

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21

RESOLUTION NO.

WHEREAS, the City seeks funding to prevent traffic-related injuries and deaths with a combination of implementing systemic safety treatments and addressing high-crash locations through an implementation grant from the United States Department of Transportation's Safe Streets and Roads for All (SS4A) discretionary grant program; and

WHEREAS, the Imagine Austin Comprehensive Plan (2012) calls for a "complete streets design that includes features such as traffic calming elements, street trees, wide sidewalks, and pedestrian, bicycle, and transit access throughout Austin, considering the safety needs of people of all ages and abilities"; and

WHEREAS, the City adopted a Vision Zero policy goal in 2015 and adopted a Vision Zero Action Plan in 2016, with the goal of achieving zero traffic-related fatalities and serious injuries, and updated the Action Plan with the 2019 adoption of the Austin Strategic Mobility Plan (ASMP) and 2022 update of the ASMP; and

WHEREAS, Austin's data-informed Vision Zero program utilizes funding supported by the community through multiple bond programs to drive street design changes towards safer streets, and early results from those projects have shown significant reductions in crashes with injuries; and

22 **WHEREAS**, the Vision Zero program is dedicated to equitable outcomes
23 and seeks to address the disproportional burden of traffic-related injuries and
24 fatalities on low-income communities and communities of color; and

25 **WHEREAS**, pedestrian fatalities have been on the rise nationally, statewide,
26 and in Austin, exhibiting a 41 percent increase from 34 fatalities in 2019 to 48
27 fatalities in 2022 in Austin's Full Purpose Jurisdiction; and

28 **WHEREAS**, providing safe and frequent crossings of highway, arterial and
29 collector streets by constructing grade separated crossings, adding Pedestrian
30 Hybrid Beacons, crossing islands, and other approaches has been proven to reduce
31 risks to pedestrians and improve access to schools, parks, commercial centers,
32 places of worship, entertainment districts, and other community spaces without
33 needing a motorized vehicle;

34 **WHEREAS**, the Austin Strategic Mobility Plan (2022) directs
35 transportation decisions to be centered on equity, including a policy to "partner
36 with the public and private sectors to expand and improve mobility solutions for
37 historically underserved communities"; and

38 **WHEREAS**, the U.S. Department of Transportation released a National
39 Roadway Strategy in early 2022 highlighting the public health crisis occurring
40 from over 42,000 traffic-related deaths in this country last year, and committing to
41 a national goal of zero deaths through a Safe Systems Approach; and

WHEREAS, the Bipartisan Infrastructure Law is providing unprecedented levels of funding for transportation projects, including the SS4A grant program focused on elevating planning and investments towards safer streets; and

WHEREAS, funds for the Fiscal Year 2023 SS4A discretionary grant program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators; **NOW, THEREFORE,**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The City Council authorizes the City Manager, or designee, to submit a grant application for a FY 2023 Implementation Grant with SS4A discretionary grant program, administered by the United States Department of Transportation to address pedestrian and bicycling road crossing safety.

ADOPTED: _____, 2023 **ATTEST:** _____
Myrna Rios
City Clerk