

PUBLIC SAFETY COMMITTEE REPORT relative to the efforts taken by the Los Angeles Police Department (LAPD) to curtail incidents of hit-and-run crime.

Recommendations for Council action, as initiated by Motion (Buscaino – Englander):

1. APPROVE LAPD recommendations for curtailing hit and run crime incidents, as presented in the Department's report to the Board of Police Commissioners, dated June 7, 2013 (attached to the Council file), and as follows:
  - a. Support legislation to increase the penalties for hit and run offenses, such as automatic license consequences, and the holding or forfeiture of offending vehicle; allowing prior hit and run convictions to count as prior DUI convictions for the purposes of calculating penalty enhancements and filing (and vice versa); and, limiting civil compromise for hit and runs; and extending the existing statute of limitation for all fatal and severe injury hit and run collisions as defined in Assembly Bill 184.
  - b. Expand the use of COMPSTAT in the evaluation of our traffic enforcement and investigative activities.
  - c. Change COMPSTAT profiles to include the following detective case tracking categories for hit and run collisions:
    - i. Total Category I cases assigned.
    - ii. Total cases cleared.
    - iii. Total cases submitted for filing to the District Attorney/City Attorney.
    - iv. Total cases filed with a prosecuting authority.
  - d. Separate hit and run collisions into injury and non-injury, and "property damage only" categories for better statistical proportionality.
  - e. Increase enforcement task forces targeting unregistered vehicles by removing unregistered vehicles from public roadways.
  - f. Increase Field Usage of "Live Scan" Technology and other Identity Verification Tools.
2. REQUEST the Board of Police Commissioners and the LAPD to:
  - a. Use the word "crime" to characterize hit-and-run incidents.
  - b. Take police reports on all hit-and-run crimes including those with property damage only.
  - c. Enter hit-and-run crime data into Compstat.
3. DIRECT the LAPD to report with recommendations for an education campaign relative to this matter, and relative to the impounding of vehicles operated by drivers with suspended or revoked licenses or by drivers without licenses.

Fiscal Impact Statement: None submitted by the LAPD. Neither the City Administrative Officer nor the Chief Legislative Officer has completed a financial analysis of this report.

Community Impact Statement: None submitted

## SUMMARY

On January 4, 2013, Council considered Motion (Buscaino – Englander) relative to efforts taken by LAPD to curtail hit-and-run crime incidents. According to Motion movers, the City of Los Angeles has the unfortunate distinction of leading the nation in hit-and-run collisions between vehicles and other vehicles, pedestrians, bicyclists, and motorcyclists. LAPD records 20,000 of these incidents on an annual basis, and hit-and-runs constitute nearly 50 percent of all vehicle crashes in the City. Of these 20,000 traffic incidents, 4,000 resulted in the injury and or fatality of the party abandoned at the crime scene. Hit-and-run collisions make up roughly 11 percent of all vehicle collisions within the United States, however in Los Angeles they make up 48 percent of all reported incidents.

Motion states that while LAPD has made tremendous strides in overall crime reduction statistics, the amount of hit-and-run incidents occurring within City limits has continued to remain at a level disproportionate to the rest of the nation. The responsibility for following up on hit-and-run incidents lies with LAPD's Traffic Divisions, which are tasked with investigation of hit-and-run crimes but are stretched thin, with an estimated 12 traffic officers per four divisions investigating 400 hit-and-run incidents per year. Motion directs LAPD to report relative to the efforts taken by the Department to curtail hit-and-run incidents, and what additional resources are needed to reduce the number of these incidents. Council referred Motion to the Public Safety Committee for consideration.

In a report to the Board of Police Commissioners dated June 7, 2013 (attached to the Council file), LAPD presents an analysis of traffic collisions over the last five years. LAPD states the City's hit and run rate is comparable to other metropolitan cities in the nation. According to the Department, when hit and run figures were considered in light of vehicle miles traveled, City residents were less likely to be involved in an injury or fatal hit and run than those in New York, Houston, and Chicago. LAPD goes on to report that while over the last five years the vast majority of hit and run collisions involve property damage only, more individuals were killed or severely injured as a result of a hit and run collision than by driving under the influence collisions. Additionally, while pedestrian fatal and severe injury hit and run collisions have decreased 33 percent over the past five years, bicycle fatal and severe injury collisions have increased.

LAPD's report goes on to discuss current efforts being made to curtail hit and runs, investigative results and prosecutions, causes of hit and run collisions, impacts of current State law, as well as policy recommendations to further address the issue. On June 11, 2013, the Board approved LAPD's report.

At the Public Safety Committee meeting held July 26, 2013, the Public Safety Committee discussed this matter with representatives of LAPD. LAPD representatives stated collision data can be interpreted differently. It is estimated that there are 20,000 hit-and-run collisions per year, of which 83 percent are property damage only, and one percent result in a serious injury or fatality. Data indicates there has been an upward trend in hit and run incidents involving pedestrians and cyclists.

The Department representatives stated that LAPD's investigation clearance rate for hit and run cases is similar to clearance rates for burglary and robbery cases. Stiffer criminal penalties and extending the statute of limitation for investigating hit and run crime are needed to aid the Department's investigation and enforcement activities.

During the public comment period, it was stated that the City's streets are not safe for pedestrians or cyclists. Speakers indicated that the LAPD discourages victims of hit and run crime from filing police reports. It was further stated that LAPD's analysis of hit and run collision data was flawed, and that pedestrians and cyclists are twice as likely to be a victim of hit and run crime in Los Angeles than in New York or Seattle. Speakers expressed support for legislation increasing the penalties for hit and run and crime, and recommended that all hit and run incidents be referred to as "crimes" not accidents. Another speaker stated that unlicensed drivers cause 71 percent of all hit and run crime.

The Committee recommended that Council approve the recommendations contained in LAPD's report. Committee further recommended that the LAPD and the Board treat and characterize all hit and run incidents as crimes, and further recommended that the LAPD report back on enforcement and education.

Respectfully Submitted,

<u>MEMBER</u>	<u>VOTE</u>
ENGLANDER:	YES
BUSCAINO:	YES
BONIN:	YES
O'FARRELL:	YES

**-NOT OFFICIAL UNTIL COUNCIL ACTS-**