



Chief Executive Office.

COUNTY OF LOS ANGELES

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CHIEF EXECUTIVE OFFICER

Fesia A. Davenport

July 26, 2024

To: Supervisor Lindsey P. Horvath, Chair
Supervisor Hilda L. Solis
Supervisor Holly J. Mitchell
Supervisor Janice Hahn
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From: Fesia A. Davenport 
Chief Executive Officer

ADDRESSING ILLEGAL STREET TAKEOVERS AND RACING IN UNINCORPORATED LOS ANGELES COUNTY (ITEM NO. 6, AGENDA OF SEPTEMBER 12, 2023)

On September 12, 2023, your Board adopted a motion instructing County departments, in coordination with the California Highway Patrol and the Sheriff Civilian Oversight Commission, to host a community street takeover symposium (Symposium) with community based organizations to build consensus on strategies to reduce the impact of street takeovers in County unincorporated communities, which have resulted in property damage, bodily injuries, and fatalities.

The motion directed my office, in coordination with the Directors of Public Health - Office of Violence Prevention, Sheriff, Public Works, Public Defender, District Attorney, Regional Planning, the Sheriff Civilian Oversight Commission, County Counsel, and in consultation with the California Highway Patrol and street safety and street racing prevention community-based organizations (CBOs), to report back to the Board in writing within 60 days, following the Symposium, with a comprehensive plan to address street takeovers and racing in County unincorporated communities which should include, but is not limited to:



- An analysis of incidents of street racing and takeovers in unincorporated County communities; County-led efforts, including education, infrastructure investments, advocacy, and enforcement previously employed to curb street takeovers and street racing by County departments over the last ten years; efforts in similar and neighboring jurisdictions; and economic and behavioral incentives of street racing and takeover events, including how events and vehicle enhancements are funded and promoted.
- Recommendations to address street racing, including: opportunities to discourage participants from posting and profiting from street racing and takeover events on social media, including working with social media partners to remove posts that include illegal activity from their platforms; implementation of automated speed enforcement technology through legislative changes that expand State authority following new pilot programs in California; recommended State legislative changes needed to curb street racing and takeover events, including diversion strategies that require driver's education training that discourages street racing and takeovers; a toolkit of infrastructure improvements to curb street takeovers, including how to prioritize infrastructure investments based on equitable need and street typologies where street racing and takeover events are most common; and the feasibility of securing a permanent closed track for street performance activities, separate from public streets, in communities most impacted by street takeovers and racing.
- Feedback from CBOs that are working to address street racing and takeover prevention, and feedback from auto clubs that participate in street takeovers, as well as cruising clubs, on a draft version of the plan.

In response to the Board motion, a Town Hall community meeting was held on February 24, 2024, at Earvin "Magic" Johnson Recreation Area Community Center and a Symposium was held on May 18, 2024, at Compton College.

In addition to this report, the motion directed County Counsel to report back to the Board on methods of enhancing current County ordinances that are in alignment with the County's Care First, Jails Last vision. County Counsel will report back to these directives separately.

Background

Incidents of illegal street takeovers and street racing have increased in popularity nationwide, including in cities across the County. This surge began during the COVID-19 pandemic when city streets became empty during the lockdowns. Social

media has played a significant role in promoting these events, with platforms like Instagram, YouTube and TikTok being used to promote, organize, and attract large crowds.

Street takeovers typically involve the use of social media to attract spectators, primarily young people, to a specific intersection, usually at night, to witness vehicles driven at high speeds doing donuts and performing stunts like drifting. While these events are taking place, the intersection is blocked and the flow of traffic, including residents and emergency vehicles, is impaired. The crowds at these events can become unruly and engage in behavior that has resulted in property damage, looting of local businesses, bodily injuries, and loss of life.



A street takeover is seen in the area of Rosecrans and Atlantic avenues in Compton in 2020. (KTLA)

Street racing involves illegal races on public roads and streets, often organized by groups of enthusiasts. These races are unsanctioned and take place without proper safety precautions making them extremely dangerous to participants and bystanders. Drag racing, in contrast, is a legal and organized competition that takes place on a closed track with proper safety precautions such as safety barriers and fire, rescue, and medical personnel on site. Auto and cruising clubs would like to promote legal, family-friendly racing at sanctioned racetracks. However, official tracks are generally not conveniently located, are closing, or being converted to other real estate uses, and alternative sites large enough are rare.

Despite traffic patterns returning after pandemic restrictions were lifted, illegal street takeovers and racing continue to persist, and they continue to be accompanied by additional criminal activities such as vehicle thefts, smash-and-grab robberies, hit-and-run accidents causing injuries and fatalities, and shootings.

Although street takeovers and racing happen all over the County, a handful of communities experience more frequent occurrences and are disproportionately impacted. For example, a Sheriff's Department analysis shows that in the first quarter of calendar year 2024, only seven of the Sheriff's 23 stations reported a street takeover, with the Carson, Century, and Compton stations representing more than 80 percent of all reported takeovers. Even in communities where street takeovers are frequent, however, events are spontaneous and locations are constantly changing, challenging consistent enforcement. Therefore, creating a plan to effectively curb the impact of street takeovers and racing in the County requires a multi-faceted approach with interagency and regional coordination, including public awareness, education, prevention strategies, diversion, community involvement, infrastructure modifications, legislative support, increased/enhanced enforcement, and the provision of legal alternatives.

Town Hall

On February 24, 2024, the Second Supervisorial District of the Board hosted a town hall community meeting at the Earvin "Magic" Johnson Recreation Area Community Center to foster discussion and ideas of what residents want to see in addressing this issue. Feedback received from this gathering came from a diverse group, including residents whose lives have been negatively impacted by these activities. Members of car clubs and car enthusiasts also participated. Their perspectives and input helped frame the agenda for the Symposium that took place on May 18, 2024 at Compton College.

Symposium

The "Ending Illegal Street Takeovers and Racing" Symposium was held on May 18, 2024, at Compton College. The Symposium brought together community members, County departments, CBOs, and political leaders to share perspectives, brainstorm solutions, and create recommendations for ending illegal street racing and takeovers.

The Symposium consisted of panels of speakers, breakout sessions with specific topics for focus groups to discuss, community feedback, and Q&A. Topics included: "Preventing Youth Incarcerations, Redirecting Racers," "The Role of the Law in Illegal Street Activity," "Using Public Infrastructure to Re-design our Streets," and

“Identifying and Operating Legal Tracks for Racing.” The participants also broke out into focus groups to share their experiences, perspectives, and recommendations on strategies to support their vision of how to develop solutions. Additional feedback was collected via an online feedback form.

Feedback from the public during the Symposium presentations, small break-out sessions, and post-symposium surveys were noted and tabulated. Recommendations and feedback received from the public have been organized into a table with four identifying factors:

1. Impact - those recommendations that received the highest number of input and mentions from the public received a rating of high.
2. Feasibility - a recommendation that is believed to have the potential to be implemented in a reasonable time received a rating of high.
3. County Role - the County’s likely primary role in each recommendation was assigned a rating of funding, lead, or support.
4. Resources - estimated resources required to implement each recommendation were assigned a rating of high, medium, or low.

The highest ranked recommendations received high for Impact, high for Feasibility, and low for Resources. The next highest recommendation would be high for Impact, high for Feasibility, and medium for Resources; and so forth.

Recommendations to Address Street Takeovers and Racing in Unincorporated Areas	Impact	Feasibility	County Role	Resources
1. Fund CBOs Diversion and Education programs	High	High	Funding	Medium
2. Leverage County Relationships with School Districts to support CBOs and District partnerships (impactful school presentations by CBOs)	High	High	Advise	Medium
3. Develop a Specific Law Enforcement Call Number to respond to Street Takeovers and Racing	High	High	Lead	Medium
4. Provide Technical Training at Racetracks	High	High	Funding	Medium

5. Support CBOs to Create and Distribute Impactful Videos	High	High	Lead	Medium
6. Enhance Law Enforcement Patrols and Task Forces	High	High	Lead	High
7. Support High Priority State Legislation	High	Medium	Lead	Low
8. Support Legislative Efforts for Speed Surveillance Cameras	High	Medium	Support	Low
9. Support Legislative Efforts to Impound Cars	High	Medium	Support	Low
10. Create a Street Racing Advisory Commission/Work Group to focus on finding a legal track	High	Medium	Support	Medium
11. Support County departments in Mentoring Youth	High	Medium	Lead	Medium
12. Support Law Enforcement Recruitment	High	Medium	Support	Medium
13. Work with Media in Developing Public Ad and Education Campaigns	High	Low	Support	Medium
14. Collaborate with Social Media Companies to Monitor Illegal Activity	High	Low	Support	Medium
15. Work with GoFundMe to Remove Posts That Monetize Takeovers and Racing	High	Low	Support	Medium
16. Identify Space for Legal Burnout Boxes	High	Low	Support	High
17. Identify and Enhance Parks After Dark Programming	Medium	High	Lead	Medium

18. Collaborate with CBOs to create Social Media Messaging (public service announcements, videos)	Medium	High	Lead	Medium
19. Install infrastructure to discourage street takeovers	Medium	Medium	Support	Medium
20. Work with School Districts and State to Bring Back Drivers Education	Medium	Medium	Support	Medium
21. Establish Temporary Permitted Events for Legal Street Racing	Medium	Medium	Support	High
22. Distribute Free or Reduced-price Tickets to Legal Racetracks	Low	Medium	Lead	Medium

Next Steps – Plan Development

The town hall and Symposium, as well as subsequent discussion, has distilled the tools and recommendations that will become the elements of an operational plan to address street takeovers and street racing. The attached Addendum includes detailed information that addresses the directives identified in the Board motion.

However, to develop an effective plan, additional place-based planning is necessary. We know from the analyses in the Addendum that a few unincorporated communities are disproportionately impacted by street takeovers and racing. These communities have distinct traffic patterns and street layouts, as well as different stakeholders and responsible agencies. These must be studied to best assess the deployment of physical interventions and tactical interventions. Additionally, each community has distinct non-physical characteristics that could influence deployment of non-physical strategies – again, based on need and impact. Strategy development should be accompanied by a cost analysis of the strategies so we can ascertain what resources are needed to fund the plan.

As next steps, my office will establish a work group that will develop actionable plans tailored to each impacted community derived from the recommendations in this report, including physical and tactical interventions and non-physical strategies. Plans will leverage the recommendations from the Town Hall and Symposium and reflect a “care first” approach as directed by the Board. The work group will include the law enforcement agencies (Sheriff, CHP, LAPD), community-based organizations who serve the impacted communities, the Department of Youth Development regarding youth programs, and the Department of Public Works for infrastructure

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solutions. We will request that Board offices with impacted communities designate a staff member to serve on the work group to help shape strategies appropriate to the communities Board offices serve.

We plan to submit our next report at the end of August 2024, consistent with Directive No. 4 of the Board's motion.

Should you have any questions or concerns, please contact me or Mason Matthews at (213) 974-2395 or mmatthews@ceo.lacounty.gov.

FAD:JMN:MRM
RM:VG:pp

Attachment

c: Executive Office, Board of Supervisors
County Counsel
Sheriff
District Attorney
Parks and Recreation
Public Defender
Public Health
Public Works
Regional Planning
Youth Development

ADDENDUM

Addressing Illegal Street Takeovers and Racing in Unincorporated Los Angeles County of Los Angeles Chief Executive Office

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1. DIRECTIVE 2(a)(i) Analysis of the incidents of street racing and takeovers in unincorporated County communities

From January 1, 2020, to July 25, 2022, Los Angeles Sheriff Department (LASD) received nearly 3,100 calls for service that pertain to or reference activity that disrupts, impedes, or prevents the normal use of public roadways, intersections, and/or streets, which are also referred to as "street takeovers." Between 2020 and 2021, LASD data indicates there was a 60 percent increase in calls for service pertaining to street takeover related activities.

The two most recent quarterly reports from LASD are included below, and confirm an increasing trend:

LASD'S STREET TAKEOVERS 2023 QUARTERLY REPORT
September - December

Stations	STREET TAKEOVER EVENTS						DISTRICT STATS	
	Street Takeovers	Arrests	Cites	County Code 13.46 Violations	Tows	County Code 13.82 Vehicle Seizures	Street Takeovers per District	
Altadena	0	0	0	0	0	0	First District	4
Avalon	0	0	0	0	0	0	Second District	173
Carson	58	3	4	0	3	0	Third District	0
Century	40	0	0	0	0	0	Fourth District	57
Cerritos	0	0	0	0	0	0	Fifth District	0
Compton	74	31	93	0	15	0	TOTALS	234
Crescenta Valley	0	0	0	0	0	0		
East Los Angeles	4	0	0	0	0	0	Street Takeovers per Division	
Industry	0	0	0	0	0	0	Central Patrol	147
Lakewood	17	19	100	0	18	0	East Patrol	0
Lancaster	0	0	0	0	0	0	North Patrol	0
Lomita	0	0	0	0	0	0	South Patrol	87
Lost Hills	0	0	0	0	0	0	TOTALS	234
Marina Del Rey	12	0	0	0	0	0		
Norwalk	0	0	0	0	0	0	Summary Narrative	
Palmdale	0	0	0	0	0	0	This quarterly report covering September to December, includes data solely from the Central and South patrol divisions. No activity was recorded during this period for the East and North patrol divisions.	
Pico Rivera	0	0	0	0	0	0		
San Dimas	0	0	0	0	0	0		
Santa Clarita	0	0	0	0	0	0		
South Los Angeles	29	0	0	0	0	0		
Temple	0	0	0	0	0	0		
Walnut	0	0	0	0	0	0		
West Hollywood	0	0	0	0	0	0		
TOTALS	234	53	197	0	36	0		

LASD'S STREET TAKEOVERS 2024 QUARTERLY REPORT

January - March



STREET TAKEOVER EVENTS								DISTRICT STATS	
Stations	District	Street Takeovers	Arrests	Cites	County Code 13.46 Violations	Tows	County Code 13.82 Vehicle Seizures	Street Takeovers per District	
Altadena	5	0	0	0	0	0	0	First District	15
Avalon	4	0	0	0	0	0	0	Second District	219
Carson	2	109	3	3	3	5	0	Third District	0
Century	4	40	0	0	0	0	0	Fourth District	55
Cerritos	4	0	0	0	0	0	0	Fifth District	0
Compton	2	90	8	27	0	14	0	TOTALS	289
Crescenta Valley	5	0	0	0	0	0	0	Street Takeovers per Division	
East Los Angeles	1	14	0	0	0	0	0	Central Patrol	156
Industry	1	1	0	0	0	0	0	East Patrol	1
Lakewood	4	15	27	101	0	28	0	North Patrol	0
Lancaster	5	0	0	0	0	0	0	South Patrol	132
Lomita	4	0	0	0	0	0	0	TOTALS	289
Malibu/Lost Hills	5	0	0	0	0	0	0	Summary Narrative	
Marina Del Rey	2	8	0	0	0	0	0	This quarterly report covering January through March, includes data solely from the Central, East and South patrol divisions. No activity was recorded during this period for the North patrol division. A noteworthy event is attached.	
Norwalk	4	0	0	0	0	0	0		
Palmdale	5	0	0	0	0	0	0		
Pico Rivera	4	0	0	0	0	0	0		
San Dimas	5	0	0	0	0	0	0		
Santa Clarita	5	0	0	0	0	0	0		
South Los Angeles	2	12	0	0	0	0	0		
Temple	5	0	0	0	0	0	0		
Walnut	5	0	0	0	0	0	0		
West Hollywood	3	0	0	0	0	0	0		
TOTALS		289	38	131	3	47	0		

This trend is similar in the City of Los Angeles: "The number of reports of illegal street races and intersection takeovers, also known as side shows, increased in Los Angeles in the first months of 2024, according to new LAPD data, and authorities said they're still struggling to find an effective solution to prevent them."¹

The significant increase in traffic fatalities since the pandemic appears related to increased risks being taken by drivers. In an October 2021 report, the National Highway Traffic Safety Administration found that "after the declaration of the public health emergency in March 2020, driving patterns and behaviors in the United States changed significantly. Of the drivers who remained on the roads, some engaged in riskier behavior, including speeding, failure to wear seat belts, and driving under the influence of alcohol or drugs."²

The chance of a fatal crash drastically increases when a driver is speeding. According to the California Office of Traffic Safety's 2023 Traffic Safety Report, one third of all traffic fatalities in the state between 2017 and 2021 were speeding-related. The National Association of City Transportation Officials notes

¹ "Street races, takeovers on the rise in early 2024," Eric Leonard, NBC4 Los Angeles, June 17, 2024

² U.S. Department of Transportation, National Highway Traffic Safety Administration, October, 2021

that “a person hit by a car traveling at 35 miles per hour is five times more likely to die than a person hit by a car traveling at 20 miles per hour.”

For California between 2019 and 2022, The Road Information Program (TRIP), a private nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues found the following:

- 22 percent increase in traffic-related fatalities;
- 28 percent increase in the fatality rate per 100 million vehicle miles of travel;
- Vehicle travel decreased by three percent;
- Bicyclist and pedestrian fatalities increased 19 percent;
- The number of pedestrians killed increased 18 percent (from 6,205 to 7,345) and the number of bicyclists killed increased 26 percent (from 846 to 1,068);
- National Highway Traffic Safety Administration (NHTSA) data also found that the number of people killed in speeding-related traffic crashes climbed 23 percent and represented 27 percent of U.S. traffic fatalities in 2022; and
- Based on NHTSA’s traffic crash cost methodology, TRIP estimates that fatal and serious traffic crashes in California in 2022 caused a total of \$166 billion in the value of societal harm, which includes \$41.1 billion in economic costs and \$124.5 billion in quality-of-life costs.

2. DIRECTIVE 2(a)(ii) County-led efforts, including education, infrastructure investments, advocacy, and enforcement previously employed to curb street takeovers and street racing by County departments over the last 10 years.

County efforts to date have primarily focused on enforcement through LASD, and the Pre-Filing Diversion Program at the District Attorney. Some infrastructure investments have been made by the Department of Public Works (DPW).

Sheriff

LASD’s involvement with street takeovers has been generally reactive: street takeover incidents are handled as calls for service are received. The LASD Risk Management Bureau Traffic Services Detail (TSD) and the California Highway Patrol (CHP) provided recommendations to LASD’s patrol personnel regarding best practices when responding to street takeover calls. Responding to street takeovers requires a dedicated task force and additional resources. Past efforts to address

street takeovers were conducted through the California Office of Traffic Safety (OTS) Grant Program, which allowed for three to four street takeover operations per grant period. Street takeover operations under these grants were conducted by Risk Management Bureau's Traffic Services Detail (TSD). Additionally, some contract cities such as Industry, Bellflower, Paramount, Palmdale, and Lynwood, approved the hiring of additional deputies on overtime, to help mitigate the street takeover problem in their cities.³ Procedures and guidelines used by LASD when dealing with street takeovers include, but are not limited to:

- In order to employ a coordinated response to stop the illegal activity and disperse the crowd, deputies are instructed to wait for sufficient units to arrive prior to engaging the crowd. Crowd size is a governing factor whether to wait for other units;
- Absent exigent circumstances under LASD's vehicle pursuit guidelines, deputies are prohibited from pursuing vehicles involved in street takeovers solely for traffic violations;
- TSD assists stations with investigations of all traffic related fatal collisions; and
- TSD provides all formal traffic-related training, develops traffic-related policies and procedures, collects, and disseminates LASD's traffic statistics, and maintains communication with other traffic agencies.

LASD's procedure when dealing with street takeovers is to rely on the response time and availability of patrol deputies from the 23 LASD Patrol Stations. This is unlike the CHP and Los Angeles Police Department (LAPD), which maintain small units specifically dedicated to street racing and street takeovers.⁴

LASD reported that in the summer of 2023 some success was achieved in reducing street takeovers in the City of Compton by issuing \$1,000 administrative citations to spectators and towing vehicles involved in the takeover activity. The City of Compton recently increased the citation to \$2,000. However, these operations require multiple deputies, as there have been incidents where hundreds of takeover participants have surrounded and threatened officers. Therefore, enforcement operations require a task force of multiple officers. LASD is currently challenged in forming specialized units to address street takeovers due to staffing issues at some stations.

Another issue related to the task force operations regards the writing of multiple citations, as the current handwritten system requires approximately 10 minutes per

³ Office of the Sheriff, County of Los Angeles, "Response to Civilian Oversight Commission Staff Reports, January 13, 2023

⁴ Los Angeles County Sheriff Civilian Oversight Commission, Staff Report, January 19, 2023

citation. A more automated or use of pre-printed citations would allow officers to produce multiple citations in a short amount of time.

LASD efforts to reduce the occurrence of street takeovers also includes education, and officers have visited Compton schools to talk to students about the dangers of street takeovers and street racing to participants and spectators.

At the symposium, both the Sheriff and LAPD expressed they are currently hindered in their efforts to form special units and task forces to address street takeovers due to vacancies.

District Attorney

A Deputy District Attorney (DDA) reviews cases to determine whether sufficient evidence exists to file a case. If sufficient evidence exists, the DDA can either 1) file charges or 2) refer the case to Street Racing Kills (SRK)' Pre-Filing Diversion Program (PDP). PDP is intended for low-level offenses in lieu of formal charging and incarceration. PDP is an alternative to prosecution that uses mediation as a tool in resolving minor disputes. It gives the offender an opportunity to divert a case through informal monitoring by a Hearing Officer. The offender attends classes aimed at fostering an understanding of the dangerousness of their poor choices. The hope is that with deeper insight, the offender learns to redirect their future behavior away from criminal actions.

In cases involving street racing, perpetrators who commit low-level vehicular misdemeanor offenses, during which no one is injured, may be afforded an opportunity to complete PDP. In these cases, offenders receive education and counseling specific to the dangers of reckless driving. The goal of PDP is for the offender to develop awareness of the dangers of reckless driving and illegal street racing, and thus choose not to engage in such behavior in the future. Offenders are referred to the SRK Reckless Driving Intervention Program (streetracingkills.org/our-program) as diversion.

By providing education and diversion instead of incarceration, the goal is to prevent the offender from engaging in more serious offenses in the future. This program has been recognized for its impact by California district attorneys and public defenders. The program, and PDP Officer David Ikeda, was recognized by Mothers Against Drunk Driving (MADD) for their work on street racing and diversion.

The Los Angeles District Attorney (LADA) prosecutes misdemeanor offenses related to street racing in the unincorporated areas of Los Angeles County. LADA is responsible for the prosecution of the all felony driving-related offenses Countywide. Additionally, LADA filing deputies regularly refer eligible offenders to the LADA PDP. The PDP program includes experienced hearing officers who refer offenders to specialized diversion programs designed to address underlying issues related to reckless driving. In addition, LADA PDP supervisors and LADA filing

managers meet with law enforcement to discuss the effectiveness of various strategies. One outcome from these meetings is to request restitution for repavement costs as part of participating in pre-filing diversion.

Members from LADA's DUI Training and Prosecution regularly attend street racing task force meetings and collaborate with law enforcement. Filing Deputy Saeed Teymouri from LADA's Charge Evaluation Division has been designated as the point person for street racing offenses, he is assigned to review most case submissions regarding street racing takeovers within LADA's jurisdiction. DDA Teymouri has attended street racing task force meetings, attended SRK Reckless Driving Intervention Program and the MADD Driver Impact Program educational courses, and has collaborated and attended weekly meetings with stakeholders in preparation for the May 2024 symposium. At the symposium, DDA Teymouri was a guest panelist and he spoke on preventing youth incarcerations through LADA's diversion programs for low-level offenders.

Department of Youth Development (DYD)

DYD collaborates with a wide range of youth-serving County departments, community partners, justice system partners, and system-impacted youth to design an evidence-informed approach to youth development including a focus on programming for youth in Juvenile Halls and Camps. DYD collaborates with the Department of Children & Family Services and others to expand the Credible Messenger mentorship program.

DYD collaborates with the departments of Public Health and Mental Health to address substance use prevention, and partners with the Department of Arts & Culture to bring the Inner-City Youth Orchestra to Juvenile Halls & Camps.

DYD works closely with County Counsel, the Chief Executive Office's Legislative Affairs and Intergovernmental Relations team, and a working group of community and County partners to assess legislative opportunities and draft proposals focused on reducing bias in access to youth diversion, reducing barriers to accessing information and participating in multidisciplinary teams for youth development practitioners.

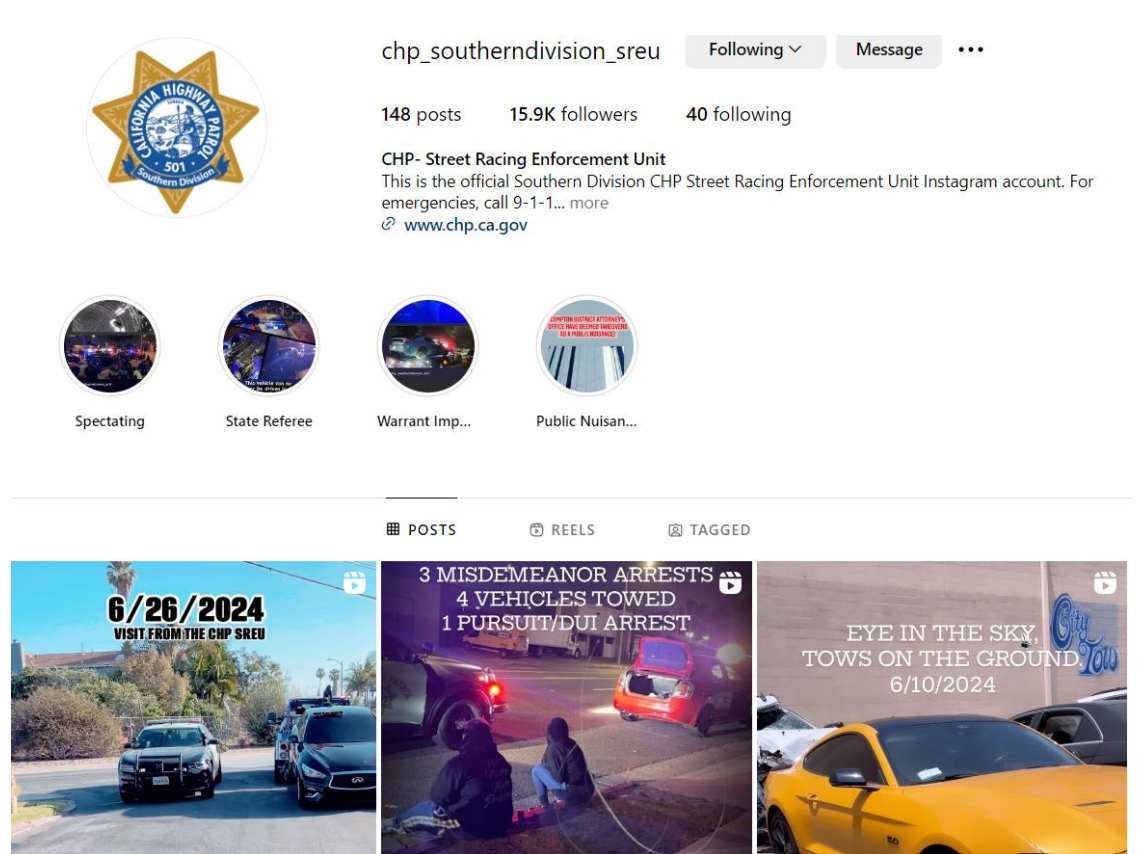
Showcasing the program's success in mitigating further justice involvement, 95 percent of those formally enrolled in diversion did not recidivate after one year, while among the 1,229 distinct informally referred youth, 81 percent were referred again for less serious alleged offenses.⁵

California Highway Patrol

⁵ DYD_Outcome-Equity-Report_Final-Report_20240610_STC3.pdf (lacounty.gov)

Although not a County department, the CHP has a role in enforcing the Vehicle Code in County unincorporated areas. CHP recently received federal funding to bolster the State’s efforts to help reduce reckless driving and crack down on the alarming rise of illegal sideshows, takeovers, and street racing. A previous State grant provided CHP with funds to target street racing and sideshows through specialized enforcement operations and an education campaign.

To highlight the activity of the CHP Southern Division Street Racing Enforcement Unit (SREU), and discourage illegal activity, the Unit maintains a presence on social media (Instagram: [chp_southerndivision_sreu](https://www.instagram.com/chp_southerndivision_sreu)).

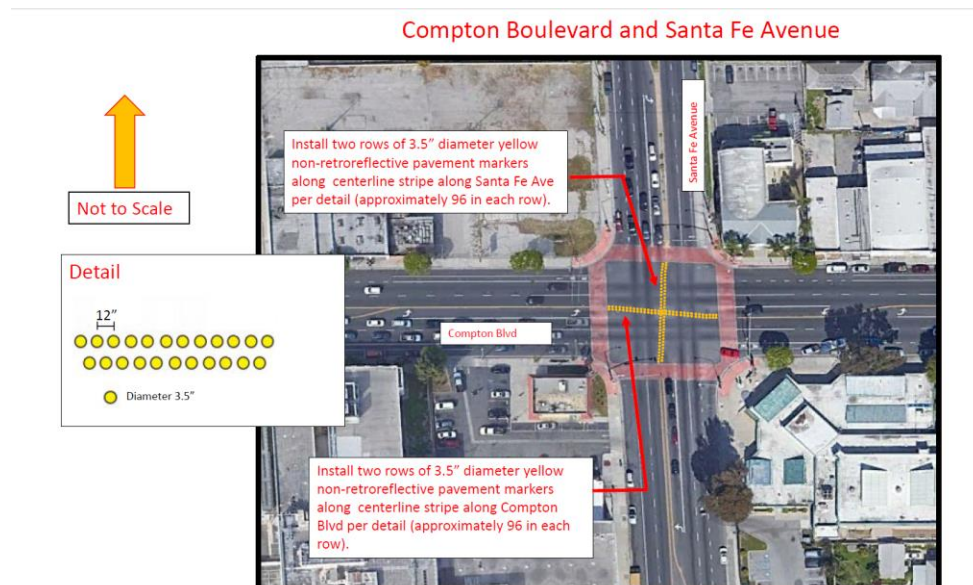


During an operation on June 15, 2024, the SREU issued 24 traffic citations, made three misdemeanor arrests, towed four vehicles, and made one DUI arrest. In addition, one vehicle was impounded for 30-days as the result of a warrant approved by a Los Angeles County judge.

3. DIRECTIVE 2(a)(iii) Efforts in similar and neighboring jurisdictions, like the cities of Compton, Oakland, and Los Angeles, to curb street racing and takeovers, including case studies and analyses that have been conducted to measure the effectiveness of those efforts.

Compton

In August 2022, the reckless driving behaviors of street takeovers and large crowds of spectators led community members in the City of Compton to submit a proposal to use Botts' Dots (raised pavement circular markers) at street intersections to stop the participants tires from spinning (burning rubber) and reduce the likelihood of doing "donuts" and tearing up streets and nearby property. According to councilmember Andre Spicer, the small bump-like devices are only being placed in the busiest intersections in the city.⁶ Despite the City of Compton spending over \$4,000 for the installation of Botts' Dots at intersections, the street racers evaded their preventive measures and conducted another street takeover on August 21, 2022.



The City continues to try different countermeasures and is actively seeking opportunities to utilize technology to assist in their future efforts.

The City of Compton also installed cameras at intersections prone to street takeovers.⁷ The City of Compton approved an ordinance on February 20, 2024, to

⁶ "Compton Installs city's first set of Botts' Dots In hopes of deterring street takeovers, ABC7

⁷ "Inside LA's deadly street takeover scene," LA Times, August 22, 2022

increase fines to a minimum of \$5,000 for dangerous drivers and would also allow police to seize vehicles seen at street takeovers.

Oakland

Oakland, along with other Bay area cities, has engaged in collaborative efforts with regional law enforcement agencies to increase patrols and conduct coordinated operations to address illegal takeovers and street racing. This approach aims to create a larger, more cohesive response to the problem.

The City of Oakland installed Bott's Dots on 35th Avenue and Mac Arthur Boulevard in July 2021. The City of Oakland planned to install several pavement markers in at least 10 of the busiest intersections.⁸

In 2021 the City reduced speed limits around schools to 15 mph and in 2023 eight roads in Oakland had their limits reduced as part Oakland's Safe Oakland Streets (SOS) initiative that was expected to continue to other parts of Oakland, totaling 26.5 miles.

Assembly Bill 43 allows cities like Oakland to reduce speed limits by five miles per hour in business areas with heavy car, pedestrian, and bicycle traffic. Research has shown that lowering speeds can lead to fewer and less-deadly collisions.

The City's transportation department director said the City examined data that considered previous collision history, equity concerns, and community health outcomes to pick the schools where the speed limit reductions are taking place. Nearly all the schools sit on or near streets that the City has designated as being a high-injury network.

Reducing speed limits has been found to significantly reduce serious injuries and deaths due to vehicle collisions. The World Health Organization noted last year that a 1 percent increase in average vehicle speed increases the risk of a fatal crash by 4 percent, and a serious crash risk by 3 percent.⁹

Los Angeles

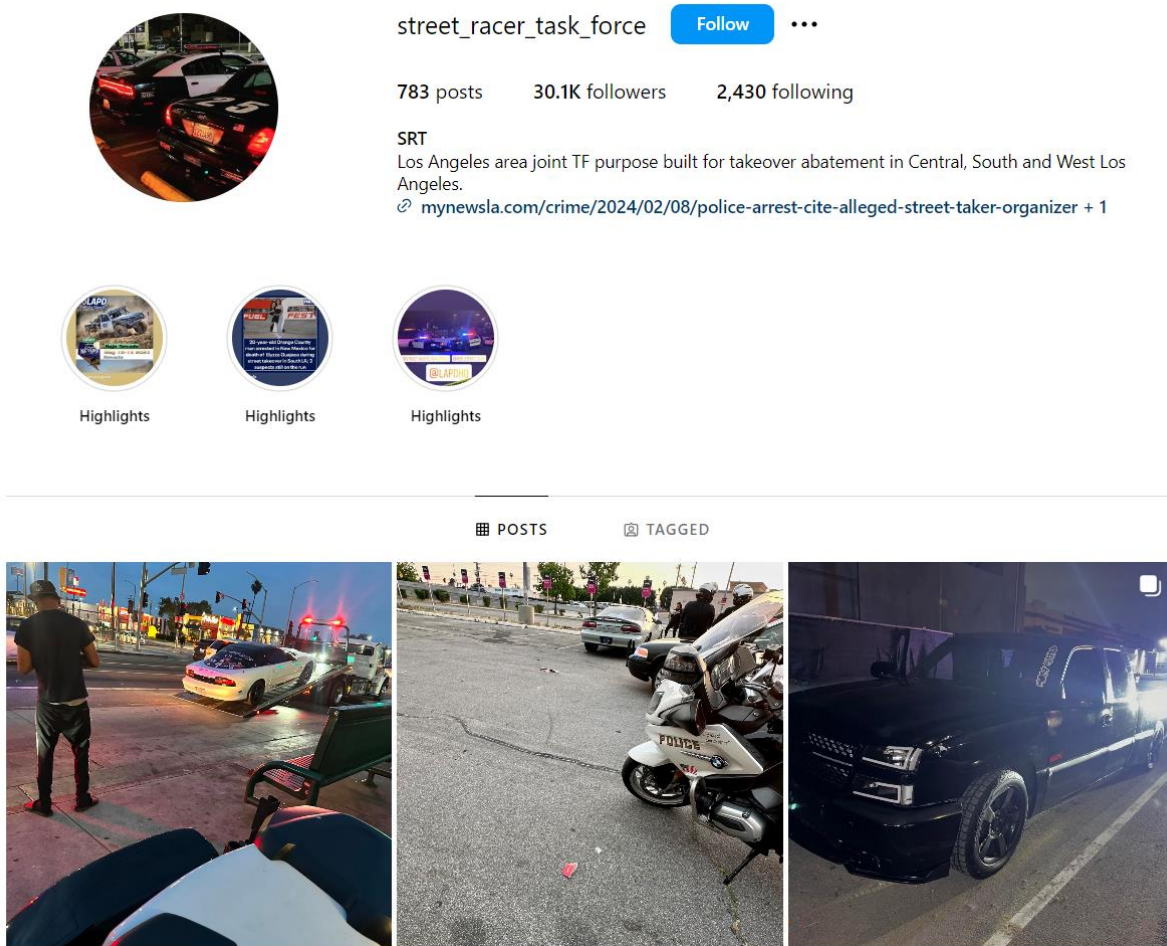
The LAPD's Street Racing Task Force consists of specially trained officers who are tasked with combatting illegal racing, sideshows, and spectating which has been creating chaos in numerous communities. In August 2022, LAPD announced that anyone participating or attending a street takeover will have their vehicle impounded for up to 30 days. "On a typical weekend the department would impound five to ten vehicles, but that number is sure to go up, if takeovers

⁸ "They're called Botts' Dots and they could be the answer to deterring Oakland sideshows," ABC7, San Francisco, July 9, 2021

⁹ Safe Oakland Streets Traffic Safety Initiative presentation on April 28, 2021

continue to occur.”¹⁰

LAPD has been active on social media, creating the @street_racer_task_force Instagram account, which is run by the department's Central and South traffic divisions. Since 2016, the page has amassed close to 30,000 followers with posts showcasing impounded vehicles and arrests.¹¹ The LAPD account shares videos of drivers doing stunts, such as "swinging" — where a driver swerves a car around in tight circles — or losing control of their vehicles and plowing into crowds lining the street. The outtakes are followed by pictures of those same cars being towed away on the back of a flatbed truck.



In February 2024, Los Angeles City Council approved recommendations aimed at

¹⁰ LAPD announces enhanced enforcement to crack down on illegal street takeovers” Fox11, August 18, 2022

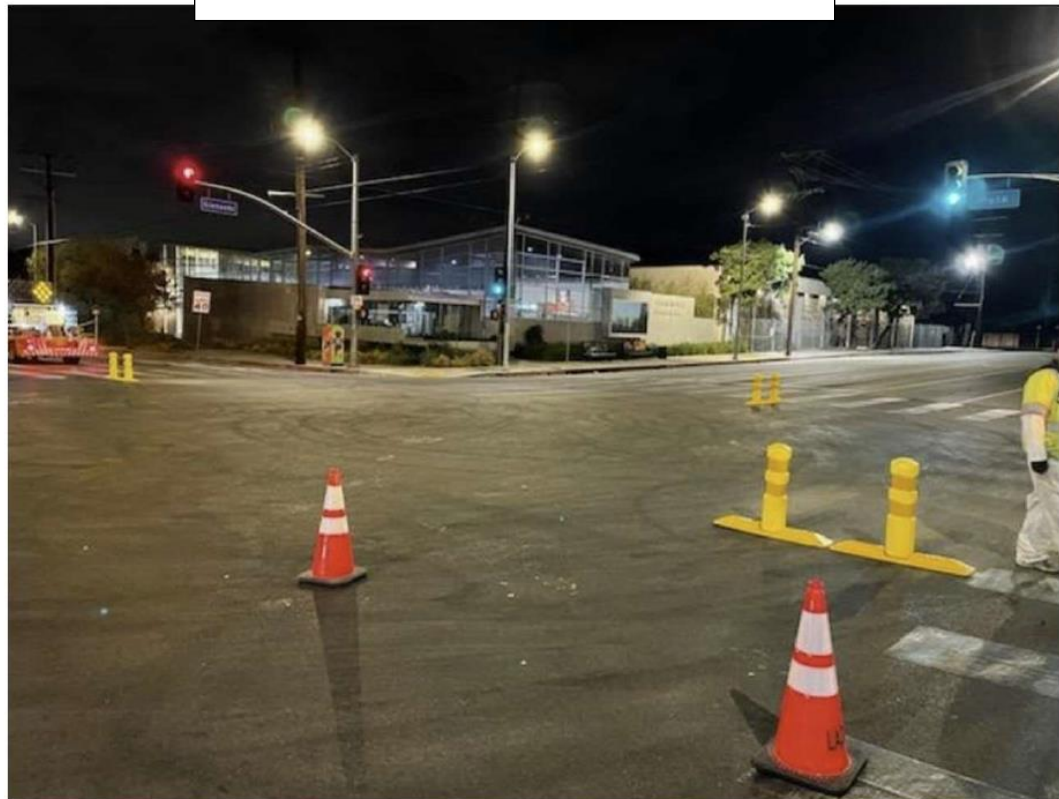
¹¹ ["Inside L.A.'s deadly street takeover scene: A scene of lawlessness," LA Times, August 22, 2022](#)

tackling street racing and intersection takeovers, including engineering and enforcement measures. The LAPD and Los Angeles Department of Transportation (LADOT) are implementing a pilot program at the top five intersections in each LAPD Bureau.

Engineering measures: LADOT determined four options to enhance intersections, such as raised hardened centerlines, Bott's Dots or raised pavement markers, rumble strips, and the installation of curbs at intersections. LADOT noted that the best approach may be the raised hardened centerlines, as the other options may negatively impact other vehicles, including bicycles and motorcycles.

- An example of the hardened centerline deployed at Glenoaks Boulevard and Polk Street, which was a location that LAPD identified as a priority location. Although they were somewhat damaged by illegal street takeovers after installation, they did provide some level of deterrence. Given the cost to deploy it is considered a qualified success.

Glenoaks Boulevard and Polk Street



- Enforcement measures: LAPD would request funding for purchase and installation of cameras on the intersections. Approximate costs for sworn

overtime is about \$80,000 for enforcement efforts.¹²

In addition to these measures, anyone with information is asked to contact the Street Racing Task Force at 213-833-3746. During non-business hours or on weekends, calls should be directed to 1-877-LAPD-24-7 (1-877-527-3247). Anyone wishing to remain anonymous should call the LA Regional Crime Stoppers at 1-800-222-TIPS (800-222-8477) or go directly to www.lacrimestoppers.org. Lastly, tipsters may also download the "P3 Tips" mobile application and select the LA Regional Crime Stoppers as their local program.

Philadelphia

After an incident where an 18-year-old was shot and killed during street racing, Philadelphia City Council introduced legislation to increase fines associated with street racing crimes to \$2,000 and allow law enforcement to seize vehicles used in illegal racing.

Texas

Dallas is another street racing hotspot, but authorities are actively working to contain the issue by providing legal racing facilities. Local tracks like the Texas Motorplex and North Star Dragway offer safe environments for drag racing enthusiasts. Texas Governor Greg Abbott also launched a task force to reduce illegal street racing.

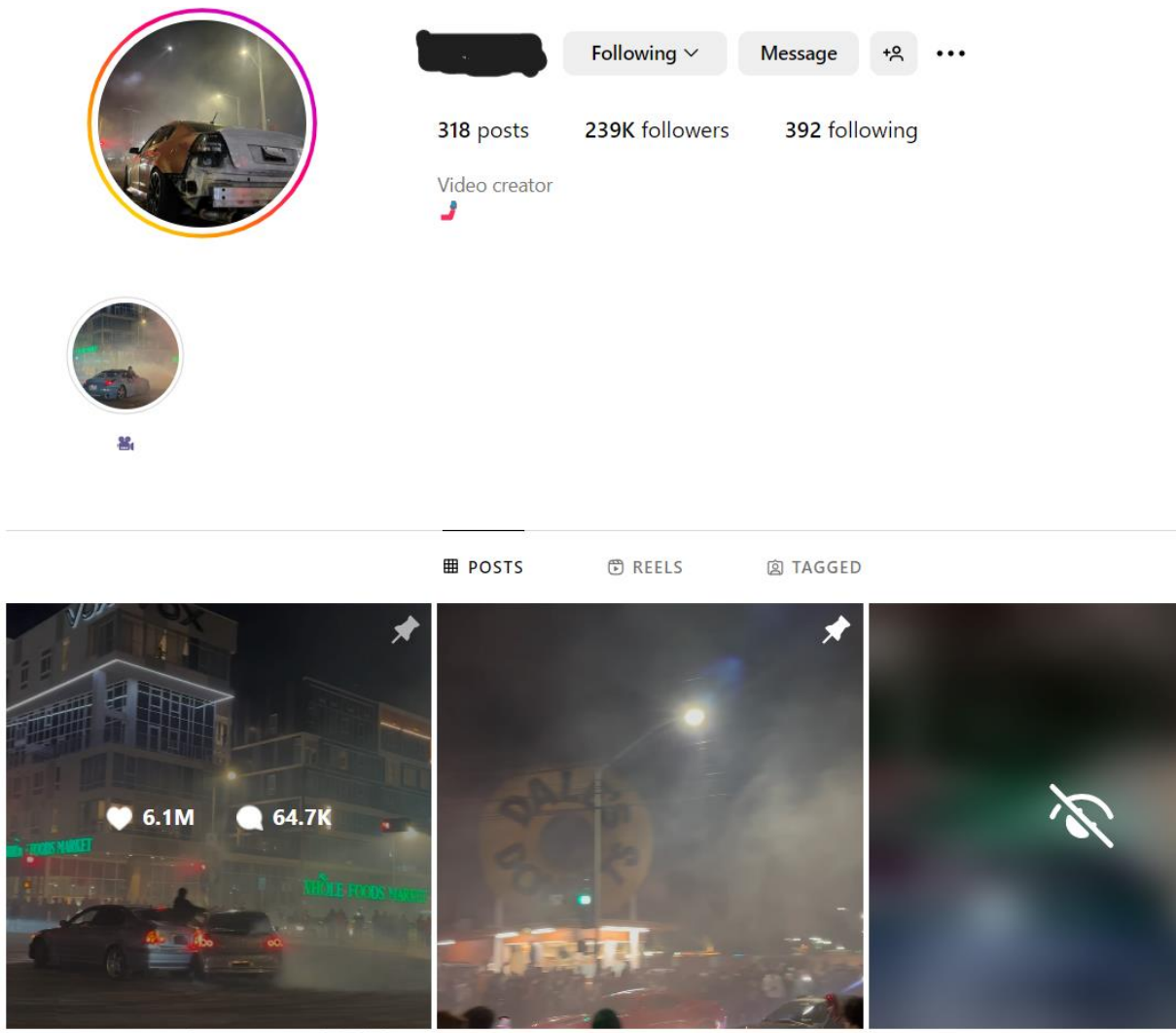
Colorado

Various cities in Colorado have implemented measures to seize vehicles involved in street racing, resulting in fewer complaints filed with local police departments.

4. DIRECTIVE 2(a)(iv) Economic and behavioral incentives of street racing and takeover events, including how events and vehicle enhancements are funded and promoted.

Street takeovers are very popular on social media (Instagram, Tik Tok, YouTube, etc.). Two of the more popular local posters on Instagram typically post over 20-videos per month. One has 239,000 followers, and the other has 282,000 followers. Each video is typically "liked" by tens of thousands of followers, and one of their videos has been viewed 1.9 million times. Another video has received 6.1 million "likes" and has been commented on 64,700 times. Influencers can make money without selling products directly by partnering with brands and promoting their products or services to their followers.

¹² "LA City Council takes steps to combat street takeovers," LA Daily News, February 6, 2024



5. DIRECTIVE 2(b)(i) Recommendations to address street racing, including: i. Opportunities to discourage participants from posting and profiting from street racing and takeover events on social media, including working with social media partners to remove posts that include illegal activity from their platforms.

Working with social media to censure posts is beyond the scope of this report. Removal of social media posts involves protected speech and the First Amendment. Given the legal nature of this analysis and assessment, County Counsel will address this issue in their privileged and confidential Board report.

6. DIRECTIVE 2(b)(ii) Implementation of automated speed enforcement technology through legislative changes that expand State authority following new pilot programs in California.

Assembly Bill 645 is supported by a coalition of nonprofits, including SAFE and SRK. The bill would allow for a pilot program to install speed cameras, with a priority around schools and high-injury networks, to reduce traffic-related deaths.

According to LASD, administrative citations issued to spectators would help with enforcement. These events are very mobile, therefore debasing their social media usage would help to take away their spectators.

In addition, real-time cameras would assist in enforcement and are being implemented in the City of Los Angeles.

7. DIRECTIVE 2(b)(iii) Recommended State legislative changes needed to curb street racing and takeover events, including diversion strategies that require driver's education training that discourages street racing and takeovers.

Several legislators have taken steps to author and draft bills related to street racing and/or street takeovers that recently made their way through the California legislative process. Below is a brief overview of recent California State legislation regarding street takeovers:

Assembly Bill 2546 (Nazarian) would expand the definition of sideshow from highways to include other public places open to vehicle traffic and private property. The bill did not advance beyond committee.

Senate Bill 1472 (SB1472) (Stern), or "Ryan's Law" specifies a list of circumstances that may, based on the totality of the circumstances, constitute gross negligence for manslaughter, including when a person participates in a street race or sideshow. On September 27, 2022, Governor Gavin Newsom announced that he signed SB1472 into law.

Assembly Bill 43 (AB43) (Friedman) was signed into law by the Governor on October 8, 2021. According to AB 43, local governments may, by ordinance, set a prima facie speed limit of 20 mph or 25 mph on streets contiguous to a "business activity district."

Assembly Bill 645 (AB645) (Friedman) authorizes the use of automated speed enforcement cameras in California and was signed into law by the Governor on October 13, 2023. This legislation initiates a pilot program in six cities: Los Angeles, San Jose, Oakland, San Francisco, Glendale, and Long Beach. These cities can now install speed cameras in high-injury areas, around schools, and on streets known for racing incidents. AB 645 aims to reduce injuries and fatalities from speed-related traffic accidents. The cameras will issue tickets for vehicles detected speeding at least 11 mph over the limit. The initial fine will be \$50, much lower than typical speeding fines, and the first violation will result in a warning.

Senate Bill 961 (SB961) (Weiner) aims to reduce traffic deaths by requiring speed warnings, or "passive speed governors" in all new cars manufactured or sold in California beginning with the model year 2030. California would be the first state in the nation to enact this safety requirement. SB 961 was recently re-referred to the Appropriations Committee.

Assembly Bill 74 (Muratsuchi) would give judges the ability to permanently seize cars used in street takeovers. The measure also puts penalties on spectators of street sideshows and expands the ability to suspend driver's licenses. The bill died in committee.

Assembly Bill 2807 (Villapudua) would clarify that punishments related to street "sideshows" are also applicable to "street takeovers." The bill recently passed out of committee.

Public Awareness and Education Campaigns

In addition to the deployment of speed cameras and other deterrents, community education and public service announcements can raise awareness. These campaigns can help inform the public about the benefits of speed cameras in reducing traffic accidents and encourage safer driving behaviors. Education about the new technology and its role in improving road safety can enhance public acceptance and compliance.

Incorporating automated speed enforcement into broader traffic safety initiatives like Vision Zero can help achieve the goal of zero traffic fatalities. Vision Zero strategies include not only enforcement but also engineering and educational measures to create safer streets for all road users.

Vision Zero is an initiative to eliminate traffic-related fatalities. Each year, on average more than 75 people lose their lives in traffic collisions on unincorporated County roadways. An Action Plan was developed to guide the County's efforts in enhancing traffic safety in unincorporated Los Angeles County communities. The Action Plan includes: vehicle collision analysis; a list of the top 20 collision concentration corridors; a description of the community engagement process; examples of roadway safety enhancements; and implementation actions.

8. DIRECTIVE 2(b)(iv) A toolkit of infrastructure improvements to curb street takeovers, including how to prioritize infrastructure investments based on equitable need and street typologies where street racing and takeover events are most common. This analysis should also include whether land use plays a role in encouraging street takeovers.

DPW Infrastructure Solutions

DPW has implemented improvements at a few intersections in County unincorporated areas to curtail illegal racing/speeding and street takeovers. Examples include:

Compton Boulevard & Lime Avenue

Main focus: Illegal Street takeovers and pedestrian safety

Implementation:

- Installed hardened centerlines with delineators, edge lines, and raised pavement markers;
- Upgraded crosswalks to high visibility continental crosswalks; and
- Installed painted curb extensions with delineators.

Result: Illegal Street takeovers have reduced in number at this intersection as hardened centerlines with delineators have made it more difficult to take over the intersection. These improvements have also enhanced pedestrian safety.

Avalon Blvd. from El Segundo Blvd to 135th St

Main focus: Illegal Street takeovers, street racing, and pedestrian safety

Implementation:

- Installed hardened centerlines with delineators, edge lines, and raised pavement markers;
- Upgraded crosswalks to high visibility continental crosswalks; and
- Installed delineator islands.

Result: While edge lines have reduced driving lanes which typically correspond to slower driving speeds, and delineator islands have blocked the use of the painted

median to race or speed past slower vehicles, the results are inconclusive and require more observation time. There are additional improvements scheduled to be added at Avalon & 135th that are aimed at making street takeovers more difficult by shrinking the drivable area of the intersection.

Key Takeaways and Observations:

- Infrastructure has the largest impact on street takeovers at intersections that are small due to the limited turning radius. An improvement such as hardened centerlines that extend into the intersection make these small turning radii even smaller which makes it very difficult to “do donuts” in the street;
- Regular sized bot dots have limited effect on street takeovers as they are too small to impact drivers. Larger bot dots may be beneficial however they lower the quality of the drive for normal everyday drivers and bicycles;
- Improvements made to one intersection regularly results in takeover events simply moving to an adjacent or nearby intersection; and
- A balance must be found between making the road too restrictive for everyday drivers while still imposing infrastructure that deters illegal street racing and takeovers. This balance will vary depending on the shape/size of the road and the local area.

Other potential investments include speed bumps, traffic circles, and additional stop lights and signs. Permanent improvements such as raised traffic circles, traffic signals, and concrete curb extensions require significantly more funding and planning compared to the improvements listed in the examples above which are considered “quick-builds.”

While “quick-build” improvements are deployed, the County continues to actively develop traffic safety-driven projects and apply for State and Federal funding for them. Although they are not necessarily initiated in response to illegal street takeover and racing activities, many of their features are expected to provide some level of deterrence while increasing street safety for all roadway users.

For example, the County was recently awarded three State Active Transportation Program Cycle 6 grants totaling \$11,990,000 in Supervisorial District 2.

- Lennox Vision Zero Quick-build Traffic Safety Enhancements (\$1.141 million)
- Rosewood/West Rancho Dominguez Vision Zero (\$10.7 million)
- Safe Routes to School Plan for the Unincorporated Communities (\$150,000)

The County was also awarded \$21,364,500 from the Federal Safe Streets and Roads for All FY23 grant program, for Urban and Rural LA County: Together for Road Safety project. Among other locations, this project proposes various improvements in the Willowbrook/West Rancho Dominguez area, including Avalon

Boulevard, where Mr. Raymond Olivares and his fiancée were struck by a car fleeing illegal street racing.

The County will continue to pursue additional grant funding opportunities, with greater priority for those roadways identified in its Vision Zero Action Plan as being a Collision Concentration Corridor. Most of the highest ranked corridors are located within disadvantaged communities in South Los Angeles and include a number of the areas identified by residents as experiencing illegal street takeover and racing activities. Many of these corridors are also very wide arterials and serve as major north-south and east-west thoroughfares.

Intersections where wide arterials cross each other in South Los Angeles are very large and flat. This seems to provide more ideal conditions for illegal sideshow activities (like donuts) or starting points for illegal street racing, by accommodating larger crowds and more participants. However, the illegal takeover and racing activities are not limited to those larger intersections.

Through long-term planning efforts involving extensive community, commuter, transit, and first responder engagement and sufficient funding for implementation, there may be opportunities to repurpose excess road widths to better support multi-modal options. This could include options such as narrowing of driving lanes, utilizing existing lanes to create protected bike lanes, adding bus priority lanes, adding street trees to increase tree canopies, adding more sidewalk widths for pedestrians and transit amenities, and reducing crosswalk distances by extending corners.

Offset intersections were also suggested at the symposium and could be appropriate in the right locations. Thoughtful planning efforts will need to account for existing uses so as not to cause other unintended consequences like excess congestion or removal of scarce parking resources that would impact the quality of life of residents in different ways. Community engagement will be helpful in determining what tradeoffs will be acceptable to the community.

Compton Boulevard & South Lime Avenue

Improvements: Hardened Centerlines, Delineators, Edge lines, and Raised Pavement markers

Before



After



Avalon Boulevard & 132nd Street

Improvements: Hardened Centerlines, Delineators, High Visibility Crosswalk, and Raised Pavement markers

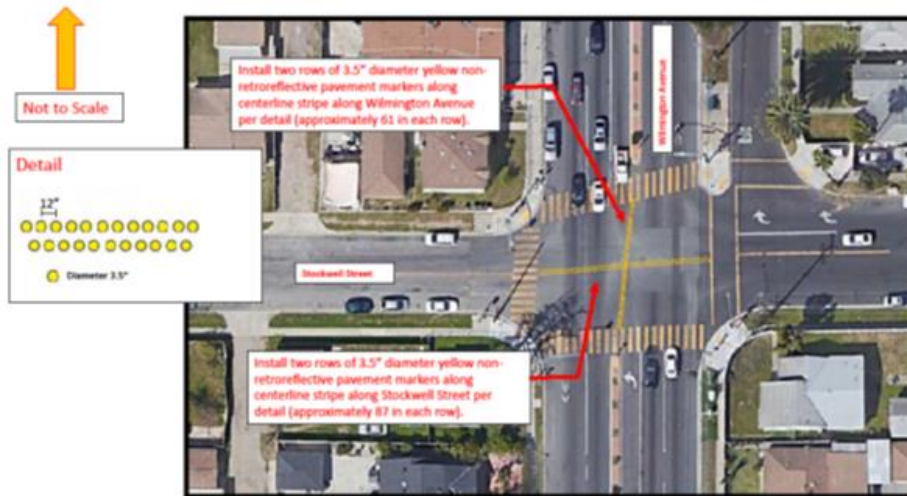
Before



After



Wilmington Avenue and Stockwell Street



9. DIRECTIVE 2(b)(v) The feasibility of securing a permanent closed track for street performance activities, separate from public streets, in communities most impacted by street takeovers and racing.

Establishing permanent closed tracks for legal street performance activities in the County received support from numerous community members that attended the February community town hall meeting and May community symposium, as a way to provide safer alternatives and deter illegal activities. Stakeholder feedback highlights the support for more legal spaces, as well as the need for substantial resources and community engagement. While interest is high, further efforts are needed to overcome logistical, regulatory, and financial barriers to implementation. One community partner suggested using a temporary legal venue as a pilot program to gauge interest and learn best practices.

The following are considerations that need to be explored for opening new sites in the County:

Identifying Suitable Locations

- The feasibility of opening new legal spaces hinges on identifying available locations that can be utilized for drag racing, particularly areas most affected by illegal street takeovers and racing;

- Key considerations include assessing whether these locations meet safety requirements, have sufficient space, and are accessible;
- Location would need to be at a certain distance away from residential neighborhoods to minimize noise and safety concerns; and
- The land parcel would need to have adequate space large enough for legal tracks and/or burnout boxes, spectator areas, and parking. The racing venues that are currently operating in the County and surrounding areas have tracks that vary in size, from 1/16th of a mile up to 2.2 miles.

Funding

- Initial investment would potentially involve construction, permits, and development costs. Additional costs would likely be needed in track infrastructure and safety measures;
- Ongoing costs would include maintenance, insurance, operations, upkeep, security, and staffing;
- Explore if existing city or county assets can be repurposed for legal motorsports spaces, or city streets can be designated for specific events; and
- Potential funding sources: Public funding and/or equity, grants, LADOT, support from CHP, sponsorships, and/or private investments.

Infrastructure

- Track designs and features would need to be developed;
- Safety features would be needed, such as barriers, railings, runoff areas, and emergency response plans; and
- Public access would be needed for safe foot traffic and seating accommodations, as well as restrooms, concessions, and lighting.

Legal Compliance

- Zoning, environmental, and construction permits; and
- Liability coverage for participants, spectators, and facilities.

Collaboration/Coordination

Depending on the location, significant collaboration and coordination would be needed between government agencies, law enforcement, racing organizations, racetrack owners, and knowledgeable partners on construction and implementation.

Having experienced individuals lead these efforts is recommended. Expertise in operating legal racetracks and dragstrips could enable more efficient planning and execution.

Marketing the space or event as a city/county-sponsored initiative focused on public health and safety can help garner community support.

Community Engagement and Political Support

Securing ample political and community support is crucial. Overcoming bureaucratic hurdles and red tape often requires collaboration with local officials and community leaders including city councils, regulatory agencies, local law enforcement, community organizations, residents, local businesses, and other stakeholders.

Advocacy efforts can help fast-track the establishment of legal racing spaces.

Street Racing Advisory Commission Work Group

Creating a Street Racing Advisory Commission Work Group (Work Group) could work towards increasing the number of legal racing locations and burnout boxes in Los Angeles County. The Work Group could be comprised of key stakeholders and would work to identify and implement viable strategies and identify champions such as elected officials and municipal leaders.

The Work Group could also identify locations for, and create a program to implement, temporarily permitted events that allow for legal street racing on certain dates/times in specific locations; temporarily converting streets, parking lots or other paved areas into a racetrack.

Stakeholder Feedback

The Public Defender supports efforts to identify and secure closed tracks such as those mentioned during the January 24, 2024, stakeholder meeting (Irwindale and Pomona Speedways and Terminal Island) where street performance activities can take place in a controlled environment, perhaps under the auspices of LASD, as an approach that both promotes public safety and furthers the Board's commitment to a holistic approach to advancing public safety.

The LASD's engagement with participants of street takeover events has revealed limited interest in using safer alternatives like Irwindale Speedway. However, LASD remains supportive of alternative spaces and acknowledges the need to differentiate between street racers and those involved in street takeovers, which often involve reckless behavior beyond racing, such as drinking and driving and live streaming on social media.

The Brotherhood of Street Racers and Project Street Legal advocate for opening more permanent legal venues for street performance activities, with a focus on community engagement and safety.

Street Legal Dragway is a drag strip that was developed and built by Andy Marocco. His facility was designed to give street racers a legal venue to race safely on and was endorsed by the Riverside County Sheriff. Mr. Marocco was asked to be part of the May 18, 2024, Symposium to explain the development process to build a track and how to plan and manage racing events. When he was asked at the symposium what he thought could be done to help stop street takeovers, he answered that "based on the current situations in South Los Angeles, the quickest and most effective way to stop street takeovers, is to build 100x100 skid pads on existing city property to allow the public to do controlled 'burnouts' and 'donuts' on Friday or Saturday nights under the supervision of law enforcement and a third party event manager."

Current Legal Spaces

There are approximately 423 active dragstrips across the United States, including several in California. These tracks are purpose-built for racing and adhere to safety regulations.

In some cities, efforts to address illegal street racing include providing sanctioned venues for racing enthusiasts. For instance, the World Wide Technology Raceway in Madison, Illinois, hosts a legal amateur street-racing event called Midnight Madness. Participants can race, drift, and network with fellow enthusiasts. For a \$25 fee, drivers have unlimited passes on the track or in the drift pit from 7 p.m. until 1 a.m.

Another example is 336MEETS – Legal Hooning/Pit in North Carolina, located at the Caraway Speedway in Sophia. Here, participants can partake in activities like donuts, burnouts, drifting, and tandem drifts. The event welcomes all types of vehicles, from dedicated drift cars to everyday daily drivers.

While not frequent, there are situations where temporary permitted events grant permission for legal street racing. For example the Silver State Classic event closes off a section of a highway for sanctioned racing. The Silver State Classic Challenge is an authorized open road racing event held annually on a 90-mile stretch of State Route 318 in Nevada, United States. During this race, the entire highway is closed. The race welcomes a wide range of vehicles, as long as the vehicle can average

95 mph or greater and meets safety requirements. Basic safety requirements include newer tires, no fluid leaks, functional seat belts, and a mounted fire extinguisher.

Temporary street course events like the Long Beach Grand Prix or Detroit Grand Prix temporarily close public streets to create race courses. In California, there are several sanctioned facilities for car enthusiasts. Here are a few notable ones within the County and surrounding areas:

- **Irwindale Speedway:** Located in the city of Irwindale, is a half-mile paved oval track that features progressive banking in the corners, which attracts racing enthusiasts. The speedway offers regular events and opportunities for drag racing and other car activities. For example, the Speedway currently hosts “Thursday Night Thunder” for street-legal and race vehicles at the Irwindale Dragstrip and Burnout Box (irwindalespeedway.com).
- **Pomona Drag Strip:** Located in the city of Pomona, features a quarter-mile length track, making it ideal for intense drag racing events. It is a functioning track for NHRA (National Hot Rod Association) drag racing events and is managed in partnership with the Fairplex. The dragstrip is activated twice a year for the Winternational and NHRA Final events. There are occasionally times the dragstrip is used for testing, filming or smaller drag events. The Fairplex subleases the land to the NHRA and they manage the activities in partnership with the Fairplex (In-N-Out Burger Pomona Dragstrip/NHRA).
- **Porsche Experience Center Los Angeles (PECLA):** An immersion in the Porsche brand located in the City of Carson. PECLA is home to Porsche Motorsport North America, a 53-acre driver development track and a variety of meeting and special event spaces.
- **Street Legal Dragway:** Located at the Lake Perris Fairgrounds in the city of Perris (Riverside County), features a 1/16-mile track that caters to both street-legal vehicles and race cars. It is the nation’s first purpose-built 330-foot drag strip specifically designed for “street legal” cars.
- **Auto Club Speedway:** Was located in the City of Fontana (San Bernardino County), featured a 2-mile, high-speed oval that catered to both amateur and professional drivers, provided a venue for various motorsports, including street-legal drag racing nights. Its D-shaped configuration and fast track attracts both drivers and spectators.

The Auto Club Speedway sold a majority of its property, and is currently under construction, upgrading to a new half-mile track. Construction is expected to be completed by late 2024 or early 2025.

([tripadvisor.com/Attraction_Review-g32390-d4025307-Reviews-Auto_Club_Speedway-Fontana_California](https://www.tripadvisor.com/Attraction_Review-g32390-d4025307-Reviews-Auto_Club_Speedway-Fontana_California))

- Menifee Speedway: Located in the City of Menifee (Riverside County), features a 1.1-mile configurable circuit. The track includes a straightaway that spans approximately 900 feet, a universal track width of 28 feet, professional curbing, and up to 6 percent elevation change.
- Apple Valley Speedway: Located in Apple Valley (San Bernardino County), offers a mix of challenging corners and high-speed straight tracks.
- Willow Springs International Raceway: Located in the city of Rosamond (Kern County), has a main track that features a 2.5-mile, nine-turn, road racing circuit. The substantial elevation changes, challenging and customizable layouts, and high average speeds attracts both drag racers, speed racers, and spectators.

10. DIRECTIVE 2(c) Feedback from community-based organizations that are working to address street racing and takeover prevention, and feedback from auto clubs that participate in street takeovers, as well as cruising clubs, on a draft version of the plan.

Community members and organizations, including SRK, Streets Are For Everyone (SAFE), Project Street Legal, and the Brotherhood of Street Racers, participated and helped organize the town hall meeting on February 24th and the symposium on May 18th. These events allowed them to share their experiences, perspectives, and suggestions on addressing illegal street racing and takeovers, and how the County can support these efforts.

Street Racing Kills (SRK)

Founded in 2014 by Lili Trujillo Puckett after losing her daughter to a street racing crash, SRK is dedicated to raising awareness about the dangers of street racing and reckless driving among the youth in our communities. SRK focuses on education, prevention, and legislation related to traffic safety. Key activities include:

- Fast & Fatal TTS Program: SRK offers “Teen Traffic Safety (TTS) Fast & Fatal” presentations in schools. Through engaging PowerPoint slides, videos, and personal stories, the program educates high school students about the dangers of reckless driving. It aims to instill responsibility, empathy, and awareness in young drivers;
- SRK Respect the Road Summit: Held annually during Teen Driver Safety Week in October, these events are provided virtually or in-person and include parent conferences on reckless driving safety. Attendees receive free legal

guidance and emotional support, especially those affected by street racing. SRK also conducts community outreach and school programs in areas heavily impacted by street racing;

- Reckless Driving Intervention Program: Court-approved and available in both English and Spanish, this program offers intervention and mentoring sessions. It targets individuals charged with reckless driving, aiming to increase awareness and prevent future crashes. Components include awareness videos, PowerPoint presentations, law enforcement mentoring, victim speakers, and promotion of legal racing venues; and
- Advocacy and Partnerships: SRK advocates for safe motorsports spaces and collaborates with organizations like the Automobile Club of Southern California and law enforcement agencies. They also offer counseling to victims affected by reckless driving incidents.

Streets Are For Everyone (SAFE)

SAFE is a nonprofit focused on road safety, working to improve infrastructure and promote legislative changes.

Their key activities include:

- Safety Action Plans: Identifying and addressing road safety issues;
- Grant Applications: Securing funding for traffic safety projects through various grants, such as the Community Streets Grant and the National Safety Council Grant;
- Legislative Advocacy: Supporting bills like Bill 1509, which adds penalties for speeding in residential areas; and
- SAFE emphasizes public safety through infrastructure improvements and public service announcements, often in collaboration with SRK.

Project Street Legal

Led by Angel Nieves and Donald Galaz, this initiative aims to reduce illegal street racing by advocating for legal motorsports facilities.

Their objectives include:

- Creating Sanctioned Racing Venues: Working with local authorities to establish safe, controlled environments for racing;
- Identifying Potential Locations: Proposing sites like the Porsche Driving Center in Carson and Terminal Island Raceway; and

- Reviving Successful Programs: Drawing on past programs, such as partnerships with Big Willy during the 1980s and 1990s, which demonstrated the potential success of such initiatives, to create sustainable solutions for racing enthusiasts.

Brotherhood of Street Racers

Donald Galaz, the spokesperson, supports reopening Terminal Island Raceway and starting a pilot program that includes vocational training and public safety measures. The goal is to provide hands-on learning experiences and safe racing opportunities.

The following are testimonials and statements made from individuals who previously and/or currently engage in street takeovers and racing (and who have worked with SRK's diversion programs):

Jose: "I officially stopped street racing three months ago. It's so satisfying to know I don't need to go fast to enjoy a car."

Ivan: "Sometimes street racers don't care about their lives; they don't realize that the lives of innocent people are at risk too. I am a SRK survivor, and my perspective changed after that day."

Stacy: "Lili's presentation was amazing. I decided not to get into my friend's car because of it."

LASD Motorsports: "We were honored to speak at a recent SRK class, addressing high school students about the dangers of illegal street racing and driving under the influence. SRK is passionate about preventing these dangers among the youth, and we fully support their program."

In an incident on January 2, 2024, in Compton, following a street takeover, a group of about 100 people looted Ruben's Bakery and Mexican Food, causing significant damage. Several arrests were made.

SRK interviewed a female participant from that takeover who intervened to prevent further crime. She mentioned that street takeovers offer a sense of community and fun for many young people who are not involved in criminal activities. She expressed the need for guidance, saying, "Talk to us," as participants vary widely some enjoy cars and performance maneuvers, while others are mere spectators.

This perspective highlights that not everyone involved in street takeovers engages in criminal activity. Many seek adventure and community, and targeted education could be highly beneficial.

SRK and SAFE emphasize the need for legal racing spaces, infrastructure improvements, and educational programs. Participants in SRK's diversion programs

often express a desire for organized, legal events where they can safely engage in car-related activities.

Overall, the collective efforts of these community members and organizations focus on balancing community engagement with public safety, advocating for safe, legal alternatives to street racing, and enhancing road safety through education and infrastructure development.