

RESOLUTION

RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS

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, 5% more than in 2021, a 29% increase over 2020, and the highest 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, a 19% rise compared with 2021, and 20 people killed in collisions involving bicyclists and motorists, an 11% rise; and

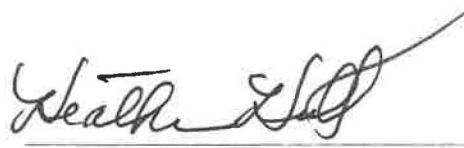
WHEREAS, the traffic-related fatalities in Los Angeles in 2022 outpaced national trends, and

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 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.

PRESENTED BY:


HEATHER HUTT
Councilmember, 10th District

SECONDED BY:


Travis Park

MAY 24 2023

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