

TRANSPORTATION COMMITTEE REPORT relative to coordinating street sweeping and parking enforcement.

Recommendations for Council action:

1. INSTRUCT the Bureau of Street Services (BSS) to report on the staffing, resources, and equipment necessary to restore weekly street sweeping service citywide, including the number of street sweepers, operators, mechanics, supervisory staff, overtime, equipment, maintenance costs, and any additional resources needed to support weekly street sweeping.
2. INSTRUCT the Los Angeles Department of Transportation (LADOT) to report on the staffing, resources, vehicles, and equipment necessary to support parking enforcement with the restoration of weekly street sweeping services citywide.
3. REQUEST the City Attorney, in consultation with the BSS and LADOT, to report on proposed amendments to the California Vehicle Code necessary to authorize the use of automated enforcement technology on street sweeping vehicles, including recommendations to inform potential state legislation.
4. INSTRUCT the BSS, with assistance from the Information Technology Agency and the City Administrative Officer (CAO), to report on improving and modernizing the street sweeping notification system, including:
 - a. Options to provide \$250,000 to maintain the system and \$500,00 to expand the existing system that would enhance it and the cost and resources needed to implement an alternative notifications system.
 - b. Options to make notifications clearer, more accessible, and easier for residents to understand.
 - c. The ability to provide notifications in multiple languages, including, but not limited to Spanish and Mandarin.
 - d. The feasibility, mechanisms, and cost of providing text message notifications to residents.
5. INSTRUCT the BSS, in consultation with the CAO, to report on the cost and resources necessary for the second and third phases of the Street Sweeping Optimization Study.
6. INSTRUCT the LADOT to report with:

- a. A recommended process to proactively conduct regular review of street sweeping citations and reimburse motorists within 15 days that have been wrongly ticketed.
- b. The findings of the LADOT's Street Sweeping Audit when the review has been completed.

Fiscal Impact Statement: None submitted by the LADOT. Neither the CAO nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: Yes

For:
North Westwood Neighborhood Council

(Also referred to the Public Works Committee)

Summary:

On September 16, 2026, your Committee considered and August 7, 2026 joint BSS and LADOT report relative to coordinating street sweeping and parking enforcement. According to the LADOT, the BSS is responsible for maintaining one of the largest municipal street networks in the nation, including 1,384 total street sweeping routes, accounting for 13,891 curb miles of public streets. The purpose of the street sweeping program (Program) is to prevent debris from washing into storm drains, waterways, and ultimately the ocean. It also serves to maintain clean and safe streets for residents and visitors by removing debris that can cause accidents or block storm drains, and helps to improve the overall aesthetics of neighborhoods.

The Program is organized into three major types of routes:

- **Posted Routes** - Comprising 34% of all City streets, posted routes are primarily residential streets with signs detailing parking restrictions on days/times that street sweeping is scheduled to occur. The installation of the parking restriction signage, and enforcement of those restrictions are the responsibility of LADOT. In the current fiscal year, posted routes are swept bi-weekly.
- **Commercial Corridors** - Comprising 11% of City streets, these routes are heavily trafficked commercial corridors that are swept before the morning commute. In the current fiscal year, commercial corridors are swept every three-four weeks.
- **Open Routes** - Comprising 55% of City streets, these streets are not regularly scheduled for sweeping, and do not have posted parking restrictions. Open routes are only swept as resources permit. In the current fiscal year, open routes are swept quarterly.

The posted routes of the Program have been largely unchanged since 1998 (CF 96-0600-S72). The routes were established based on the priorities of the Council Offices, feedback from their constituencies, as well as long-term equity goals. It should also be noted that the Program was reduced significantly during the COVID-19 pandemic due to employees leaving city service via the Separation Incentive Program.

As a result of the reduced staffing, the sweeping frequency of posted routes was reduced from a weekly frequency to a bi-weekly frequency in 2021. Due to staffing and resource limitations, the City was not able to update the posted route signage reflecting this change. In order to make residents, stakeholders, and partner agencies aware of this change, the BSS released a courtesy notification system.

Each morning the BSS sends out a notice to LADOT advising them of which specific routes are expected to be missed that day. In the rare instance that the BSS has to cancel the sweeping of any route due to equipment failure, staff shortages due to illness, or other unforeseen circumstances, LADOT Parking Enforcement is informed so that they can rescind any citation(s) issued for that particular route.

When vehicles are parked, and blocking the curb/gutter lanes, motor sweeper operators are not able to efficiently nor effectively sweep routes. When sweeper operators observe this on any particular street segment on their route, they have now been instructed to inform their supervisor, who will in turn, inform LADOT Parking Enforcement. The success of the Program relies heavily on the LADOT, and any consideration for additional street sweeping resources must also include additional resources for parking enforcement. When vehicles are parked and blocking the curb/gutter lanes, motor sweeper operators are not able to efficiently nor effectively sweep routes. To ensure City streets are effectively cleaned on the days they are scheduled for street sweeping, the LADOT maintains a regular schedule of street sweeping enforcement based on the BSS schedule and enforces street sweeping violations as a part of daily Traffic Officer deployment. Each LADOT Parking Enforcement area office has a master list of street cleaning routes and times of enforcement. Using the master list, the supervisors assign Traffic Officers based on available staffing resources, accounting for service-related responsibilities such as radio calls, abandoned vehicle complaints, and traffic control needs. The LADOT does not have a dedicated enforcement group for street sweeping violations. Due to current staffing constraints, LADOT Parking Enforcement is not able to follow a model that either precedes or follows street sweepers.

In addition to this regularly scheduled deployment, the BSS sends out a daily notice to LADOT advising which specific routes are expected to be canceled that day. In the instance that BSS has to unexpectedly cancel any route, LADOT Parking Enforcement is informed so that they can proactively rescind and dismiss any citations issued for that particular route. LADOT proactively cancels erroneous citations on a biweekly basis, and as a standard practice provides reimbursement instructions to any motorists that have already paid a citation before it can be canceled.

Approximately 500,000 tickets issued each year, street sweeping violations are the most frequent parking infractions in the City of Los Angeles, accounting for approximately 26% of all parking citations annually. In calendar year 2025, approximately 2,000 street sweeping tickets (0.4%) were issued in error when the street sweeping route was either not scheduled or canceled, and only about 350 (0.07%) of those erroneous tickets were paid and without reimbursement. While LADOT Parking Enforcement maintains a fleet of 550 vehicles, utilization fluctuates across work shifts, complicating the consistent assignment of resources.

Given the portfolio of over 1,300 street cleaning routes with varying schedules, ensuring that Traffic Officers are positioned to coincide with the commencement of each street sweeping operation would require considerable additional staffing and precise logistical coordination, and is not feasible with current resources. Simultaneous enforcement would require the continuous synchronization of BSS and LADOT Parking Enforcement resources on a daily basis to accommodate operational adjustments and unforeseen service disruptions. Absent additional enforcement officers, this approach would necessitate a substantial reallocation of Traffic Officer deployment, impacting existing departmental operational responsibilities. The department has a large Traffic Officer vacancy in each area office, which directly impacts our deployment capabilities. We currently manage by asking officers from other shifts to come in early to cover street cleaning assignments. While we already utilize a daily adjustment model, modifying our enforcement strategy to specifically precede or follow street sweeping vehicles requires a high degree of continuous synchronization that our current staffing levels cannot sustain. Modifying LADOT's enforcement strategy to specifically precede or follow street sweeping vehicles requires a high degree of continuous synchronization that current staffing levels cannot sustain. Automated License Plate Reader (ALPR) technology captures images of license plates on illegally parked vehicles and improves parking enforcement productivity by automatically checking thousands of plates per hour and identifying stolen vehicles instantly. Many cities install ALPR on parking enforcement vehicles to enforce standard parking violations, including street sweeping and other violations.

Achieving simultaneous enforcement would require mounting ALPR directly on street sweeping vehicles. Application of ALPR technology on street sweepers is subject to the City Attorney's interpretation of the California Vehicle Code (CVC). Based on the current interpretation, the CVC would need to be amended to grant the City of Los Angeles authority for its use beyond its current applications. Cities in California that use ALPR to enforce parking violations are subject to strict use and retention policies to ensure any data captured is limited to stated purposes and not retained beyond its use. After consideration and having provided an opportunity for public comment, the Committee moved to recommend concurring with the Public Works Committee's August 12, 2026 action (Recommendation Nos. 1-3) with additional amendments as detailed in the above recommendation (Recommendation Nos. 4-6). This matter is now submitted to Council for its consideration.

Respectfully Submitted,
Transportation Committee

COUNCILMEMBER VOTE

HUTT:	YES
PARK:	YES
HERNANDEZ:	YES
PADILLA:	ABSENT
NAZARIAN:	YES

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9/16/26

-NOT OFFICIAL UNTIL COUNCIL ACTS-