

1-1 By: Garcia S.C.R. No. 42
 1-2 (In the Senate - Filed March 10, 2017; March 22, 2017, read
 1-3 first time and referred to Committee on Transportation;
 1-4 April 18, 2017, reported favorably by the following vote: Yeas 9,
 1-5 Nays 0; April 18, 2017, sent to printer.)

1-6 COMMITTEE VOTE

	Yea	Nay	Absent	PNV
1-7				
1-8	X			
1-9	X			
1-10	X			
1-11	X			
1-12	X			
1-13	X			
1-14	X			
1-15	X			
1-16	X			

1-17 SENATE CONCURRENT RESOLUTION

1-18 WHEREAS, Among states with populations greater than five
 1-19 million, the State of Texas has the nation's second-highest rate of
 1-20 traffic deaths per capita; and

1-21 WHEREAS, Every day, 10 people die on Texas roads, and 50
 1-22 suffer debilitating, life-changing injuries in traffic accidents;
 1-23 federal transportation laws already require each state to develop a
 1-24 strategic highway safety plan that focuses the efforts of all
 1-25 safety partners on the highest priority needs, but what Texas
 1-26 requires is the unification of stakeholders in support of an
 1-27 overarching program designed to end acceptance of traffic mayhem as
 1-28 a normative occurrence; and

1-29 WHEREAS, In 1997, Sweden adopted Vision Zero, a systems
 1-30 approach to enhancing traffic safety; it places core responsibility
 1-31 for crashes on overall system design, addressing safety through
 1-32 infrastructure design, vehicle technology, and enforcement; as a
 1-33 result of this bold initiative, the Scandinavian nation now has one
 1-34 of the lowest annual rates of road deaths in the world, with only 3
 1-35 out of 100,000, roughly a quarter of the rate in the United States;
 1-36 and

1-37 WHEREAS, Other European countries have significantly reduced
 1-38 fatalities through Vision Zero initiatives, and Spain more than
 1-39 halved its number of traffic deaths; in the United States, Vision
 1-40 Zero has proven effective in many places, reducing fatalities by 40
 1-41 percent or more in Minnesota, Utah, and Washington State; New York
 1-42 City achieved a tremendous reduction in pedestrian fatalities,
 1-43 which in 2014 fell to the lowest number since records began about a
 1-44 century ago; and

1-45 WHEREAS, Vision Zero is based on four principles: ethics,
 1-46 responsibility, system safety, and mechanisms for change; human
 1-47 life and health are paramount, providers and regulators of road
 1-48 traffic systems share responsibility with users, and systems should
 1-49 take account of human fallibility to minimize opportunities for
 1-50 error and the harm done when mistakes occur; finally, providers and
 1-51 regulators must do their utmost to guarantee the safety of all
 1-52 citizens, cooperating with road users, and all three elements must
 1-53 be prepared to undergo necessary change; and

1-54 WHEREAS, Loss of life is not an acceptable price to pay for
 1-55 mobility, and the state must take a more comprehensive approach to
 1-56 traffic safety, guided by a zero-fatality goal; now, therefore, be
 1-57 it

1-58 RESOLVED, That the 85th Legislature of the State of Texas
 1-59 hereby direct the Texas Department of Transportation to adopt a
 1-60 Vision Zero strategy to reduce traffic fatalities and injuries;
 1-61 and, be it further

2-1 RESOLVED, That the Texas secretary of state forward an
2-2 official copy of this resolution to the chair of the Texas
2-3 Transportation Commission and the executive director of the Texas
2-4 Department of Transportation.

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