



RESOLUTION 2024-33

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A GRANT APPLICATION TO THE US DEPARTMENT OF TRANSPORTATION (“USDOT”) FOR THE SAFE STREETS AND ROADS FOR ALL (“SS4A”) FUNDING TO COMPLETE A COMPREHENSIVE TRAFFIC SAFETY ACTION PLAN AS A PART OF THE CITY’S COMPREHENSIVE PLAN.

WHEREAS, the U.S. Department of Transportation (“USDOT”) is soliciting applications for “Safe Street and Roads for All” (“SS4A”); and

WHEREAS, the Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over \$3 billion is still available for future funding rounds; and

WHEREAS, the SS4A program supports the USDOT's National Roadway Safety Strategy and the goal of zero roadway deaths using the Safe System Approach; and

WHEREAS, the City of Powell will use the SS4A planning grant funding to develop a City-wide Action Plan; and

WHEREAS, the City of Powell will develop a plan to address existing safety, access, and mobility issues on the transportation system that will support and be coordinated with the Shared Use Masterplan; and

WHEREAS, the study will result in an Action Plan that meets the SS4A Program requirements and will identify priority projects that can be eligible for future capital funding consideration; and

WHEREAS, subject to a funding award, the City Council would consider authorization to execute a grant agreement at a future meeting.

NOW THEREFORE BE IT RESOLVED BY THE CITY OF POWELL, COUNTY OF DELAWARE, STATE OF OHIO AS FOLLOWS:

Section 1: That the City Manager is hereby authorized to apply to USDOT for SS4A funding to develop a Comprehensive Traffic Safety Action Plan as part of the overall Comprehensive Plan.

Section 2: It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Resolution were adopted in an open meeting of Council and that all deliberations of Council and any of the decision-making bodies of the City of Powell, which resulted in such formal actions, were in meetings open to the public in compliance with all legal requirements of the City of Powell, Delaware County, Ohio.

Section 3: This Resolution shall be in full force and effect immediately upon adoption.

TC 8/20/24
Tom Counts Date
Mayor

Elaine McCloskey 8/20/24
Elaine McCloskey Date
City Clerk

EFFECTIVE DATE: August 20, 2024

This legislation has been posted in accordance with the City Charter on this date 8/21/24.
EMcCloskey City Clerk

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In This Section



Related Links

- [Zero Deaths and Safe System](#)
- [Integrating the Safe System Approach with the Highway Safety Improvement Progra...](#)
- [Read the U.S. DOT National Roadway Safety Strategy](#)
- [What Steps Is U.S. DOT Taking to Implement the National Roadway Safety Strategy?](#)

What Is a Safe System Approach?

U.S. DOT adopts a Safe System Approach as the guiding paradigm to address roadway safety.¹ The Safe System Approach has been embraced by the transportation community as an effective way to address and mitigate the risks inherent in our enormous and complex transportation system. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for people.

This is a shift from a conventional safety approach because it focuses on both human mistakes AND human vulnerability and designs a system with many redundancies in place to protect everyone.

U.S. DOT's National Roadway Safety Strategy and the Department's ongoing safety programs are working towards a future with zero roadway fatalities and serious injuries. In support of this approach, safety programs are focused on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response.

Principles of a Safe System Approach

A Safe System Approach incorporates the following principles:

Death and Serious Injuries are Unacceptable

A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.

Humans Make Mistakes

People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs.

Humans Are Vulnerable

Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.

Responsibility is Shared

[All stakeholders](#)—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.



Safety is Proactive

Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

Objectives of a Safe System Approach

Implementation of the NRSS will be arranged around five complementary objectives corresponding to the Safe System Approach elements:



Safer People

Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.



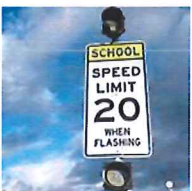
Safer Roads

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.



Safer Vehicles

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.



Safer Speeds

Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.



Post-Crash Care

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

[FHWA: Safe Roads for a Safer Future, Investment in roadway safety saves lives](#)

Last updated: Thursday, October 13, 2022



U.S. DEPARTMENT OF TRANSPORTATION

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