

# REPORT OF THE CHIEF LEGISLATIVE ANALYST

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DATE: June 1, 2023

TO: Honorable Members of the Rules, Elections, and Intergovernmental Relations  
Committee

FROM: Sharon M. Tso *KEK for*  
Chief Legislative Analyst

Council File No: 23-0002-S57

Assignment No: 23-05-0283

SUBJECT: Revised Resolution to support and/or sponsor legislation relative to bicycle and  
pedestrian safety.

CLA RECOMMENDATION: That the Council adopt the attached revised Resolution to include  
in the City's 2023-2024 State Legislative Program SUPPORT for and/or SPONSORSHIP of  
legislation that would create new driver education and testing requirements to protect vulnerable  
road users.

## SUMMARY

Vulnerable road users (VRUs) are people not in a car, bus or truck, and are generally considered to include pedestrians, motorcycle riders, cyclists, children 7-years and under, the elderly, and users of mobility devices. In an effort to reduce the number of traffic-related fatalities, the State of California has enacted legislation to provide more protections for bicyclists and pedestrians. One recent action, the California Omnibus Bill, passed by the Legislature and signed by the Governor on September 16, 2022 gives bicyclists more rights on the road. Additionally, AB 2147 (Ting), signed by the Governor on September 30, 2022, requires a report regarding statewide pedestrian-related traffic crash data and any associated impacts to traffic safety, including an evaluation of whether or not and how changes made by the bill have impacted pedestrian safety. While these new laws and requirements, in addition to roadway improvements to slow traffic and increase visibility, are important efforts, most vehicular drivers do not understand their basic responsibilities relative to other road users. This is not surprising considering that vehicle driver's license education, testing, and licensing in the State of California provide minimal information on bicycle and pedestrian safety. Although harsher penalties of existing laws and the creation of new laws to protect vulnerable road users are important, another major aspect that must be emphasized is more education for all road users.

On May 24, 2023, Resolution (Hutt - Blumenfield, Lee, McOsker, Park) was introduced to include in the City's 2023-24 State Legislative Program support for legislation that would require bicycle and pedestrian safety to be taught and included in the California Driver's Handbook, the California Commercial Driver's Handbook, Driver's License Knowledge Tests, Instruction Permits, Behind-the-Wheel Drive Tests, California DMV approved traffic school classes, and any other relevant area of instruction and licensing of vehicle drivers. The Resolution highlights statistics on traffic-related fatalities in Los Angeles and the urgent need to address the current situation.

In an effort to proactively work to protect bicyclists and pedestrians, this Office recommends, in addition to supporting any bill that would require more bicycle and pedestrian education for drivers, to include seeking sponsorship of such legislation.

### BACKGROUND

Roadways were designed to move motor vehicles safely and efficiently. They often do not, however, fully meet the needs of pedestrians, bicyclists, and other VRUs. As a result, there are increasing dangers to this population and too many crashes involving vehicles and VRUs. According to data provided by the Los Angeles Police Department, 312 people were killed in traffic collisions in 2022 in the City, which is the highest rate in at least 20 years, and represents a five percent increase from 2021 and a twenty-nine percent increase from 2020. The City's streets remain particularly deadly for pedestrians and bicyclists, with 159 people killed in collisions involving pedestrians and motorists, representing a nineteen percent increase from 2021, and twenty people killed in collisions involving bicyclists and motorists, an eleven percent increase from the previous year.

### DEPARTMENTS NOTIFIED

Los Angeles Department of Transportation



Anna McClelland-Enger

Analyst

Attachment: Revised Resolution

## RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations, or policies proposed to or pending before a local, state, or federal government body or agency must have first been adopted in the form of a Resolution by the City Council; and

WHEREAS, according to Los Angeles Police Department data, 312 people were killed in traffic collisions in 2022, which represents a 5% increase from 2021, a 29% increase from 2020, and is the highest rate in at least 20 years; and

WHEREAS, L.A.'s streets remain particularly deadly for pedestrians and bicyclists, with 159 people killed in collisions involving pedestrians and motorists, which represents a 19% rise from 2021, and 20 people killed in collisions involving bicyclists and motorists, representing an 11% rise from 2021; and

WHEREAS, traffic-related fatalities in Los Angeles in 2022 outpaced national trends; and

WHEREAS, enacted legislation like AB 2147 (Ting) and AB 1909 (Friedman) provide more protections for bicyclists and pedestrians without the necessary mandated education components for vehicle drivers; and

WHEREAS, vehicle driver's license education, testing, and licensing in the State of California provides minimal information on bicycle and pedestrian safety;

NOW, THEREFORE BE IT RESOLVED, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2023-2024 State Legislative Program SUPPORT for and/or SPONSORSHIP of legislation that would require bicycle and pedestrian safety to be taught and included in the California Driver's Handbook, the California Commercial Driver's Handbook, Driver's License Knowledge Tests, Instruction Permits, Behind-the-Wheel Drive Tests, California DMV approved traffic school classes, and any other relevant area of instruction and licensing of vehicle drivers.