

M O T I O N

PUBLIC SAFETY

Illegal street takeovers and racing remains an ongoing nuisance and public safety issue throughout Los Angeles. Intersection takeovers, when drivers and participants arrive in a coordinated manner at specific intersections to block traffic, have seen an increase citywide with a disregard for the public space and environment. Street racing, racing that occurs on longer stretches of a public road, is a threat to public safety. In the last eight months, at least six people have died during or near street takeovers. A citywide plan to combat intersection takeovers and street racing is necessary to maintain safety on our streets.

Past efforts in Council District 7 have led to departmental coordination through pilots for targeted intersections, such as at Glenoaks Boulevard and Polk Street (CF 21-0870). At this site in 2021, a car nearly hit a pedestrian before it violently crashed into a restaurant. In Council District 14, there has been a substantial increase in street takeovers in the past few years. Most recently, the new 6th Street Viaduct became a victim of takeovers, with drivers doing burnouts on the bridge, and one driver even crashing into other vehicles in the process. In Council District 12, efforts to reduce illegal street takeovers have included overtime funding for LAPD Traffic Division, as well as making it unlawful, citywide, to knowingly encourage, promote, instigate, assist, facilitate, aid or abet the gathering of persons as spectators at a street race or reckless driving exhibition (CF 21-0975).

Traffic calming measures like rumble strips, raised pavement markers, speed humps and speed tables are an effective and cost-efficient means of deterring intersection takeovers. The City can implement engineering treatments oriented towards "Slow Streets" designs, such as restriping the street in order to facilitate slower vehicle speeds, to provide sustainable solutions for street racing. Further studies are necessary to curtail street racing. In light of the increasingly dangerous nature of these activities, the City should continue to examine the feasibility and implementation of both temporary and permanent traffic calming measures for intersection takeovers and street racing.

I THEREFORE MOVE that the Los Angeles Police Department Street Racing Task Force, in coordination with the Department of Transportation, report back in 30 days on data related to intersection takeovers that involve intersections, street segments, or other public right of ways, and to identify locations with the highest volume of calls regarding this issue citywide.

I FURTHER MOVE that the Department of Transportation, with assistance from the Los Angeles Police Department, and in coordination with the Los Angeles Fire Department, the Bureau of Engineering, and the Bureau of Street Services, analyze these locations to determine if there are similarities between locations, and produce recommendations for these locations, such as designs related to a Slow Streets framework.

I FURTHER MOVE that the Department of Transportation report on all street racing measures that the City has applied or implemented related to intersection takeovers that involve intersections, street segments, or other public right of ways, as well as case studies of proven measures from other cities nationwide.

I FURTHER MOVE that the City Administrative Officer and the Department of Transportation report back with a multi-year work plan and funding strategy to implement these treatments for both intersection takeovers and street racing in priority locations citywide.

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