

Introduced by Senators Evans and DeSaulnier

August 12, 2013

Senate Resolution No. 17—Relative to bicycle and pedestrian safety.

1 WHEREAS, The National Highway Traffic Safety
2 Administration’s (NHTSA) National Center for States and Analysis
3 reports that in 2010 almost one-fifth, or 19 percent, of all children
4 between five and nine years of age who were killed in traffic
5 crashes were pedestrians. Children 15 years of age and younger
6 accounted for 7 percent of the pedestrian fatalities and 23 percent
7 of all pedestrians injured in traffic crashes in 2010 ; and
8 WHEREAS, NHTSA reported that in 2011, 677 bicyclists were
9 killed, an increase of 59 from 2010, and an additional 52,000 were
10 injured in motor vehicle traffic crashes. Bicyclists under 16 years
11 of age accounted for 11 percent of all those killed and 21 percent
12 of those injured in traffic crashes in 2010 ; and
13 WHEREAS, NHTSA further reported that pedestrian deaths
14 from traffic collisions have increased 4 percent from 2005 to 2010,
15 inclusive; and
16 WHEREAS, The California Office of Traffic Safety (OTS)
17 reports that injuries and deaths caused by traffic collisions
18 involving pedestrians increased from 601 in 2010 to 625 in 2011,
19 or 3.9 percent, and for bicyclists from 99 in 2010 to 114 in 2011,
20 or 13 percent; and
21 WHEREAS, Recent studies by the National Council on Youth
22 Sports, the Centers for Disease Control (CDC), the United States
23 Consumer Product Safety Commission, and the National Institute
24 of Health (NIH) found that children 5 to 18 years of age, inclusive,
25 and adults continue to be victims of pedestrian, bicycle, and
26 skateboard accidents; and

1 WHEREAS, Education programs recommended by the Federal
2 Highway Administration (FHWA) and the Safe Routes To School
3 (SRTS) National Partnership assume most of the accidents
4 involving bicycle riding, using a skateboard, and walking in traffic
5 that result in injury or death are due to a lack of knowledge on the
6 part of victims and drivers of motor vehicles, therefore,
7 preventable, and would not have occurred had those involved made
8 educated and informed decisions regarding safe behavior as
9 pedestrians, bicyclists, skateboarders, and drivers of motor vehicles;
10 and

11 WHEREAS, According to the California School Board
12 Association (CSBA), the SRTS National Partnership, the FHWA,
13 and the California Department of Motor Vehicles, the best method
14 of prevention of pedestrian and bicycle traffic accidents is
15 education at key points in life for both children and adults.
16 Comprehensive and sustainable education, with repeated reminders
17 through the public schools and public mass media messages, will
18 lead to fewer pedestrian, bicycle, and skateboard injuries and
19 deaths; and

20 WHEREAS, The current status for participation in SRTS
21 National Partnership education curriculum by schools in California
22 can best be described as fractured. How many schools participate,
23 for how long, and for which program, as well as how it is funded,
24 are difficult to determine. It can be estimated that with only very
25 few exceptions, only a small number of all California schools
26 participate for a limited time until limited funds are exhausted.
27 Using Sonoma County as an example, according to the SRTS
28 National Partnership Director for the Sonoma County Bike
29 Coalition, currently out of 177 schools, only 24, or less than 14
30 percent, participate in at least one of the five components of the
31 SRTS National Partnership program; and

32 WHEREAS, CSBA and the SRTS National Partnership
33 encourage and recommend that schools and local jurisdictions
34 participate and support bicycle and pedestrian education programs,
35 both through policy initiatives and financial support where
36 currently available; and

37 WHEREAS, According to FHWA, NHTSA, OTS, the CSBA
38 and the SRTS National Partnership, a detailed safety skills
39 curriculum included at key grade levels, such as third, sixth, and
40 ninth grades, with ongoing reminders at all grades, will ensure that

1 all school children will be provided the opportunity to learn the
2 rules of the road related to the responsibilities and rights for
3 pedestrians, bicyclists, and skateboarders; and

4 WHEREAS, SRTS National Partnership, CDC, NHTSA,
5 FHWA, and OTS publications suggest that the inclusion of
6 curriculum in the State of California frameworks for health and
7 physical education designed for all children with involvement of
8 parents and community members will reduce the incidence of
9 pedestrian, bicycle, and skateboard accidents when the curriculum
10 for safety instruction is implemented; and

11 WHEREAS, Motor vehicle drivers should be prepared to share
12 the road and should consider that all pedestrians, bicycle riders,
13 and skateboard riders are someone's, children, parents, or friends;
14 and

15 WHEREAS, According to OTS, when considering traffic
16 fatalities, California has adopted the slogan "Toward Zero Deaths,
17 Every 1 Counts"; now, therefore, be it

18 *Resolved by the Senate of the State of California*, That the Senate
19 encourages the State of California to promote a comprehensive
20 and sustainable program, such as the existing model curriculum
21 for pedestrian and bicycle safety now in use in most of schools of
22 the County of Marin and other schools located throughout the
23 United States, and endorse increased pedestrian, bicycle, and
24 skateboard safety education programs ; and be it further

25 *Resolved*, That the Senate encourages parents and teachers to
26 ensure that children learn defensive walking, bike riding, and
27 skateboarding in traffic, including wearing a helmet when bike
28 riding or skateboarding, and learning the dangers of using any
29 electronic devise or headphones when walking, bike riding, or
30 skateboarding; and be it further

31 *Resolved*, That the Senate encourages the State Department of
32 Education to require all teachers to be trained to teach bicycle and
33 pedestrian safety; and be it further

34 *Resolved*, That the Secretary of the Senate transmit copies of
35 this resolution to the author for appropriate distribution.

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