

INTRADEPARTMENTAL CORRESPONDENCE

June 7, 2023

8.1

TO: The Honorable Board of Police Commissioners

FROM: Chief of Police

SUBJECT: LOS ANGELES POLICE DEPARTMENT'S RESPONSE TO LOS ANGELES CITY COUNCIL (CITY COUNCIL FILE NO. 22-1019)

RECOMMENDED ACTION

1. That the Board of Police Commissioners (Board) REVIEW and APPROVE the Los Angeles Police Department's (Department) response to the City Council.
2. That the Board TRANSMIT to the Los Angeles City Council the attached response.

DISCUSSION

On October 25, 2022, the Los Angeles City Council adopted a Public Safety Committee Report relative to street racing and street takeovers. As a result, the City Council directed the Los Angeles Police Department to provide more information regarding intersections, street segments, and other public right of ways where street racing and street takeovers occur (Council File No. 22-1019). The Department was further directed to coordinate with the Los Angeles Department of Transportation (LADOT), the Los Angeles Fire Department (LAFD), the Bureau of Engineering (BOE), and the Bureau of Street Services (BSS) to:

1. Compile a list of intersections, street segments, or other public right of ways that have received the highest volume of calls for service regarding illegal street racing and street takeovers and identify locations with the highest volume of calls Citywide.
2. 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.
3. Report back on all street racing measures that the City has applied or implemented related to intersection takeovers that involved intersections, street segments, or other public right of ways, as well as case studies of proven measures involving both enforcement and design treatments from other cities nationwide.

4. Report back on a multi-year work plan and funding strategy to implement these treatments for both intersection takeovers; and, street racing in priority locations Citywide.

This report addresses the City Council's request for information. If you have any questions, please contact Traffic Group at (213) 486-0680.

Respectfully,



MICHEL R. MOORE
Chief of Police

Attachment

FACT SHEET

Street Racing, Intersection Takeovers and Street Segments June 6, 2023

BACKGROUND

On October 25, 2022, the Los Angeles City Council adopted a Public Safety Committee Report relative to street racing and street takeovers. As a result, the City Council directed the Los Angeles Police Department (Department) to provide more information regarding the intersection location of takeovers, street segments, and other public right of ways (CF File: 22-1019). The Department was further directed to coordinate with the Los Angeles Department of Transportation (LADOT), the Los Angeles Fire Department (LAFD), the Bureau of Street Engineering (BOE), and the Bureau of Street Services (BSS) to:

- Compile a list of intersections, street segments, or other public right of ways that have received the highest volume of calls for service regarding illegal street racing and street takeovers, and identify locations with the highest volume of calls Citywide.
- 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.
- Report back on all street racing measures that the City has applied or implemented related to intersection takeovers that involved intersections, street segments, or other public right of ways, as well as case studied of proven measures involving both enforcement and design treatments from other cities nationwide.
- Report back on a multi-year work plan and funding strategy to implement these treatments for both intersection takeovers and street racing in priority locations Citywide.

It should be noted that previous requests have been made seeking similar information. In August of 2021, a motion was introduced by Councilwoman Monica Rodriguez, Council District No. 7, to have the LAPD, LADOT, and BSS report with recommendations on traffic calming measures that can be implemented at locations where illegal street racing occurs, including temporary devices that can be quickly installed and removed (CF No: 21-0870).

SUMMARY OF FINDINGS

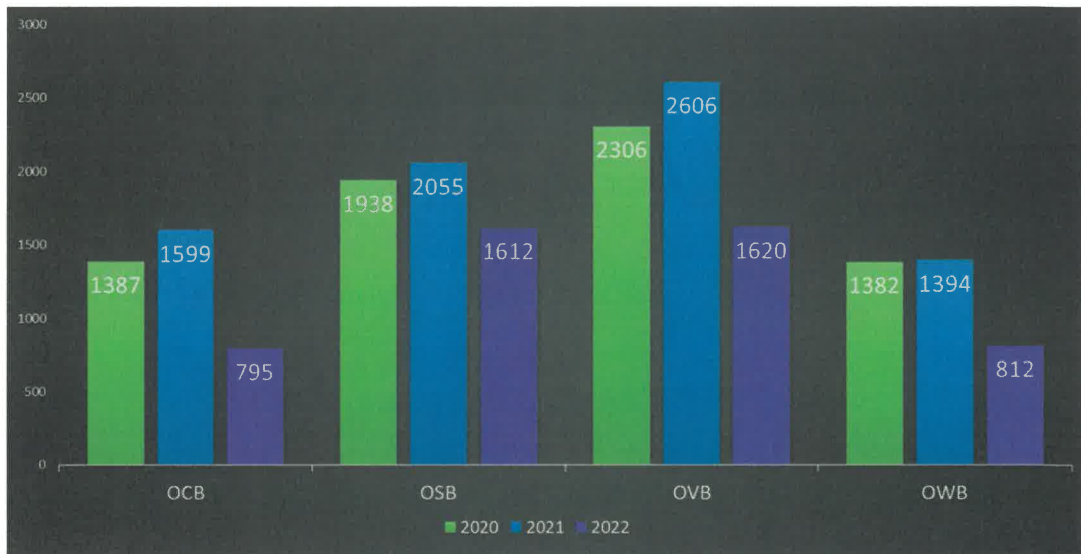
List of Highest Volume of Calls for Service

An extensive query was conducted by Communications Division that compiled a list of intersections, street segments, or other public right of ways that received the highest volume of calls for service regarding illegal street racing or street takeovers. The query was conducted Citywide from 2020 to 2022. It showed that the Department received 19,506 calls for service regarding illegal street racing and street takeovers.

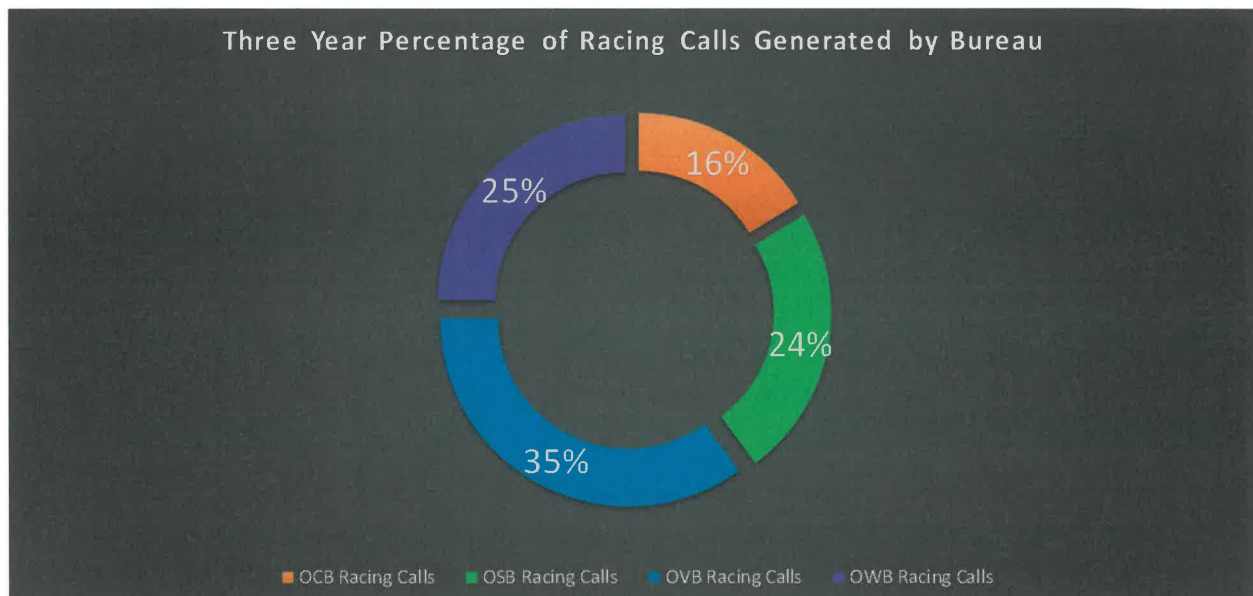
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The below charts provide detailed information on street racing and street takeover calls for service.

**Takeover and Street Racing Calls
By Bureau**



**Calls for Service
By Bureau**

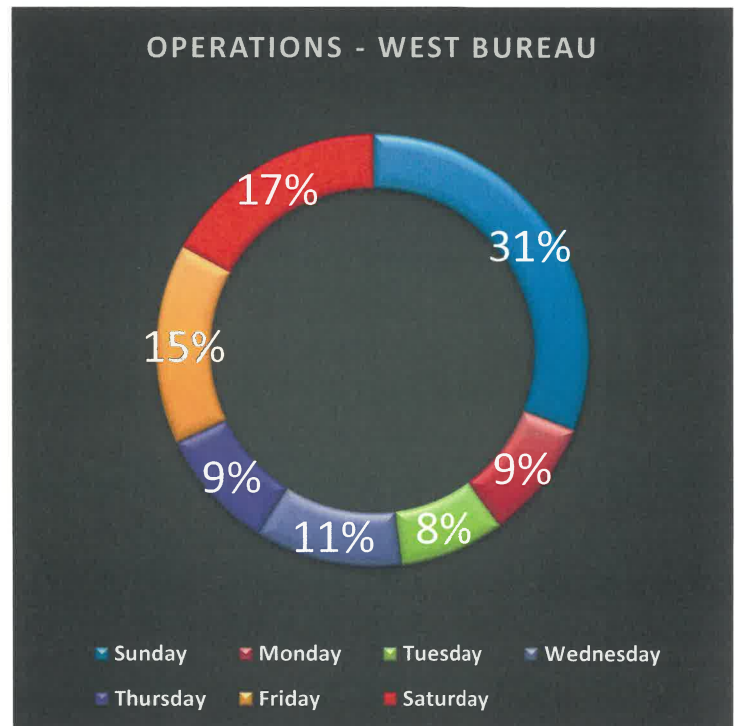
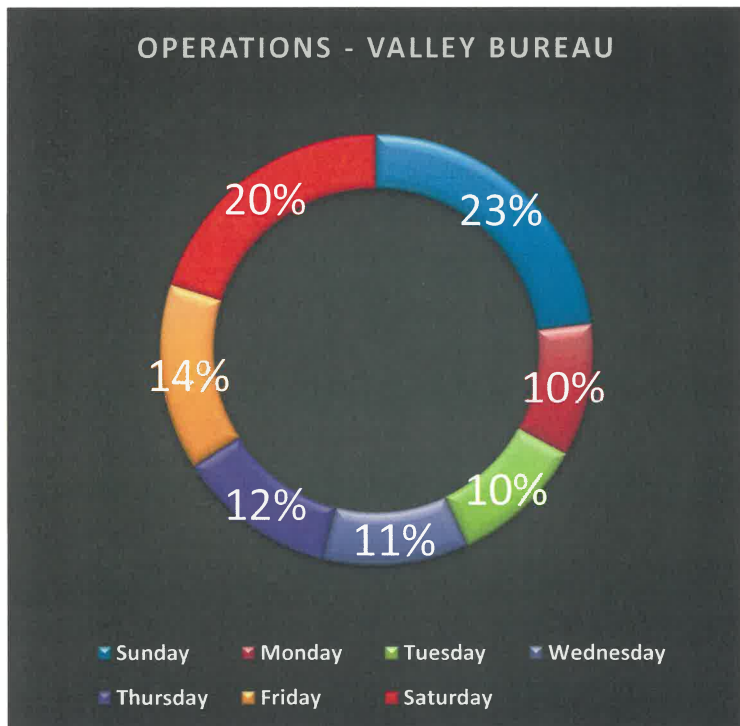
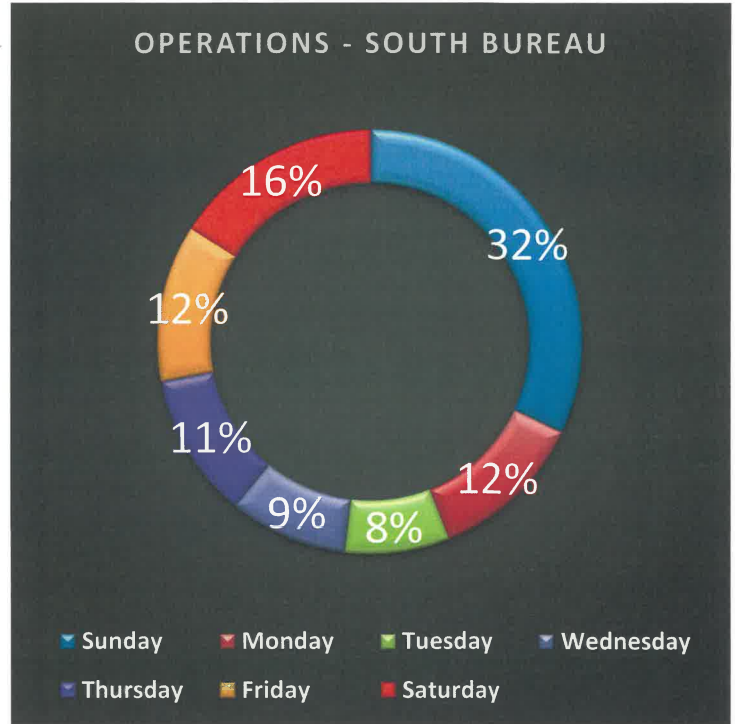
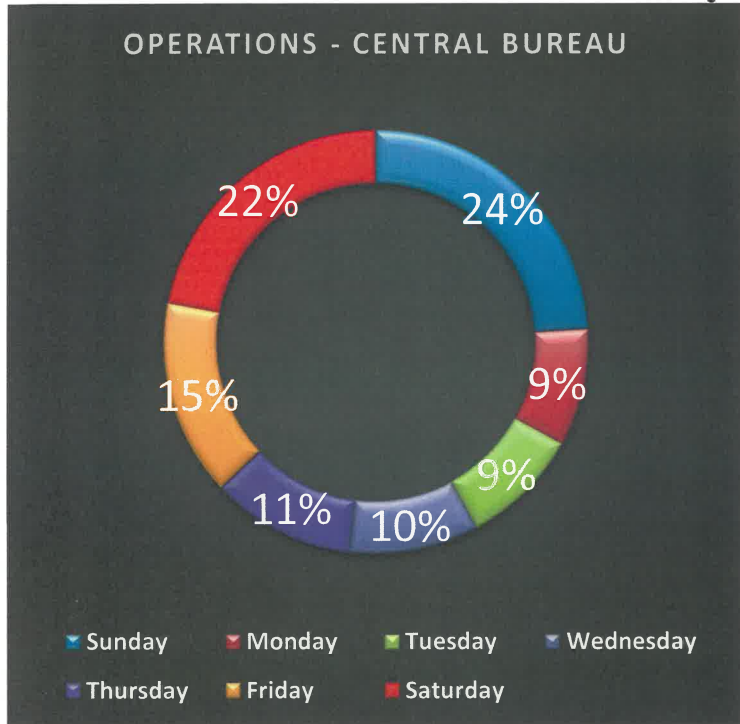


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Days of the Week Call Averages By Bureau



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Top 10 Locations (2020-2022) Greatest Number of Calls for Service Citywide

Top Locations Citywide	Number of Calls Generated
Crenshaw / Florence (77 th Street Area)	172
Manchester / San Pedro (SOE Area)	160
Hoover / Century (SOE Area)	116
Balboa / Foothill (Mission Area)	109
Bledsoe / Bradley (Mission Area)	91
Western / Century (77 th Street Area)	84
Normandie / Gage (77 th Street Area)	81
Balboa / San Fernando Mission Bl (Devonshire Area)	71
Grand / 4 th (Central Area)	66
Crenshaw / 67 th (77 th Street Area)	65

Locations with the Greatest Number of Calls by Bureau

Top OCB Locations	Number of Calls Generated
Grand / 4 th (Central Area)	66
Grand / 2 nd (Central Area)	62
Grand / 3 rd (Central Area)	62
N Meyers / Kearney (Hollenbeck Area)	57
Fig / 2 nd (Central Area)	46
Grand / General Thaddeus Kosciuszko (Central Area)	44
Vernon / McKinley (Newton Area)	43
Grand / 12 th (Central Area)	43
Gage / San Pedro (Newton Area)	35

Top OSB Locations	Number of Calls Generated
Crenshaw / Florence (77 th Street Area)	172
Manchester / San Pedro (SOE Area)	160
Hoover / Century (SOE Area)	116
Western / Century (SOE Area)	84
Normandie / Gage (77 th Street Area)	81
Crenshaw / 67 th (77 th Street Area)	65
Crenshaw / Slauson (SOW Area)	60
La Cienega Bl/ Jefferson (SOW Area)	58

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Obama / La Brea (SOW Area)	56
La Cienega PI / Jefferson (SOW Area)	56

Top OVB Locations	Number of Calls Generated
Balboa / Foothill (Mission Area)	109
Bledsoe / Bradley (Mission Area)	91
Balboa / San Fernando Mission Bl (Devonshire Area)	71
Glenoaks / Polk (Mission Area)	64
Yarnell / Foothill (Foothill Area)	53
Sesnon / Tampa (Devonshire Area)	51
Laurel Canyon / Paxton (Foothill Area)	47
Reseda / Sesnon (Devonshire Area)	42
Van Owen / Woodley (W Valley Area)	42
Wheatland / Wentworth (FTHL Area)	39

Top OWB Locations	Number of Calls Generated
Lincoln / Manchester (Pacific Area)	55
Western / Washington (Wilshire Area)	50
Mulholland / Corda (WLA Area)	44
Fairfax/ Pico (Wilshire Area)	39
PCH / Temescal (WLA Area)	38
PCH / Sunset (WLA Area)	36
Mulholland / Beverly Glen (WLA Area)	36
Olympic / Fairfax (Wilshire Area)	35
Sepulveda / Mountaingate (WLA Area)	31
Hauser / San Vincente (Wilshire Area)	28
Mulholland / Benedict (WLA Area)	27
Beverly / Western (Olympic Area)	24
Hollywood / Highland (HWD Area)	24
Cadillac / La Cienega (Wilshire Area)	20
Melrose / Fairfax (Wilshire Area)	18

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Percent Changes in Street Racing & Takeover Calls Between 2020/2021 and 2021/2022

Percent Changes of Street Racing and Takeover Calls			
	2020 - 2021	2021 - 2022	% Change
OCB	15%	50%	35%
OSB	6%	22%	16%
OVB	13%	-38%	-51%
OWB	1%	-42%	-43%
Note: The above table depicts the yearly percentage change of Street Racing/Takeover Calls for Service received by Communications Division by bureau. In 2022, calls for service have increased in OCB and OSB.			

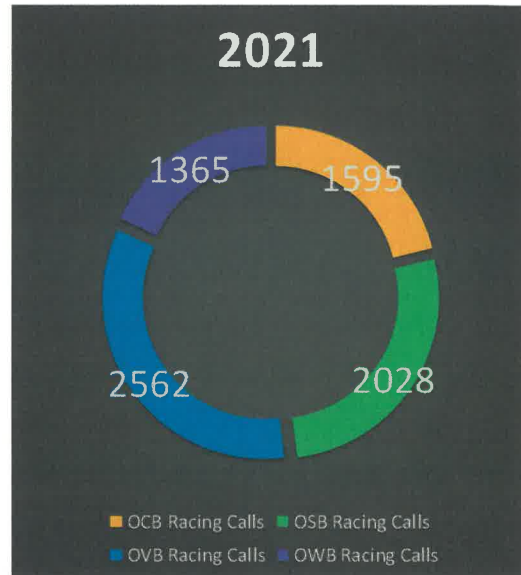
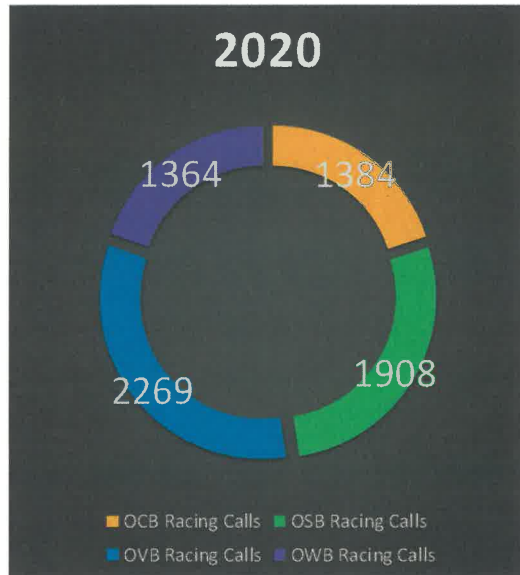
Average Time of Day Community Calls for Service

Average Incident Time by Bureau	
OWB	3:18:29 PM
OVB	7:20:40 PM
OCB	11:50:33 PM
OSB	2:20:40 AM
Note: The above table shows the average time of day that a community member contacted Communications Division to report street racing or street takeover activity.	

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Number of Calls For Service - Street Racing and Takeovers by Year



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Previous Engineering Redesigns

It should be noted in 2021 that each traffic command was directed to provide a list of intersections that were problematic to their respective bureau to the LADOT for Council File No. 21-0870. The Motion, which was approved in May 2022, resulted in one intersection at Glenoaks Boulevard and Polk Street that received a road treatment of center line extensions by the LADOT. Below is the detailed list that was prepared and provided to the LADOT.

WEST TRAFFIC DIVISION

Hollywood Area

- Hollywood Boulevard & Highland Avenue
- Hollywood Boulevard & Bronson Avenue
- Hollywood Boulevard between La Brea Boulevard & Bronson Avenue

Olympic Area

- Vermont Avenue & Venice Boulevard

Wilshire Area

- La Cienega Boulevard & 18th Street
- La Cienega Boulevard & Cadillac Avenue
- Melrose Avenue between La Brea Boulevard & Bronson Avenue
- Western Avenue & Washington Boulevard

Pacific Area

- Vista del Mar & Imperial Boulevard
- Manchester Avenue & Lincoln Boulevard
- National Place & Overland Avenue
- National Boulevard & Sawtelle Avenue

West Los Angeles Area

- Olympic Boulevard & Barrington Avenue
- Sepulveda Boulevard & Mountaingate Drive

CENTRAL TRAFFIC DIVISION

Central Area

- 12th Street & Figueroa Street
- 2nd Street & Figueroa Street
- Lower Grand Tunnel
- 18th Street & Main Street
- Vin Scully Avenue & Sunset Boulevard

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Hollenbeck Area

- 6th Street Bridge
- Olympic Boulevard & Lorena Street
- Kearney Street & Myers Street
- 4th Street & Anderson Street

Newton Area

- Vernon Avenue & San Pedro Street
- 54th Street & Avalon Boulevard

Rampart Area

- Kensington Road & Bellevue Avenue
- 2nd Street & Beaudry Avenue

Northeast Area

None

SOUTH TRAFFIC DIVISION

77th Street Area

- Florence Avenue & Crenshaw Boulevard
- Normandie Avenue & Gage Avenue
- Century Boulevard & Western Avenue
- Crenshaw Boulevard & 63rd Street

Southeast Area

- Compton Avenue & 103rd Street
- Century Boulevard & Avalon Boulevard
- Wilmington Avenue & 103rd Street
- Central Avenue & 120th Street
- Manchester Boulevard & San Pedro Street
- Century Boulevard & Hoover Street

Southwest Area

- La Cienega Boulevard & Jefferson Boulevard
- La Brea Avenue & Obama Boulevard
- Normandie Avenue & Jefferson Boulevard

Harbor Area

- None

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VALLEY TRAFFIC DIVISION

Devonshire Area

- Plummer Street & Canoga Avenue
- Sesnon Boulevard & Louise Avenue
- San Fernando Mission & Balboa Boulevard
- Winnetka Boulevard & Prairie Street
- Tampa Avenue & Plummer Street
- Topanga Canyon Boulevard & Devonshire Street
- Reseda Boulevard & Sesnon Boulevard
- Eton Avenue & Deering Avenue
- Eton Avenue & Superior Street
- Porter Ranch Town Center
- Chatsworth Street & Zelzah Avenue (Shopping Center)

Mission Area

- Bradley Avenue & Bledsoe Street
- Golden State Road & San Fernando Road
- Polk Street & Glenoaks Boulevard
- Balboa Boulevard & Foothill Boulevard
- Roscoe Boulevard & Coldwater Canyon
- Arleta Avenue & Devonshire Street
- Balboa Boulevard & Silver Oaks Drive

North Hollywood Area

- None

Topanga Area

- Valley Circle Boulevard & Burbank Boulevard

Van Nuys Area

- None

West Valley Area

- Saticoy Street & Haskell Avenue
- Vanowen Street & Woodley Avenue
- Stagg Street w/o Woodley Avenue

Foothill Area

- Wentworth Street & Wheatland Street
- Wheatland Street & Glenoaks Boulevard
- Van Nuys Blvd & Laurel Canyon Boulevard
- Osborne Street & Foothill Boulevard

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- Desmond Street & Bradley Avenue
- Foothill Boulevard & Orcas Avenue

ANALYSIS OF THE LOCATIONS - DETERMINE SIMILARITIES

An analysis of the street segments and intersections was requested to determine similarities. It was revealed that the majority of the locations are ideal for street takeovers. The intersections are multi-lane roadways that provide significant space to engage in this illegal activity. Furthermore, the intersections have no obstacles that interfere with street takeovers.

It was further revealed that some locations provide an iconic backdrop for street racers and takeover enthusiasts. The popular locations in Central Traffic Division include the downtown skyline, the Crypto.com Arena (formerly Staples Center), the entrance to Dodger Stadium, and the large electronic billboards near Figueroa Street and 12th Street. These popular locations allow street racers and observers to showcase their illegal activities on social media.

A review of the Top 5 Intersections in each bureau was conducted and is listed below:

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
- Yarnell Street & Foothill Boulevard

Operations-West Bureau

- Lincoln Boulevard & Manchester Avenue
- Western Avenue & Washington Boulevard
- Mulholland Drive & Corda Drive

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- Fairfax Avenue & Pico Boulevard
- Pacific Coast Highway & Temescal Canyon

Based on input from the LADOT and the Bureau of Engineering, the most effective and efficient engineering improvements would be to install rumble strips and hardened centerlines. Another recommendation would be the installation of high-resolution surveillance cameras that would monitor and record the activity at each of these intersections. The cameras could be monitored by the Automated Traffic Surveillance and Control at the LADOT and the Department Operations Center. The cameras would enable the Department to deploy resources efficiently, safely, and in a timely manner. Furthermore, the surveillance cameras would assist in identifying violators and in criminal investigations.

Note: The installation of cameras would be costly and would certainly be challenged by privacy rights coalition community groups.

OTHER STATES / CITIES:

It was further requested that the Department examine other cities' engineering and enforcement measures that have proven successful. The following was revealed:

1. Oakland, CA:

A collaboration between Oakland Police Department, Oakland DOT, and the City Administrators have installed hardened centerlines at 12 intersections plagued with sideshows and takeovers. The hardened centerlines have achieved the intended purpose of preventing sideshows and have had no impact on regular traffic flow.

2. Compton, CA:

In 2022, the City of Compton installed Botts' Dots, which are round raised pavement markers made of various ceramic materials or plastics, at two intersections to stop illegal takeovers. The Botts' Dots were installed at the intersection of Compton Boulevard and Santa Fe Avenue as well as Caldwell Street and Wilmington Avenue. The total cost was \$4,000.00; however, it did not stop the illegal activity of takeovers. In fact, participants simply pried off the dots from the roadway, rendering them ineffective.

3. Paramount, CA:

In 2020, the Paramount City Council passed new penalties to combat a sharp increase in dangerous street racing and intersection takeovers. Racers and spectators who are detained and arrested face severe consequences. For the drivers, there are larger fines for the racing and costs to store impounded vehicles, which can reach thousands of dollars. Felony vandalism charges are also considered due to the cost to the City of Paramount being approximately \$6,000.00 to repair an intersection after it's been hit by a street takeover. Typical damage can range from repairing the asphalt and repainting lines and

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dividers to replacing damaged signs. Ultimately, as the new City ordinance dictates, street racers can lose their cars for good.

4. Portland, OR:

The Portland Bureau of Transportation has installed hardened centerlines at various intersections. The hardened centerlines are little rubber yellow and black striped curbs that are in an intersection to prevent sideshow activity.

5. Georgia:

In 2021, Georgia enacted a new law that received bi-partisan support to pave the way for higher penalties for anyone who organizes, promotes, and participates in illegal street racing activities. Georgia House Bill 538 imposes fines and penalties up to \$5000.00, the power to seize cars that are involved, and felony charges for repeat offenders.

6. St. Louis, MO:

The City of St. Louis is looking at legal race tracks to encourage illegal street racers to take advantage of a safe environment. St. Louis also looked at the concept of “Slow City” which emphasizes accessibility rather than mobility.

7. Detroit, MI:

The City of Detroit is also looking at encouraging illegal street racers to use legal race tracks.

RECOMMENDATIONS AND PROVEN MEASURES:

The LADOT was contacted to determine what engineering measures have been implemented to curb illegal street racing and street takeovers. Surprisingly, the LADOT has installed minimal engineering treatments. It was revealed that there was varying engineering success in deterring illegal street racing activities. The following engineering methods have been utilized:

- Hardened centerlines;
- Botts’ Dots;
- Rumble strips; and,
- Installations of gutters at intersections.

Hardened Centerlines:

Rubber, high visibility mini speed bumps are installed on the centerline of the roadway protruding into the intersection but out of the normal path of travel for vehicles and pedestrians. The bumps could be preceded by high visibility plastic posts or spring-loaded bollards, location permitting. These mini speed bumps would not impact the normal flow of traffic; however, they would

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provide a deterrent for vehicles attempting to perform donuts and other illegal activities in the intersection. They could have the additional benefit of preventing vehicles from turning prematurely. According to the LADOT, it seems the only traffic device to deter street takeovers that can be utilized is the centerline extension with the two vertical delineators.

Botts' Dots or Raised Paved Markers:

Grids of Botts' Dots could also be added to the center area of the intersection. These grids of Botts' Dots could disrupt the activities performed by participants in sideshows. They could have the added benefit of slowing traffic down through intersections, where most traffic crashes occur.

However, the LADOT advised that the Botts' Dots or raised paved markers are not effective and could have adverse effects on other vehicles, especially bicycles, and motorcycles. Consequently, it is not recommended.

Rumble Strips

Rumble strips are sets of 10 thermoplastic bars placed five feet apart perpendicular to the path of travel. When a driver drives over these bars, they will hear a rumbling sound and feel feedback through the steering wheel. Rumble strips are not appropriate in every setting, as they can increase noise levels by up to eight decibels measured from beyond the limits of the roadway, but LADOT successfully reduced speeds and drag racing on Plummer Street through a rumble strip pilot. The estimated cost to install rumble strips is approximately \$3,200.00 per lane, per set. The LADOT may recommend multiple sets depending on the length of the problem location and the number of blocks involved.

Installation of Gutters at Intersections

Gutters strategically placed through intersections would create a level of change in the asphalt, thereby making it much more difficult for vehicles to "swing" in the intersection. However, the Bureau of Engineering advised that placing a gutter at the intersection of a road can be problematic for several reasons. Vehicles may "bottom out" or scrape the bottom of the vehicle when crossing over the gutter at a higher speed (35 MHP or more), which can cause damage to the car and create a safety hazard. Additionally, drivers may be startled by the presence of the gutter and may brake abruptly, which can increase the risk of a crash. Furthermore, during rain, water will accumulate in the gutter and create a puddle, making the road slippery and increasing the risk of a crash. It is generally recommended to avoid placing gutters at intersections or to design them in such a way that they do not create these hazards.

MULTI-YEAR WORK PLAN

The Department recognizes that enforcement alone will not resolve the problems of street racing and street takeovers. As a result, the Department will seek a multi-facet approach to be achieved over the next several years. This plan will involve the following:

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- **Enforcement Changes**

The Department recognizes that street takeovers are a unique and significant problem impacting the quality of life of communities throughout the City of Los Angeles. Historically, the Department has viewed street takeovers as a problem that should be handled by the four traffic divisions due to it involving cars. Unfortunately, the number of crashes does not support street takeovers as a traffic problem. The Department should change its approach and will direct Training Division and Metropolitan Division to develop protocols and procedures for responding to these incidents. Street takeovers are a public nuisance that results in crowd control problems. The experts and trainers for the Department in crowd control and management is Metropolitan Division.

- **Engineering Changes**

The Department will continue to work and identify locations where street racing and street takeovers are occurring and provide this data to the LADOT. Traffic commands will continue to work and provide solutions to LADOT. These engineering changes are contingent on funding and site surveys.

- **Installation of Cameras**

The Department will seek funding from the City Council and work with the LADOT to install cameras that monitor and record events at all problematic intersections. The cameras will provide live feeds and will be monitored by LADOT and the Department. The cameras will be utilized to dispatch police resources and alert fire dispatch and mass transportation operators of events at problematic intersections. Furthermore, the cameras will be utilized to assist in criminal investigations.

- **Legislative Changes**

The Department will continue to seek City Council support to obtain legislation sponsorship and amend various sections of the California Vehicle Code, Penal Code, Government Code, and the Los Angeles Municipal Code (LAMC) to reduce and discourage community members from engaging in street racing and street takeovers. It should be noted that this request was provided under previous correspondence to the City Council.

The previous request sought changes that seek mandatory custodial arrests, mandatory 30-day impounds, increased fines, mandatory DMV Driver's License point increased assessed to those convicted for street racing activities and a Citywide ban on laser pointers at public demonstrations. These changes must also eliminate any discretion afforded to the court to reduce fines or penalties or show leniency. The Department will further seek City Council support and pass the Los Angeles City Ordinances that will prohibit the sales of laser pointers as well as prohibit commercial filming of movies or commercials that depict any type of street racing or street takeovers. The ordinance would ensure public and personnel safety for first responders. A resolution to support Assembly Bill 74 (Muratsuchi), which

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would update existing laws pertaining to street takeovers and strengthen enforcement tools in order to reduce street takeovers and prevent fatalities is currently pending (Council File No. 27-0002-544).

- **Judicial Seizure Funding**

The Department will seek funding to increase the number of Judicial Warrant Seizure Details designed to impound vehicles as authorized by Section 14602.7 of the California Vehicle Code.

CONCLUSION

Over the past few years, sideshows and other illegal street racing activities have continuously gained popularity through social media, commercials, YouTube, and movies such as the Fast and Furious franchise. The participants in these illegal activities have become more aggressive with tactics used against law enforcement and more destructive in their local communities. Some sideshows have led to shootings, physical fights, and severe or fatal traffic crashes involving participants, bystanders, and innocent community members.

The ability of law enforcement to respond and restore order at these incidents, which is often comprised of hundreds of spectators and countless vehicles, requires an inordinate amount of police resources. The attempts to disband these incidents are met with violence and non-compliance. Spectators are utilizing laser pointers to blind officers, launching fireworks at officers, vandalizing police vehicles, and swarming around police vehicles to prevent officers from advancing. On other occasions, Los Angeles County Fire personnel responding to calls for service have been prevented from entering intersections by spectators. The complete disregard by the spectators towards first responders has become a liability and is endangering the lives of those who need medical or other emergency services.

The Department has and will continue to work diligently with the LADOT to identify enforcement and engineering strategies to eliminate this public nuisance. Although these events often do not result in traffic crashes, the activities of street racers and spectators are dangerous to the community and interfere with emergency response vehicles responding to calls for service. The Department will continue to work tirelessly to eliminate these illegal activities and preserve the quality of life for the residents of Los Angeles.

Prepared by:
Traffic Coordination Section,
Traffic Group