

M O T I O N

Illegal street racing and drag racing on local roads is an ongoing nuisance and public safety issue throughout Los Angeles. The problem has seen an increase in the San Fernando Valley, where drivers and participants take over select streets and intersections to race, rev engines, and perform stunts. Criminal enforcement has been the primary method used to curtail this activity. However, the short time frame and transitory nature of the events, the City's limited authority to increase fines and penalties, as well as an overabundance of locations, makes law enforcement challenging. A coordinated effort of enforcement and traffic management strategies is needed to develop techniques in areas known for street racing.

Illegal street racing generally occurs over a short section of a wide, straight local road with low levels of traffic volumes and easy access to freeways and major arterials that allow participants to quickly disperse. These characteristics render traffic engineering techniques, particularly traffic calming measures, an effective and cost-efficient means of deterring illegal racing, since they can be targeted to the specific locations. Traffic calming is a tool designed to limit travel speed by introducing physical roadway geometric changes. Examples include, but are not limited to, speed humps, rumble strips, raised center medians, curb extensions, and traffic circles. In light of the increasingly dangerous nature of illegal street racing, the City should examine the feasibility of both temporary and permanent traffic calming measures in these

I THEREFORE MOVE that the Council instruct the Department of Transportation and the Bureau of Street Services, in coordination with the Los Angeles Police Department Street Racing Task Force, to report with recommendations on a menu of traffic calming measures that can be implemented at locations where illegal street racing occurs, including temporary devices that can be quickly installed and removed. The report should include a map overlaying known racing corridors and intersections with Vision Zero traffic data.

I FURTHER MOVE that the Department of Transportation and the Los Angeles Police Department Street Racing Task Force meet on a quarterly basis and jointly report to Council Offices regarding data and updates to street racing in their respective districts.

I FURTHER MOVE that the Department of Transportation, the Bureau of Street Services and the Los Angeles Police Department Street Racing Task Force identify key racing intersections and provide recommended street treatments and programmatic steps to pilot these treatments in Council District 7, and further, Citywide.

PRESENTED BY:



MONICA RODRIGUEZ
Councilwoman, 7th District

SECONDED BY:



AUG 03 2021



ORIGINAL

Item No. 34

MOTION

I HEREBY MOVE that Recommendation No. 1 of the PUBLIC SAFETY COMMITTEE REPORT relative to examining the feasibility of both temporary and permanent traffic calming measures including but not limited to speed humps, rumble strips, raised center medians, curb extensions, and traffic circles, in light of the increasingly dangerous nature of illegal street racing on local roads (Item 34 on today's Council agenda, Council file No. 21-0870) be AMENDED as follows:

INSTRUCT the Los Angeles Department of Transportation and the Bureau of Street Services, in coordination with the Los Angeles Police Department Street Racing Task Force **and the Bureau of Engineering and the Los Angeles Fire Department**, to report with recommendations on a menu of traffic calming measures that can be implemented at locations where illegal street racing occurs, including temporary devices that can be quickly installed and removed. The report should include a map overlaying known racing corridors and intersections with Vision Zero traffic data.

PRESENTED BY _____
MONICA RODRIGUEZ
Councilmember, 7th District

SECONDED BY _____
BOB BLUMENFIELD
Councilmember, 3rd District

September 14, 2021

CF 21-0870

MOTION

Illegal Street racing and reckless driving exhibitions (also known as "side shows"), where individuals gather to watch motorists engage in exhibitions of speed and other dangerous activities while blocking roads and intersections, have been a continuing problem in the City, as well as other cities across the state. Over recent years, the internet and social media have made it even easier for organizers of these illegal events to organize and promote them, despite the best efforts of law enforcement.

In an effort to address this in their jurisdiction, the City of San José recently adopted an ordinance to criminalize the promotion of illegal street races and side shows. Under this ordinance, it is a misdemeanor to knowingly encourage, promote, instigate, assist, facilitate, aid, or abet the gathering of persons as spectators at a street race or reckless driving exhibition in San José. As this crime is a misdemeanor, it is punishable by a fine of up to \$1,000 and/or imprisonment in the county jail for not more than six months. The Council should request a report looking into the feasibility of adopting a similar ordinance in the City of Los Angeles.

I THEREFORE MOVE that the City Attorney be requested to report on the feasibility of enacting an ordinance to make it unlawful to knowingly encourage, promote, instigate, assist, facilitate, aid, or abet the gathering of persons as spectators at a street race or reckless driving exhibition, modeled after the ordinance recently adopted by the City of San José.

PRESENTED BY: 

JOHN S. LEE
Councilmember, 12th District

SECONDED BY: 

jwd

AUG 31 2021



ORIGINAL

TRANSPORTATION

MOTION

Enhancing LA's Outdoor Dining by Permanently Adopting the City's Al Fresco Program

On May 29, during the COVID-19 Emergency Declaration and the City's Safer-At-Home and Safer LA orders, Mayor Eric Garcetti announced the LA Al Fresco program. LA Al Fresco aims to help local food purveyors reopen safely and allow customers and employees to maintain physical distancing by temporarily relaxing the rules that regulate outdoor dining. LA Al Fresco is a program that allows restaurants, permitted sidewalk food vendors, and food trucks to utilize sidewalks, private parking lots, street parking spaces, lane closures, and street closures for dining.

The LA Al Fresco Program, which has received tremendous feedback from restaurants, diners and restaurant adjacent neighborhoods, looks to support the heavily impacted industry by allowing restaurants to continue to operate in a safe, physically distanced setting. Additionally, in many instances, outdoor dining has provided additional dining space for smaller, family owned restaurants, while taking advantage of Southern California's climate and preserving the unique character of neighborhoods with smaller shops and restaurants.

After the local emergency is lifted, expectations for in-restaurant dining will likely have changed and flexible outdoor dining settings should continue to be made available. These outdoor dining options must follow ADA guidelines for the public right-of-way and additional safety measures implemented where necessary.

I THEREFORE MOVE that the Chief Legislative Analyst, Department of Transportation and Bureau of Engineering, with the assistance of the Bureau of Street Services, Department of Building and Safety, Department of City Planning and City Attorney, as needed, report back on the feasibility of developing a permanent Al Fresco program that allows for a streamlined outdoor dining permit process, including but not limited to a potential program structure, eligibility criteria, safety and infrastructure requirements, and a plan that would enable interested businesses to opt-in to the permit program.

I FURTHER MOVE that the Chief Legislative Analyst, with the assistance of the City Attorney, Bureau of Engineering and Department of Transportation, report on any changes to State or County Codes would need to be made in order to effectuate this program.

PRESENTED BY:



DAVID E. RYU
Councilmember, 4th District

SECONDED BY:

JOE BUSCAINO (Verbal)
Councilmember 15th District

AUG 25 2020

MOTION

On August 5, 2021, President Biden signed an Executive Order that sets an ambitious new target for the country to make half of all new vehicles purchased by 2030 zero-emissions, including battery electric, plug-in hybrid electric, or fuel cell electric vehicles. This \$7.5 billion dollar plan will include a path towards a national Electric Vehicle (EV) network in partnership with the International Brotherhood of Electrical Workers (IBEW) and other labor leaders.

In Los Angeles, previous efforts such as the LA Green New Deal (2019), and the LA Sustainability Plan (2015) have placed goals for EV installation throughout the city. In 2019, the Department of Water and Power Board of Commissioners adopted a resolution (Board Resolution 20-024, Aug 27, 2019) authorizing the prioritization and funding of City transportation and electrification projects through the development of MOUs. Through the sale and utilization of Low Carbon Fuel Standards (LCFS) developed by the LADWP (AB 32), the board action was executed to reduce the carbon intensity of transportation fuels. Departments including Recreation and Parks and General Services have executed several MOUs for EV installation. The practical purpose of this policy was to build infrastructure to support the electrification of gas or diesel powered vehicles, including cars, buses, trucks, shuttles, trains, and all other transportation.

Now is the time for the City to create a citywide electric vehicle strategic long term infrastructure plan, unifying all efforts in coordination with City agencies to maximize placement while taking advantage of federal and state funding and policy efforts. The Biden and Newsom administrations have and are working on the expansion of dollars in this area, with a focus on urgently fighting the climate crisis. The recent LA100 plan also identifies the electrification of the transportation sector as a key and necessary provision in a 100% carbon free Los Angeles. The placement of EV infrastructure will be essential to our energy goal's success, as the location, time and length of said vehicle charging will play a significant role in the defined energy and financial benefits to both the resident and city.

The Department of Water and Power with the assistance of each partner city agency, building upon previous work, should report on recommendations to streamline current EV projects, while focusing on the creation of a citywide Electric Vehicle Master Plan that prioritizes smart and equitable placement of these transportation resources.

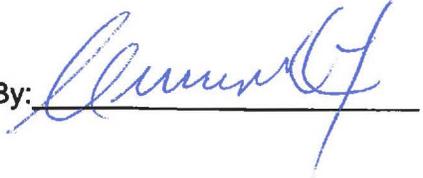
I THEREFORE MOVE that the Department of Water and Power, with the assistance of appropriate City agencies, create a strategic long term citywide Electric Vehicle Master Plan that includes provisions to maximize federal and state funding for the equitable placement of Electric Vehicle infrastructure citywide. This plan should include incentives for the adoption of Electric Vehicles for both residential and commercial / industrial customers, with a focus on maximizing current and future renewable infrastructure.

Presented By: 

MITCH O'FARRELL
Councilmember, 13th District

Presented By: 

PAUL KERKORIAN
Councilmember, 2nd District

Seconded By: 

AUG 06 2021

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