

REPORT FROM

OFFICE OF THE CITY ADMINISTRATIVE OFFICER

Date: January 19, 2024

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Council File No. 22-1019

Council District: --

To: The City Council

From: Matthew W. Szabo, City Administrative Officer

Reference: C.F. 22-1019 - STREET RACING AND STREET TAKEOVERS

Subject: **REPORT BACK – STREET DESIGN MULTI-YEAR WORK PLAN AND FUNDING STRATEGY**

RECOMMENDATIONS

That the Council, subject to the approval of the Mayor:

1. Direct the Los Angeles Department of Transportation (LADOT) and the Los Angeles Police Department (LAPD), to initiate a pilot program work plan within Fiscal Year 2023-24 departmental budgeted funds, for both agencies to address citywide street racing and takeovers at the Top Five intersections in each LAPD Bureau, as detailed in the Board of Police Commissioners transmittal dated June 6, 2023; and,
2. Instruct the LADOT and LAPD to report back to Council in six months and provide an analysis and evaluation of the pilot program to measure its effectiveness and any issues experienced in addressing street racing and takeovers within the scope of the pilot program; including a determination of whether to continue the program through a multi-year work plan.

SUMMARY

On October 25, 2022, the Council adopted the recommendations in a Public Safety Committee report that instructed the City Administrative Office, the Los Angeles Police Department (LAPD), and the Los Angeles Department of Transportation (LADOT), to report back on a multi-year work plan and funding strategy to implement enforcement and street design treatments for both intersection takeovers and street racing in priority locations citywide. Subsequent to this Council instruction, the Board of Police Commissioners approved and transmitted a Department report that provided background; a summary of findings; an analysis of citywide street racing/takeover locations; a comparative analysis of engineering and enforcement measures utilized by other jurisdictions; recommendations of proven engineering measures that can be implemented to deter illegal street racing activities; and a multi-year work plan which includes changes in enforcement protocols and procedures, the identification of problem locations and working with LADOT to implement engineering changes, the installation of cameras at problem intersections, and the pursuit of legislative amendments to the California Vehicle Code, Penal Code, Government Code and the Los Angeles Municipal Code, in an effort to reduce and discourage street racing and street takeovers.

Top Five Problem Intersections by LAPD Bureau

In the Department's report and provided below, the LAPD identified the Top Five intersections in each of its operational bureaus, based upon an analysis of street segments and intersections that are ideal for street takeovers. Given the identification by the Department of the problem intersections, the pilot program work plan could start at these locations with focused engineering and enforcement efforts.

Top Five Problem Intersections by LAPD Bureau

Operations-Central Bureau

- Grand Avenue & 4th Street
- Grand Avenue & 2nd Street
- Grand Avenue & 3rd Street
- N. Meyers Street & Kearney Street
- Figueroa Avenue & 2nd Street

Operations-South Bureau

- Crenshaw Boulevard & Florence Avenue
- Manchester Boulevard & San Pedro Street
- Hoover Avenue & Century Boulevard
- Western Avenue & Century Boulevard
- Normandie Avenue & Gage Avenue

Operations-Valley Bureau

- Balboa Boulevard & Foothill Boulevard
- Bledsoe Street & Bradley Avenue
- Balboa Boulevard & San Fernando Mission Boulevard
- Glenoaks Boulevard & Polk Street
- Yamell Street & Foothill Boulevard

Operations-West Bureau

- Lincoln Boulevard & Manchester Avenue
- Western Avenue & Washington Boulevard
- Mulholland Drive & Corda Drive
- Fairfax Avenue & Pico Boulevard
- Pacific Coast Highway & Temescal Canyon

Pilot Program Work Plan – Engineering Measures

In discussions conducted between LAPD and LADOT, it was determined that several engineering measures are available to address street racing and takeovers. The available measures, dependent upon engineering success, are listed on the next page.

Engineering Measures for Curbing Street Racing & Takeovers

- Raised hardened centerlines
- Bott's Dots (raised pavement markers)
- Rumble strips
- Installation of gutters at intersections

A subsequent analysis by the LADOT determined that of the four available treatment options, the raised hardened centerline measure appeared to be the optimal traffic device to safely and effectively deter street takeovers, whereas the remaining three options could pose adverse effects on other vehicles, particularly bicycles and motorcycles. LADOT initially estimated the cost to install the centerline option at approximately \$4,000 per intersection. These costs may vary given the specific features of each intersection, which may require additional engineering. Should the pilot program work plan begin with the Top Five Bureau intersections, the total cost is estimated at roughly \$80,000. LADOT would need to determine the plan for installation, and whether it could accomplish this work with existing field crews or done on an overtime basis. It is recommended that the cost of the initial work be absorbed within current year departmental budgeted funds, with subsequent years funding sought through the annual budget process.

Pilot Program Work Plan – Enforcement Measures

In its report, the LAPD intends to seek a multi-faceted approach in addressing street racing and takeovers. Should the pilot program be approved, the Department will request funding from the City Council and will work in coordination with LADOT to install camera systems that monitor and record incidents at impacted intersections. Costs for the camera system equipment and installation have yet to be determined. LAPD estimates that it would incur sworn overtime costs of approximately \$80,000 for pilot program enforcement efforts in the current fiscal year. It is also recommended that any costs incurred in the current fiscal year attributed to the enforcement of street racing and takeovers, be absorbed within departmental budgeted funds. Lastly, the Department will continue to pursue legislative support for changes to State and local codes, in addition to seeking funding to expand the number of Judicial Warrant Seizure Details, to further reduce and discourage street racing and takeovers, and to provide for the impoundment of vehicles participating in these events.

Issues of Concern

Should the Council decide to pursue a multi-year work plan beyond the pilot program to address the problem of street racing and takeovers, it should be noted that both agencies recognize that although the installation of measures such as centerline extensions and intersection cameras may deter street racing and takeovers at a specific locations, concern remains that the activity will simply be moved to another intersection after the measures have been implemented. To fully deter these activities, an extensive network of intersections across the City would need to receive engineering treatments and enforcement infrastructure, which may require a significant ongoing maintenance requirement.

FISCAL IMPACT STATEMENT

Approval of the recommendations in this report will have no additional impact on the General Fund. A proposed street racing and takeover pilot program work plan initiated by the Los Angeles Department of Transportation and the Los Angeles Police Department would be implemented within budgeted funds for Fiscal Year 2023-24. Subsequent year costs for the engineering and enforcement components associated with this initiative will be subject to funding made available through the annual budget process.

FINANCIAL POLICIES STATEMENT

The recommendations provided in this report comply with the City's Financial Policies in that the proposed work plan expenditures will be limited and subject to the availability of approved budgeted funds.

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