

FIRST READING: March 07, 2023
SECOND READING/ADOPTION: March 21, 2023
POSTED: April 04, 2023
EFFECTIVE DATE: March 22, 2023

CITY OF MOUNT RAINIER, MARYLAND
Resolution No. 01-2023

Introduced by the Mayor & City Council

AMENDED AFTER INTRODUCTION BY INTERLINEATION

Creating the Safe Streets Task Force and directing the creation of a
Vision Zero Safe Streets Plan

WHEREAS, traffic crashes are among the leading causes of death and injury within the United States and the State of Maryland; and

WHEREAS, traffic deaths and serious injuries in the United States have disproportionately impacted pedestrians, cyclists, people of color, low-income households, older adults and youth, people with disabilities, and households with limited vehicle access; and

WHEREAS, there are approximately 500 crash-related fatalities in Maryland each year and an average of nearly 34,000 crash-related injuries, and these deaths and injuries include substantial numbers in the City; and

WHEREAS, these serious accidents, deaths, and injuries jeopardize the quality of life of City residents and visitors and are largely preventable; and

WHEREAS, the federal Infrastructure Investment and Jobs Act established a Safe Streets and Roads for All (SS4A) grant program, with \$5 billion available from 2023 through 2028; and

WHEREAS, the SS4A program supports the National Roadway Safety Strategy and the U.S. Department of Transportation's goal of zero deaths and serious injuries on the nation's roadways and, to that end, provides grants to assist municipalities, among other entities, develop or update a comprehensive safety action plan (Action Plan); conduct planning, design, and development activities in support of an Action Plan, and carry out projects and strategies identified in an Action Plan.

WHEREAS, the City endorses Vision Zero, a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, the City wishes to receive grant funding through the SS4A program to improve roadway safety in the community; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mount Rainier that:

Section 1. The City adopts a goal of eliminating traffic deaths and serious injuries by 2040; and endorses Vision Zero as a comprehensive and collaborative approach that will involve all City departments to achieve this goal.

Section 2. The City Council hereby creates the Safe Streets Task Force, which shall consist of the City Manager, the Chief of Police, the Director of Public Works, **the Director of Code Compliance, the** City's Grant Writer, two ~~Council members designated by the City Council of the City's elected officials~~ **members of the Mayor and City Council,** a representative of the City's Green Team, ~~a representative of the City's Green Team;~~ **a representative of the City's Tree Commission;** and ~~two (2)~~ additional persons appointed by the City Council from time to time. In making its appointments, the City will endeavor to secure participation from representatives of the City's schools, the Maryland State highway Administration, the Prince George's County Department of Transportation, and other persons who have a stake in reducing accidents on City streets. The Safe Streets Task Force will work with the City Manager and the City's consultants to create Vision Zero Action Plan to be presented to the City Council for approval.

Section 3. The City Council directs the City Manager, working with the City's consultants and the Safe Streets Task Force, to create a Vision Zero Action Plan for future consideration by the Council, based upon a comprehensive analysis of traffic deaths and injuries in the City. The Action Plan must include:

- A. a timeline with one of the following:
 1. the target date for achieving zero roadway fatalities and serious injuries, or
 2. an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.
- B. an analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries and includes:
 1. an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.).
 2. an analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).
- C. a plan for engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received is incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical. use inclusive and representative processes. Underserved communities are identified through data and other analyses. Analysis includes both population characteristics and initial

equity impact assessments of the proposed projects and strategies.

D. an assessment of current policies to identify opportunities to improve how processes prioritize transportation safety and proposals for the adoption of revised or new policies, guidelines, and/or standards, as appropriate.

E. Identification of a comprehensive set of projects and strategies to address the safety problems described in the Action Plan. These strategies should focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. Data limitations are identified and mitigated. The projects should be prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes).

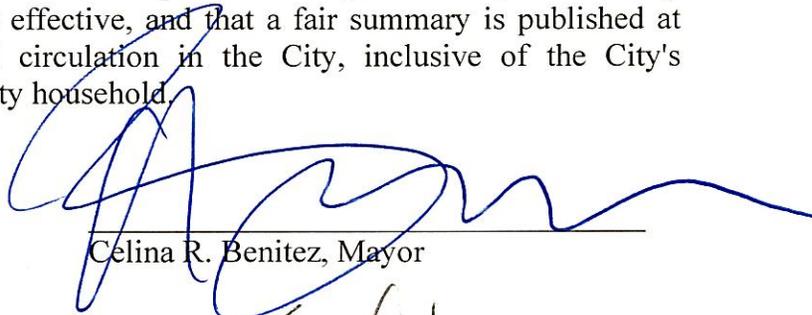
F. A method to measure progress over time, including, at a minimum, annual public reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

Section 4. The City Council directs the City Manager to ensure the Vision Zero Action Plan addresses traffic deaths and serious injuries through a combination of engineering, enforcement, education, and evaluation.

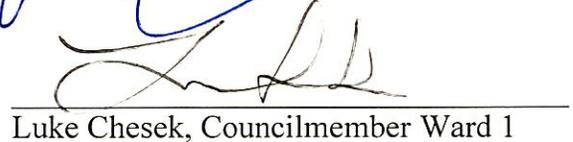
Section 5. That this Resolution is adopted by the Council of the City of Mount Rainier this 21 day of March, 2023, and shall take effect immediately, provided that a fair summary has been read at the meeting at which it is introduced and adopted, that a copy shall be posted at City Hall for at least two weeks after it becomes effective, and that a fair summary is published at least once in a newspaper having general circulation in the City, inclusive of the City's newsletter, or otherwise delivered to every City household.

Attest:

M Sam
Melissa Sam, City Clerk



Celina R. Benitez, Mayor



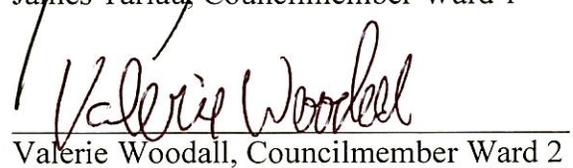
Luke Chesek, Councilmember Ward 1



Jarrett Stoltzfus, Councilmember Ward 2



James Tarlau, Councilmember Ward 1



Valerie Woodall, Councilmember Ward 2

