

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 governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, it is the policy of the City of Los Angeles to promote bicycling as a healthy and environmentally-beneficial alternative to motor vehicles and the City's Mobility Plan 2035 calls for creation of a Neighborhood Network of traffic-calmed local streets; and

WHEREAS, to promote bicycling, both our built environment and our traffic laws should be designed to accommodate bicyclists and to recognize the ways that bicycles are different from motor vehicles; and

WHEREAS, because bicycles are human-powered and it is highly inefficient for bicyclists to come to a full and complete stop at every stop sign, it is normal bicyclist behavior to come to a "rolling stop" at stop signs while yielding to motor vehicles that have the right way, which is commonly known as a "Safety Stop" or "Idaho Stop"; and

WHEREAS, as long as bicyclists yield the right of way to vehicles in accordance with existing law, an Idaho Stop is safe, and the risk of any injury is generally borne by the bicyclist and not the occupant of a motor vehicle; and

WHEREAS, State traffic laws that do not reflect the way people actually travel and that do not provide a safety benefit create an opportunity for pretextual and/or biased policing; and

WHEREAS, in addition to Idaho, the states of Oregon, Washington, Arkansas and Delaware have passed Safety Stop laws; and Colorado has authorized local jurisdictions to do so; and

WHEREAS, AB 122 (Boerner Horvath), the Safety Stop Bill, would amend California Vehicle Code section 22450 to exempt riders of bicycles and electric vehicles from the requirement to come to full stop at a stop sign, but would require persons riding a bicycle, including an electric bicycle, to yield the right-of-way to any vehicles that have stopped at the entrance of the intersection, have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and continue to yield the right-of-way to those vehicles until reasonably safe to proceed; and

WHEREAS, AB 122 is consistent with the City's policies to promote safe and effective bicycling, would facilitate bicycling on slower-speed local streets, and would help promote equitable policing throughout California;

NOW, THEREFORE, BE IT RESOLVED, with concurrence of the Mayor, that by adoption of this Resolution, the City of Los Angeles hereby includes in its 2021-2022 State Legislative Program SUPPORT for AB 122 (Boerner Horvath), the Safety Stop Bill, which would amend California Vehicle Code section 22450 to allow riders of bicycles and electric bicycles to treat stop signs as yields.

PRESENTED BY


BOB BLUMENFIELD
Councilmember, 5th District

SECONDED BY:



MAR 16 2021

