



Cyclistlaw Publishes 2026 Report Identifying Austin's Most Dangerous Intersections for Cyclists

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Cyclistlaw, a premier personal injury law firm dedicated to protecting vulnerable road users, has officially published its comprehensive 2026 report analyzing Austin's most hazardous intersections for cyclists. With the city's rapid expansion, ongoing highway construction, and heavily congested roadways, the risk to two-wheeled commuters has reached a critical point. By compiling and analyzing public crash data, machine learning risk assessments, and municipal safety records from the Texas Department of Transportation and Austin's Vision Zero initiative, Cyclistlaw has identified the specific corridors where riders face the highest probability of severe injury or death. The release of this data-driven report serves as a vital public safety resource for the Central Texas cycling community, equipping riders with the exact knowledge they need to navigate the city's increasingly complex infrastructure safely and confidently.

The backdrop of this foundational report is a stark reality regarding traffic violence in the Texas capital. Preliminary municipal data indicates that Austin recorded 99 traffic fatalities and 301 serious injuries throughout 2025. While overall serious injuries declined to their lowest count since the initial adoption of the Vision Zero initiative a decade ago, the inherent, systemic dangers facing cyclists remain a persistent and urgent public health crisis. Traffic fatalities among vulnerable road users have shown localized fluctuations

that underscore the lethal reality of two-wheeled commuting across high-speed arterials and state-owned roadways. Cyclistlaw's deep research highlights that a highly disproportionate amount of this traffic violence is concentrated in very specific areas. In fact, Austin's High-Injury Network—a heavily concentrated web of high-speed corridors representing just eight percent of the total street network—accounts for nearly sixty percent of all severe collisions across all modes of transportation.

Perhaps the most alarming finding detailed in the newly published public safety report is the extreme danger posed by state-owned roadways that slice directly through the dense urban grid. The report reveals that between sixty-five and seventy-five percent of Austin's total traffic fatalities consistently occur on roads owned and operated by the state of Texas, such as Interstate 35 and US Highway 183. These high-speed corridors are largely excluded from localized municipal safety interventions due to ongoing jurisdictional friction, leaving them overwhelmingly hostile to non-motorized users. The extreme speed differentials at highway merges and frontage road slip lanes create an environment where cyclists are suddenly exposed to the massive kinetic energy of fast-moving vehicles. The report emphasizes that vehicle speed is the single most determinative factor in both the frequency and severity of bicycle accidents, exponentially increasing the lethality of any collision on these state-managed thoroughfares.

Through rigorous data synthesis, the Cyclistlaw report isolates the top five most perilous zones for Austin riders navigating the streets in 2026. Ranking at the absolute top of the list are the frontage roads flanking Interstate 35, particularly at major transverse crossings like Manor Road and East Riverside Drive. The massive interchange at I-35 and Riverside Drive alone is notorious for a staggering volume of total crashes and fatalities, violently funneling commuter traffic alongside vulnerable road users in a complex, high-speed geometry. Following closely behind is the US-183 frontage road corridor at Cameron Road, a major junction plagued by egregious red-light running and sweeping off-ramp angles that create massive blind spots for drivers performing dangerous right hooks. The report also highlights South Congress Avenue at Riverside Drive, where constrained right-of-ways, transit lines, and heavy tourist traffic create extreme sensory overload for drivers. The wide, high-speed crossings at North Lamar Boulevard and Rundberg Lane are also thoroughly analyzed as premier hotspots for severe collisions. Finally, South Lamar Boulevard at Fifth Street and Barton Springs Road rounds out the most dangerous list, primarily due to spatial constraints and unprotected painted bike lanes that are frequently blocked by delivery and rideshare vehicles, forcing cyclists to execute high-risk merges directly into fast-moving traffic.

Surviving a catastrophic collision at one of these treacherous intersections is tragically only the beginning of a long and harrowing journey for injured riders. The physical trauma sustained in high-speed bicycle accidents—such as traumatic brain injuries, severe spinal cord damage, compound fractures, and extensive road rash—frequently requires a highly detailed calculation of future medical costs, ongoing physical rehabilitation, and extensive life care planning. Furthermore, the report delves deeply into the pervasive systemic hurdle known throughout the legal industry as "biker bias." This is a documented tendency among

some insurance adjusters, defense counsel, and responding law enforcement officers to automatically assign partial or full comparative fault to cyclists. This bias operates under the completely unfounded presumption that the rider was inherently reckless, operating unpredictably, or simply invisible to the driver. Under Texas law, which strictly follows a proportionate-responsibility rule, an injured cyclist's compensation can be severely reduced or entirely barred if they are deemed more than fifty percent at fault for the accident, making early fact development absolutely crucial.

Cyclistlaw is uniquely positioned to systematically dismantle this biker bias both in the courtroom and at the negotiating table. As a firm that specializes exclusively in the physics, biases, and legal nuances of two-wheel accidents, their dedicated legal team understands that overcoming negative narratives requires specific forensic evidence gathering, expert accident reconstruction, and aggressive litigation. The firm's founder, Lenore Shefman, a highly rated and heavily awarded trial attorney, operates under the unwavering philosophy that every single case must be prepared with the structural framework required for a full jury trial. This trial-ready approach provides critical leverage during early negotiations, forcing insurance carriers to offer fair maximum compensation when they realize the opposing counsel is fully prepared to present undeniable forensic science to a jury. High-definition video evidence, meticulous documentation of intersection sightlines, and a deep understanding of local traffic laws are the essential tools deployed to protect the legal rights of injured riders.

Ultimately, the 2026 Cyclistlaw Report serves as both a stark warning and a highly actionable protective tool for the Austin cycling community. While municipal investments in "All Ages and Abilities" bicycle networks and protected intersections have yielded undeniable dividends and actively saved lives, the reality of navigating the city's most dangerous corridors requires hyper-vigilance, strategic route selection, and an uncompromising approach to legal preparedness. Cyclists are strongly encouraged to utilize high-lumen daytime lighting, aggressively claim the travel lane when bike paths are illegally obstructed, and utilize helmet or handlebar action cameras to automatically capture crucial evidence of their rides. In the unfortunate event of a crash, immediate forensic documentation at the scene and specialized legal counsel are absolutely vital to securing justice and necessary medical funding. Riders navigating the painful aftermath of a collision on any of Austin's hazardous roadways can rely on the firm's deep expertise to fiercely fight for their recovery. For more information on the data report, actionable safety strategies, or to schedule a comprehensive consultation with a dedicated legal advocate, contact Cyclistlaw.

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Cyclistlaw is a top-rated Austin personal injury law firm dedicated to protecting the rights of cyclists, motorcyclists, and pedestrians throughout Austin and Central Texas.

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