

**General Convention of The Episcopal Church 2024
Archives' Research Report**

Resolution No.: 2024-D027
Title: Addressing Traffic Fatalities
Proposer: Curlin, Ms. Laura
Topic: Public Policy

Directly Related: (Attached)

None

Indirectly Related: (Available in the [Acts of Convention](#) database, searchable by resolution number)

None

In preparing this report, the Archives researched the resolutions in the Acts of Convention database for the period 1973 through 2022, selecting “direct” resolutions that have a substantive bearing on the proposed legislation. The “direct” resolutions are attached and “indirect” resolutions are available in the Acts of Convention database. Committee members who require other research assistance should contact the Archives through the [Research Request Form](#).

D027 - Addressing Traffic Fatalities

Final Status: Not Yet Finalized

Proposed by: Curlin, Ms. Laura

Endorsed by: Coulston, Mr Rob,Rivera, David,Rousseau, Ms. Elizabeth

Has Budget Implications: No

Cost:

Amends C&C or Rules of Order: No

Requests New Interim Body: No

Changes Mandate Of Existing Ib: No

Directs Dfms Staff: Yes

Directs Dioceses: No

Directs Executive Council: No

HiA: No House Assigned

Legislative Committee Currently Assigned: No Committee Assigned

Completion Status: Incomplete

Latest House Action: N/A

Supporting Documents: No

Resolution Text

Resolved, the House of _____ concurring,

That the 81st General Convention acknowledge and mourn the prevalence of fatalities due to traffic accidents including pedestrians, cyclists, drivers, and passengers; recognize this as a justice issue due to the disparate impact that our road and transportation systems have on vulnerable populations, including impacts by race, disability status, age, and economic means; and seek for ways ensure that all people, especially children, can travel safely and be safe in their communities; and be it further

Resolved, That The Episcopal Church, with the help of the Office of Government Relations and the Episcopal Public Policy Network, support policies at the local, state, national, and international levels of governance to reduce traffic fatalities and increase transportation safety by:

- Prioritizing pedestrian, driver, and passenger safety in street design through use of traffic calming measures and investment in walkable communities;
- Incentivizing vehicle designs that promote pedestrian safety as well as passenger safety;
- Implementing policies to eliminate, minimize, or mitigate distracted or impaired driving;

- Creating safe ways to share the road with cyclists, pedestrians, and riders of other small vehicles such as scooters, including protected bike lanes and high-visibility sidewalks;
- Investing in expansive and flexible public transit networks, including high speed rail and bus rapid transit.

And be it further

Resolved, That The Episcopal Church call upon car manufacturing and insurance companies to prioritize pedestrian and cyclist safety in vehicle design; and that the Committee on Corporate Social Responsibility of the Executive Council of the Episcopal Church be tasked with engaging relevant companies in the Church's investment portfolio on approaches to reduce traffic fatalities and promote pedestrian and cyclist safety; and be it further

Resolved, That The Episcopal Church encourage congregations to assess both the transportation needs of their members and traffic safety needs of their parking lots and surrounding neighborhood, collaborate with local organizations on traffic safety issues, and advocate at the local level for improvements to reduce traffic fatalities.

Explanation

Traffic fatalities are an all too common and preventable cause for the loss of life, in the U.S. and worldwide. In 2021, drivers killed more pedestrians than in any year in the past forty years, with a 12% increase from the previous year, according to the [Governors Highway Safety Association](#). Traffic crashes also have disproportionate impacts on vulnerable populations. A [2022 study](#) published by Harvard and Boston University found that Black pedestrians were twice as likely, per mile walked, to be killed than white pedestrians. Additionally, the rate of death of Black and American Indian children pedestrians is [1.8 times](#) that of white children, and for Hispanic children, 1.2 times the rate of non-Hispanic children. Traffic fatalities are often concentrated in poorer neighborhoods, especially those in which safety measures have been neglected and underinvested. These disparities can be lessened through transportation policy and investment in safety improvements.

In our baptismal covenant we commit to striving for justice and peace among all people, regardless of whether they walk, cycle, or drive. Road safety is a shared responsibility of everyone that designs, builds, and uses roads and vehicles. We participate in transportation systems when we travel to do the work of the church and gather as congregations. As people of faith, we can be a voice to protect the vulnerable and recognize the dignity of life by calling for systemic changes to decrease traffic fatalities.

Note: this resolution and/or its explanation contains external references, such as URLs of websites, that may not be in the required languages of General Convention. Because of copyright restrictions, the General Convention cannot provide translations. However, your web browser may be able to provide a machine translation into another language. If you need assistance with this, please contact gc.support@episcopalchurch.org.