

23 **WHEREAS**, there are significant emotional and economic impacts to
24 individuals, families, and the City from the 12,000+ crashes requiring reports each
25 year, including loss of life, loss of quality of life, loss of ability to access jobs and
26 services, increased traffic congestion and delays, and the high cost of public safety
27 resources needed to respond to crashes; and

28 **WHEREAS**, most traffic fatalities occur on higher speed and wider
29 roadways with large vehicular volumes—like freeways, frontage roads, and major
30 arterials—and it is difficult to quickly implement engineering solutions on these
31 types of roadways; and

32 **WHEREAS**, recent analysis on Austin Municipal Court traffic citations
33 shows a 90% reduction of speeding-related citations issued from 2016 through
34 2021; and

35 **WHEREAS**, recent focus group discussions organized by the Austin
36 Transportation Department with relatively younger licensed drivers reported a
37 common belief that there is a lack of traffic enforcement in Austin, and therefore
38 drivers believe there are few consequences for speeding; and

39 **WHEREAS**, the Vision Zero “Safe System” approach needs all parts of the
40 transportation system to work together, including ensuring safety for all roadway
41 users; and

42 **WHEREAS**, one strategy utilized in places which have seen significant
43 reductions in fatalities and serious injuries is targeted enforcement of traffic laws
44 with a primary focus on speeding violations, as risk of severe injury or death rises
45 exponentially with higher vehicle speeds, particularly for people walking and
46 biking; and

47 **WHEREAS**, narrowly focusing traffic enforcement on behaviors which
48 impact the immediate safety of roadway users has been shown to have a positive
49 outcome on reducing both severe crashes and reducing racial disparities in traffic
50 stops, and other cities and states are considering or have taken action towards this
51 approach; and

52 **WHEREAS**, analysis on severe crash victims shows that the Black
53 community is overrepresented by a factor of two as compared to their share of the
54 Austin population; and

55 **WHEREAS**, the Reimagining Public Safety Task Force recommended
56 “end(ing) investigative / discretionary stops” with context of reducing focus on low
57 level traffic and “quality of life” offenses within neighborhoods; and

58 **WHEREAS**, increasing traffic enforcement on high-speed roadways in a
59 manner that is narrowly focused on offenses impacting the immediate safety of
60 roadway users is a near-term strategy which can be deployed quickly and have
61 immediate impact while the necessary engineering changes continue to progress
62 over time and result in the creation of a safer transportation network that does not
63 overly rely on enforcement strategies; and

64 **WHEREAS**, City staff has begun discussions with Travis County
65 Constables about developing a partnership on enforcement to fill in some of the
66 current traffic enforcement gap with peace officers who can enforce state traffic
67 laws within the City’s full purpose jurisdiction; **NOW, THEREFORE,**

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

69 The City Manager is directed to explore near-term strategies to increase
70 narrowly-focused traffic safety enforcement on speeding, impairment, and other

71 driver behaviors that directly reduce safety for all roadway users and that have led
72 to rapidly rising numbers of fatal traffic crashes in our community.

73 **BE IT FURTHER RESOLVED:**

74 The near-term strategies that the City Manager considers should be designed
75 to change driver behaviors and increase safety for all people and should not be
76 focused on assessing fines and penalties.

77 The focused traffic safety enforcement strategies should be primarily
78 targeted to freeways, frontage roads, and major arterials (mostly Austin Strategic
79 Mobility Plan Level 4 and Level 5 roadways) on which most severe car crashes
80 occur, with specific locations prioritized based on crash and data analyses
81 conducted through the City’s Vision Zero efforts. Other important areas of focus
82 to be considered include speeding in school zones and emergency response to
83 serious crashes.

84 **BE IT FURTHER RESOLVED:**

85 As part of the fiscal year 2022-2023 proposed budget, the City Manager
86 should consider maintaining or increasing funding for the Austin Police
87 Department’s (APD) “No Refusal Initiative.”

88 **BE IT FURTHER RESOLVED:**

89 The City Manager should consider strategies which utilize City resources as
90 well as outside resources. The outside resources considered could include
91 negotiating an interlocal agreement with Travis County, which employs peace
92 officers with jurisdiction to enforce state traffic laws in the City. Considerations
93 for using outside resources through an interlocal agreement could include:

94 comparing the type and level of training provided to outside officers in contrast to
95 the training provided to new APD officers; and determining whether and how the
96 City will receive adequate performance reporting data from outside agencies to
97 demonstrate good value and continued alignment with stated goals in exchange for
98 its expenditure.

99 **BE IT FURTHER RESOLVED:**

100 The City Manager should provide City Council an interim update on or
101 before July 15, 2022, so that discussions regarding the fiscal year 2022-2023
102 budget can reflect the City Manager's recommended strategies.

103 **BE IT FURTHER RESOLVED:**

104 The City Manager should report back to Council by December 1, 2022, with
105 a plan that includes a timeline to increase City resources dedicated to proactive,
106 consistent, narrowly-focused traffic enforcement that fills in remaining traffic
107 safety enforcement gaps over the next two years and is in full effect by fiscal year
108 2024-2025. This may include researching the use of effective strategies used in
109 other states and cities and identifying any needed state legislative changes to
110 enable those strategies in Austin.

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113 **ADOPTED:** _____, 2022 **ATTEST:** _____

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Myrna Rios
City Clerk