

RESOLUTION NO.

WHEREAS, creating safe routes to walk and bike to school aligns with the City's mobility, Vision Zero, climate, equity, public health, family-friendliness, and quality of life goals; and

WHEREAS, Austinites want safe routes to schools and have repeatedly expressed their support for this cause by voting for the 2016 and 2020 bond elections, which dedicated \$27.5 million and \$20 million for safe routes to schools, respectively; and

WHEREAS, between November 2017 through July 2019, City staff conducted public engagement to learn about the challenges Austin students face when traveling to and from school; and

WHEREAS, this 2017-2019 public engagement included walk audits of 137 public elementary and middle schools and culminated in the production of a Safe Routes to Schools (SRTS) Infrastructure Report for each campus; and

WHEREAS, new school campuses have opened in Austin since 2019, such as Bear Creek Elementary and General Marshall Middle School, and therefore have not had comparable, City-led public engagement regarding barriers to walking and biking, nor have they had SRTS Infrastructure Reports developed; and

WHEREAS, some school campuses with 2019 SRTS Infrastructure Reports have experienced significant growth and development in their adjacent neighborhoods and/or attendance areas in the past six years, impacting the safety of walking and biking to school, as well as the universe of traveled routes needing safety treatments; and

WHEREAS, no high school has been included to-date in the walk audits or creation of SRTS Infrastructure Reports, despite the large number of students at

these campuses, the increased independence that high school students may have to travel to and from school on their own by foot or bike, and the additional safety hazard posed by high concentrations of student drivers; and

WHEREAS, the City’s SRTS Program stated it plans to update the SRTS Infrastructure Reports every five years, dependent on future funding, and more than five years have passed since 2019; and

WHEREAS, school zones, which use speed limit signage and flashing lights to lower vehicular speeds around schools, are a component of the SRTS Engineering Toolkit; and

WHEREAS, school zones encourage safer driver behavior through expanded and elevated traffic fines; and

WHEREAS, according to the SRTS Engineering Toolkit, school zones are “relatively inexpensive” to implement; and

WHEREAS, school zones serve as a critical layer of protection in a Safe Systems Approach to roadway design around schools; and

WHEREAS, the City does not automatically create school zones for schools within the City; and

WHEREAS, community requests for the creation of a school zone may require months of advocacy and may even be denied altogether; **NOW, THEREFORE,**

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

Council reaffirms the City’s commitment to ensure all children in Austin have safe routes to walk, bike, and roll to school.

50 **BE IT FURTHER RESOLVED:**

51 The City Manager is directed to complete walk audits and SRTS
52 Infrastructure Reports for public schools opened since 2017-2019.

53 **BE IT FURTHER RESOLVED:**

54 The City Manager is directed to develop a plan to update the 2019 SRTS
55 Infrastructure Reports and establish a process to create Reports for future new
56 school campuses in a timely fashion after school opening. This plan should
57 prioritize Report creation/updates for new schools and those schools that have
58 experienced significant growth or development in their adjacent neighborhoods or
59 attendance areas since 2019.

60 **BE IT FURTHER RESOLVED:**

61 The City Manager is directed to explore and make recommendations on how
62 high schools can be maximally integrated into the SRTS Program, including
63 conducting walk audits and developing SRTS Infrastructure Reports.

64 **BE IT FURTHER RESOLVED:**

65 Council recognizes City staff as leaders in the field regarding the
66 advancement of multimodal roadway safety; supports their trailblazing approach to
67 regard national, state, and regional safety standards as a floor and not the ceiling;
68 and affirms, as a policy matter, that schools should come with school zones and
69 community requests for school zones should be promptly fulfilled, with details of
70 the implementation determined by City staff.

BE IT FURTHER RESOLVED:

The City Manager is directed to report back no later than September 18, 2025, to the Council Mobility Committee with a progress update on: (a) SRTS Infrastructure Reports for the new schools; (b) a plan for updating and creating future new SRTS Infrastructure Reports; (c) recommendations to integrate high schools into the SRTS Program; and (d) prompt fulfillment of community school zone requests.

BE IT FURTHER RESOLVED

The City Manager is directed to estimate unmet funding requirements if he believes fully implementing any of the above – new and updated SRTS Infrastructure Reports, high school SRTS Program integration, and school zone fulfillment – would require more funding than is currently available. The estimated unmet funding requirements are to be developed and delivered to the Bond Election Advisory Task Force and Council on a timeline that allows for potential inclusion in the 2026 bond package.

ADOPTED: _____, 2025 **ATTEST:** _____
Erika Brady
City Clerk