborhoods are defined as single family homes on city streets (not highways). These cities could use this language to turn almost any highway (not on the state system) into a 25 MPH zone.

This is likely part of cities' push for California-style traffic calming measures, which have the opposite effect of calming. These techniques intentionally slow down cars to make drivers miserable enough to switch to transit, walking or biking to get around. This is the stated goal of Vision Zero-style plans adopted by city officials in most Texas cities. Houston Mayor Sylvester Turner admits, "When the buses and the trains are going faster than the cars and the trucks, people will exit the cars and the trucks and use the buses and the trains."

David Nash  
Self - Retired  
HARPER, TX

I'm whole-heartedly against HB 2224 giving cities unilateral power to lower speed limits. Changing speed limits should be done on case-by-case based on traffic or engineering analysis. Whole scale reducing speed limits is a ploy to increase street congestion to a point forcing drivers to convert to alternate modes of transportation. This bill infringes on a free market system as it relates to transportation as a whole.

Deborah Calvin  
Self  
Plano, TX

I oppose this bill. There should be no "unilateral" power to alter speed limits without investigation and input from citizens who use the roads.

John Bishop  
self  
Houston, TX

The city of Houston is engaged in an illogical disaster of permitting and adding thousands of new high rise apartment units and therefore adding to street congestion while simultaneously eliminating traffic lanes on major thoroughfares in the same areas. The result is a degradation of mobility for all, new and existing residents, and severely diminishing livability of Houston. This same scheme is likely occurring in all of Texas' major cities. 25 mph only exacerbates the traffic problems. This is part of a purposeful, misguided attempt to force people on an ineffective mass transit system, that has very low ridership and always will. if you want mass transit, put in underground or elevated out of interfering with existing streets.

Shari London, Mrs.  
Self - self-employed  
Rockwall, TX

I oppose this bill, it lacks definition of key terms such as a "residence district" which is not found in any existing statute that I could locate. At the very least, a traffic or engineering investigation should also be required, to substantiate the need for the lowered speed limit, and criteria for what conditions would qualify for the lowered speed limit should be set. A history of traffic accidents is an example criterion that could be used to support a lowering of the speed limit. As written, this bill gives cities unilateral authority with no accountability. A city in my own county is likely salivating over this provision, because they have made it known they want to make it so difficult to use a certain thoroughfare that it will encourage drivers from an adjacent county to take an alternate route that bypasses their city. This is not an adequate reason to lower a speed limit, it should be tied to traffic investigations related to health and safety, not the preferences of a city to make it painful to travel through their town. This bill would allow that to happen. Without amendments addressing definition of key terms, and requiring some sort of objective justification for the lowered speed limit, this bill should be rejected by the committee.

Sheryl Hazelwood  
Self  
Tyler, TX

I'm AGAINST HB224. Cities should have lower speed limits on residential streets, but "residential streets" need to be defined. A rural highway with a resident every 2 miles isn't "residential" in my opinion. Loose interpretation can cause problems in the long run.

Bonnie Wallace  
self; retired  
LLANO, TX

I OPPOSE this bill as it gives too much authority to cities to unilaterally lower speed limits to whatever they want with no engineering study or analysis.

Wilma Joy Putnam

Self

Georgetown, TX

I oppose this bill because it gives cities unilateral power to lower speed to 25 mph.

Roger Hall

self - designer

Ingram, TX

I OPPOSE this bill - keep speed limit setting to the state and not 'woke' or green agenda driven cities.

Tracy Knudsen

Self

Fredericksburg, TX

OPPOSE

Ray Mathis

Self - Retired

Bullard, TX

I am against the passage of this bill, as written. It allows municipalities to arbitrarily change speed limits without any study, guidelines or other reasonable due diligence for such a change. Obviously, such flexibility will be abused, and "speed traps" created.

Robert Wilson

Taxpayer and concerned citizen

Tyler, TX

Please oppose HB 2224. We don't need city fiefdoms unilaterally lowering speed limits without the due process of traffic and engineering studies, There is no cited definition of "residential district" and we don't need un-uniform designations from city to city as to its definition. Major areas of the state have apartments near interstates, major roads and other roads, even if a 4 apartment complex with barriers to access to the road. Implementing this bill could stop traffic going through what otherwise is a safe throughfare. We don't need additional roadblocks stopping traffic nor additional areas designated to slow traffic to a crawl. We do not need 25 MPH zones on major roadways. Doing so could cause additional wrecks and unwanted breakdowns in what otherwise is a flowing traffic area. It also will cause cars to idle longer in these bottlenecks causing more pollution. Better to let traffic flow freely than to make it sit or putter along. Do not implement HB 2224. We know this is the Vision Zero push and we do not want it. We do not want to be forced to take mass transit either which is that group's push. Kill HB 2224

Juanita Johnson

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Aransas Pass, TX

Quit trying to get rid of our cars.

DIANA CHAMBLESS

self

Bullard, TX

OPPOSE... just like HB 101 this bill is detrimental to Texas motorists who are merely trying to get from Point A to Point B. Let's stop trying to punish Texas motorists.

Dana McAuliffe  
self/retired  
San Marcos, TX

I oppose HB2224, giving cities unilateral power to lower speed limits on highways down to 25 MPH without any traffic or engineering study. The language is too broad and many terms lack definition, which could easily lead to abuse of the power.

PATRICIA BARRETT  
CWA  
Houston, TX

This badly written bill is an invitation for a few powerful people to cripple traffic flow by not properly defining terms. Houston Mayor Sylvester Turner admits, "When the buses and the trains are going faster than the cars and the trucks, people will exit the cars and the trucks and use the buses and the trains." The Ultimate goal is public transportation which is not workable in large cities like Houston.

Ruth York, (1) VP; (2) Interim Chair  
(1) Tea Party Patriots of Eastland County; (2) Texas Family Defense Committee; (3) self (Direct sales)  
CISCO, TX

We oppose HB 2224. We believe some terms in this bill are dangerously vague. Also, the goal behind this bill seems closely aligned with the WEF plan to discourage and limit personal transportation. We find that unacceptable.

Please vote "No" on HB 2224.

Jaclyn Hall  
self  
Kerrville, TX

Oppose HB 2224! Frankly, the actions of cities in the past three years have made me question the sanity of every city govt. Don't give cities more power of any kind! Cities are political subdivisions of the state of Texas anyway, and therefore rightly under the control of the TX Legislature.

Connie Vignes, Ms.  
Self  
Orange, TX  
Please vote NO

Connie Vignes  
Self  
Orange, TX  
Please vote No on this bill

Mark Russell  
Self  
Houston, TX

I am writing to register my opposition to HB 2224. I strongly oppose HB 2224 because it will give municipalities too much power to alter speed limits, and not enough accountability.

Thank you.

Jena Russell, Dr.

Self

Houston, TX

I am writing to register my opposition to HB 2224. I strongly oppose HB 2224 because it will give municipalities too much power to alter speed limits, and not enough accountability.

Thank you.

Darrell Forster

Dairy Queen Of Tyler

Tyler, TX

I'm opposed to this bill.

Don Mobbs

Self

Tyler, TX

Dear Transportation Committee Members: I am asking you to OPPOSE HB 2224. This bill makes ZERO SENSE. Lowering Speed Limits without an Traffic Engineer or even a Traffic Study and almost re-zoning a commercial area that has one Apartment Building into a "residential area"! This is almost the same exact bill as HB 3418 with a 5 mile an hour difference in speed.

Please OPPOSE this bill. Thank You.

Beth Maynard

Self

Cisco, TX

I am opposed to HB 2224. We need less regulation, not more. This will cause more traffic congestion. Why are we trying to follow California? Please do not pass this bill out of Committee.

DJ Van

I AM A VOTER!!

San Benito, TX

Are you on drugs? These bills HB101, HB2795, HJR144, HB2795, HB3418, HB2224, HJR144 would greatly burden Texans in the midst of inflation, ridiculous gas prices, NO BABY FORMULA,

CRT BEING TAUGHT IN OUR SCHOOLS. Why don't you pass HB2709? Wow how in the world did you get in office and what a waste of time on behalf of us Texans. This is from the Rio Grande Valley.

Lance Hamm  
Self / Commercial Airline Pilot  
Kingsville, TX

Lance D. Hamm, 912 South Creek, Kingsville, Texas 78363  
Representing self.  
For HB 2224.

I am for HB 2224 and for enabling Texas municipalities to lower speed limits on residential streets to 20 or 25 mph.

The Insurance Institute for Highway Safety (IIHS.org) just published the results of a study on 28Mar2023 and an associated article entitled, "Lowering speed limits makes Seattle streets safer" ([https://www.iihs.org/news/detail/lowering-speed-limits-makes-seattle-streets-safer#:~:text=In%20downtown%20Seattle%2C%20lowering%20default,a%20fifth%20on%20arterial%20roads.&text=Crashes%20on%20Seattle%20streets%20were,Institute%20for%20Highway%20Safety%20shows](https://www.iihs.org/news/detail/lowering-speed-limits-makes-seattle-streets-safer#:~:text=In%20downtown%20Seattle%2C%20lowering%20default,a%20fifth%20on%20arterial%20roads.&text=Crashes%20on%20Seattle%20streets%20were,Institute%20for%20Highway%20Safety%20shows).)).

The article says, and I quote, "Crashes on Seattle streets were less likely to cause injuries after the city lowered speed limits, a new study by the Insurance Institute for Highway Safety shows.

"When we talk about the Safe System approach, we always stress that nobody should have to die because of a mistake," said IIHS President David Harkey. "These results illustrate the value of rethinking speed limits. Crashes still happened after Seattle's changes, but they weren't as dangerous."

In downtown Seattle, lowering default speed limits reduced the likelihood that a crash would involve an injury by a fifth on arterial roads, IIHS researchers found. Outside of the city center, where the new limits were less consistently implemented and publicized, there were smaller injury reductions, but these were not statistically significant.

An earlier IIHS study showed that lowering speed limits in Boston resulted in less speeding, but it didn't investigate the impact on crash or injury rates. The new study of Seattle's program is one of the first to examine the effect of lower limits on injury rates in a large, populous U.S. city.

"Everybody thinks of highways when we talk about speed limits, but reducing speeds on city thoroughfares and residential streets is just as important," Harkey said. "Nationwide, nearly a third of crash deaths occurred on urban arterials in 2020."

Higher speeds make crashes more likely by reducing the time a driver has to react and increasing the distance required to stop the vehicle. Higher speeds also increase the energy involved in a crash, raising the odds of an injury.' Unquote.

I strongly recommend the passing of HB 2224 to save lives on Texas residential streets and to make crashes less severe to the human body.

Thank you. Lance Hamm, CDR, USNR (Ret.)

Kris Denlinger  
self/homemaker  
Cedar Hill, TX

Please oppose this bill. It gives cities unilateral power without investigation and gives them no parameters. It is ripe for abuse of speed traps without considering safety.

Peter Eccles  
LINK Houston  
Houston, TX

Chair Canales and Members of the House Transportation Committee:

On behalf of LINK Houston, we urge you to support HB 2224 for Safe Neighborhood Streets.

We are a non-profit advocacy group based in Houston. We work directly with people often forgotten about in our transportation system: people who walk, use a wheelchair, bike, and use public transit. People who travel this way are especially vulnerable to high-speed traffic. Of ten people hit by a vehicle moving 40 miles per hour or more, nine will die; those odds are reversed for those hit at 20 miles per hour or less.

Many of those who travel without a car live in neighborhoods where this bill would have the greatest impact. Currently, the Texas Transportation Code only allows cities to set speed limits below 30 miles per hour after an arduous study process. In practice, this means that only those cities with enough time and money to complete this process can achieve them.

There are countless streets across the state that are better suited to a speed limit of 20 or 25 miles per hour. City engineers and officials know what streets those are: streets in residential neighborhoods where people walk and roll, often without sidewalks. Drivers should operate prudently on these streets, and cities should be empowered to set the speed limit accordingly.

Thank you for your consideration.

Sincerely,  
Peter Eccles  
Director of Policy and Planning  
LINK Houston

Jeff Mcclarty  
Myself  
Fredericksburg, TX

Vote No , do not agree with this bill

Carolyn McClugage  
Self  
Leander, TX  
Oppose

Carolyn McClugage  
Self  
Leander, TX  
Oppose

Sally Fiveash  
Self  
Carrollton, TX

I strongly oppose this bill. It is way too broad in providing cities the power to control traffic flow and speeds. This could easily be abused by groups/municipalities pressured to take steps to modify traffic and driving conditions that are not supported by the community at large.

Angela Smith  
Fredericksburg Tea Party, Self  
Fredericksburg, TX

I am AGAINST this bill. This appears to be a California-style traffic calming measure. To give cities this type of unilateral authority, will certainly cause what Houston's Mayor Turner has expressed when he talks about making drivers 'miserable' to the point of pushing them into mass transit. Excuse me....this is Texas and as a hard-working Texan, I need my pick-up and I need to get to my destination without an ever-changing City government making decisions to meet their best interests.

Kim Roland  
Self/Retired  
Lockhart, TX

I OPPOSE this bill.

James Ransdell  
Self  
Seguin, TX

Vote NO on this Bill HB2224. Cities will miss use this power and they don't need it. It should be up to the people to decide. Cities could use this language to turn almost any highway (not on the state system) into a 25 MPH zone.

Lynda Joan Somma  
SELF  
Houston, TX

I OPPOSE HB 2224 as one already living under the United Nations so-called "climate change plan" to reduce speed limits and to eventually have people so disgusted with the slow moving traffic in an attempt to force everyone to public transportation as Mayor Sylvester Turner has already done in Houston. I do not want the United Nations making "rules" for me to live under as dictated from a central governing body controlled by such types of their buddies at the World Economic Forum - people who have no credentials for dictating policy over anyone in Texas. The bill is NOT specific about its intentions and there is too much opportunity left for even more nefarious inserts run by those with governmental ideologies that are in direct opposition to our form of government in Texas! Meeting some foreign somebodies' goal of our not having cars in Texas by 2030 is ridiculous! This bill needs to be killed in this committee!

Randy King  
Self, retired software engineer  
Eules, TX

Honorable Members of the Texas House Committee on Transportation:

I am writing you to express my opposition to the following bill scheduled for public testimony on March 29, 2023.

HB2224 – Authority to Alter Highway Speed Limits - This bill has multiple problems. First, many terms, such as “Residence District” are vague and not defined in statute. As is “unreasonable or unsafe”. Second, the bill grants unilateral authority to municipalities to capriciously make these changes without performing traffic or engineering studies to gather information to guide the decision-making process.

It is not clear what objectives would be achieved by allowing local governments more control over citizens’ freedom to use highways for their intended purpose of rapid transport other than to restrict individual liberty. Such legislation is unnecessary, but probably a veiled attempt to frustrate citizens to a degree to support struggling or failing public mass transport systems. Public transport is not available to me in the municipality in which I reside.

Respectfully,  
Randy M. King  
Eules, TX 76039

Susan Lucas  
Self- retired  
Bryan, TX

Please Vote NO ON HB2224 !!!!

Sherry Eller  
Self  
Temple, TX

I am opposed to HB 2224. The unilateral power this bill grants, for cities to lower speed limits on highways down to 25mph, without even traffic or engineering investigations, could serve to have the opposite effect of calming traffic issues. This bill likely is part of an effort to make drivers so miserable that they will switch to government provided transit. Please do not pass this bill out of committee.

Gregory Porter  
Texas For Liberty  
Austin, TX

I strongly oppose giving cities further rights to reduce speed in ‘residential districts’ which could be misconstrued as any urban areas b/c there are residential uses. The definition should say suburban residential streets of not greater than two-single lanes with only residential uses along roadway.

Angela Kelley, Ms  
Self Retired human services  
Palestine, TX

I oppose HB 2224. Cities don’t need that arbitrary power to change speed limits.