

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

Date: January 21, 2026

To: Honorable City Council  
c/o City Clerk, Room 395  
Attention: Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager   
Department of Transportation

Subject: **FEASIBILITY OF BICYCLE LANE CAMERA ENFORCEMENT PILOT PROJECT ALONG HOLLYWOOD BOULEVARD**

**SUMMARY**

As directed by the City Council in Council File (CF) 25-0558, this report is in response to the feasibility of enforcing bicycle lanes along Hollywood Boulevard using cameras and related technologies as a pilot project. The report also describes the resources required for the pilot, alternate payment options for citations, and how revenue collected can be dedicated to active transportation efforts.

**RECOMMENDATION**

That the City Council NOTE and FILE this report.

**BACKGROUND**

In October 2023, the State of California approved Assembly Bill (AB) 361 which allows jurisdictions to enforce parking violations in bicycle lanes using automated license plate reader camera technology. The City of Santa Monica conducted a six week pilot of the technology enforcing bicycle lanes in their city and identified 1,700 parking violations in bicycle lanes within their downtown and along the Ocean Park and Main Street corridors. This tool confirmed a widespread issue and enabled the finding that 85% of the incidents were caused by unique drivers.

On June 25, 2025, City Council instructed the Los Angeles Department of Transportation (LADOT) to report on the feasibility of enforcing bicycle lanes along Hollywood Boulevard using cameras and related technologies as a pilot project. The motion also requests LADOT to report on the resources required for the pilot, alternate payment options for citations, and how revenue collected can be dedicated to active transportation efforts.

**DISCUSSION**

Parking Enforcement Technologies

There are several technology companies that provide options for bicycle lane parking enforcement. A fixed camera or bus mounted camera are not permitted per AB 361 since the legislation stated that cameras can only be mounted on *parking enforcement vehicles* for the purpose of automated bike lane

enforcement. Given the limitation to cameras mounted on parking enforcement vehicles there are two options for consideration:

*OPTION 1: AUTOMATED LICENSE PLATE RECOGNITION SYSTEM*

An automated license plate recognition (ALPR) camera-based system mounted on an enforcement vehicle. This system allows the enforcement officer driving the vehicle to immediately approve the violation at the time it is observed. It does not require a back-office review and approval process. This system has the added benefit of being able to use the camera technology to also enforce license-plate based residential parking permit zones and overtime parking violations, thereby expanding the enforcement opportunities and the resulting additional citation revenue.

*OPTION 2: ARTIFICIAL INTELLIGENCE SYSTEM*

An automated artificial intelligence (AI) camera-based system mounted on an enforcement vehicle. This system would not require in-vehicle verification of the violation, but rather automatically feed the possible violation data to a back-office violation review queue for an officer review and approval process. It would not currently support other enforcement activities such as residential parking permit zones and overtime parking violations. It would also require an additional officer to review and approve the captured violations, thereby incurring added labor costs.

For both camera options the bicycle lane violations would be mailed to the violator – a ticket on the windshield would not be a part of the enforcement process.

Contracting Options

LADOT has multiple options when it comes to contracting with potential vendors for this pilot program.

*OPTION A: EXISTING CITY CONTRACT*

The most expedient and preferred method would make use of an existing City contract such as the new Parking Citation and Permit Processing Services contract that includes using camera technology for future parking enforcement in the scope of work. This option offers several advantages, including potentially expedited procurement, pre-negotiated terms and conditions, and an existing working relationship where the parties are familiar with existing LADOT systems. The work can be memorialized through a change order or contract amendment.

*OPTION B: PIGGYBACK CONTRACT*

LADOT could research if there are agencies with existing competitively bid contracts for a similar program to find one that would fit the parameters (scope of work, duration, etc.) of the pilot program. LADOT would then seek concurrence to piggyback off that contract and, if approved, LADOT would then make needed revisions to that contract to reflect revised pricing (if applicable), and other standard contract terms. Depending on the duration of the contract, the Mayor and/or City Council would need to approve the contract along with the City Attorney as to form and legality. Piggybacking off of another government agency's contract, while feasible and more expedient than issuing a Request for Proposal (RFP), would limit the City to the scope of work of the other agency and the terms of that contract.

**OPTION C: REQUEST FOR PROPOSALS**

An RFP would involve a competitive bidding process, allowing various vendors to submit detailed proposals outlining their technical solutions, pricing, and implementation strategies. The RFP would specify the required equipment and software capabilities, performance metrics, and any integration requirements with existing LADOT systems. This transparent approach promotes competition, and potentially leads to cost-effective and innovative solutions. An RFP is likely to take about 18 to 24 months to complete the process from beginning to end.

Resources Needed for the Pilot Project

The annual cost of the staff needed to operate this program and estimated cost of equipment and software, provided by LADOT’s parking citation processing contractor, is outlined in the table below. The staffing estimate is based on the proposed two-mile pilot area of Hollywood Boulevard. The successful implementation of this initiative necessitates adequate staffing to manage and operate the new systems and equipment.

The annual employee costs encompass salaries, benefits, and associated overhead for the required personnel. These costs are a crucial component of the overall financial outlay and will be directly tied to the number of employees needed to support the pilot.

The estimated cost for equipment and software include, but are not limited to, hardware, software licenses, installation, configuration, and initial training.

The table below provides a comprehensive breakdown of the annual employee costs and the estimated equipment and software expenses applicable for Option 1.

**Table 1: Option 1 Staff and Material Costs associated with a Five Year Pilot Program**

| Item                                 | Frequency | Quantity | Cost      | Total Cost         |
|--------------------------------------|-----------|----------|-----------|--------------------|
| Traffic Officer II                   | Annually  | 2        | \$100,000 | \$200,000          |
| One-Time software license            | One-Time  | 1        | \$1,520   | \$1,520            |
| Annual account software license      | Annually  | 2        | \$7,400   | \$14,800           |
| One-Time LPR unit cost               | One-Time  | 2        | \$39,000  | \$78,000           |
| Annual per-LPR unit software license | Annually  | 2        | \$585     | \$1,170            |
| Program Total for Year 1             |           | 1        | \$295,490 | <b>\$295,490</b>   |
| Program Total for Years 2-5          |           | 4        | \$215,970 | <b>\$863,880</b>   |
| <b>Five-Year Program Total</b>       |           |          |           | <b>\$1,159,370</b> |

Alternative Payment Programs

LADOT researched parking citation payment programs from several cities across the nation including, but not limited to, Detroit, Dallas, Miami, New York City, Portland, San Francisco, and Seattle. California municipalities offer payment plans or low-income payment plans that allow enrollees to reduce their monthly payments to as low as \$20 per month in compliance with the State of California AB 503 adopted

in July 2018. Cities such as San Francisco and Seattle offer community service programs similar to the City of Los Angeles' Community Assistance Parking Program (CAPP). Cities such as New York City, Detroit, and Portland only offer payment plans. This assessment of best practices suggests that the City of Los Angeles provides the most support to low-income motorists among all major cities assessed.

LADOT currently offers two programs supporting unhoused and low-income motorists, CAPP and the Installment Payment Plan (IPP) program. CAPP allows unhoused participants to reconcile parking citations through volunteer community service or through enrollment in a homeless service program. The IPP allows individuals with financial hardship to pay off their parking fines in manageable payment installments over a predetermined course of time.

Enrollees in CAPP are able to receive community service credit for traditional service options such as general labor, or for engaging in self-help services such as job and interview preparation, resume building, case management, wraparound services, and more. CAPP is currently affiliated with 43 community service providers and staff actively seeks new providers. Boasting a community service hour conversion rate of up to \$50 per hour, CAPP is among the most generous parking community service plans in the nation. LADOT's efforts were recognized and awarded as the "Innovative Organization of the Year" in 2020 by the National Parking Association for delivering social-oriented parking policies such as CAPP and IPP.

Since the inception of the CAPP in March 2017 through August 31, 2025, a total of 3,036 motorists benefitted from this program by converting 11,242 citations totaling \$1.9 million dollars in fines into over 61,000 hours of community service. FY 2024-25 was CAPP's most active year to date, with a total of 452 enrollments clearing \$346,067 worth of citations and penalties. In addition to the financial relief that CAPP provides, LADOT often receives feedback from participants and partnering non profit organizations that many participants have used their experience with CAPP to improve their lives, and find housing and employment. Some CAPP participants have even been hired by the organizations with which they completed their community service.

LADOT offers three types of IPPs for eligible low-income motorists who meet specific requirements. Qualified individuals must fall within the monthly income of 200% or less of the current poverty guidelines, and/or receive public assistance benefits. If qualified, a motorist may be eligible for one of three available IPPs and may enroll at any point during the citation lifecycle:

1. General IPP: The amount due can be paid in installments over a three-month period with a first installment of 60% of the total due, followed by two installments of 20% of the total remaining.
2. Extended Low-income Plan (ELP): Motorists with under \$500 in base fines can pay monthly installments over 24 months. DMV restrictions are lifted and penalties are waived.
3. Extended Low-income Plan Plus (ELP+): Motorists with over \$500 in base fines can pay monthly installments over 24 months, and DMV restrictions are lifted.

Included in the new citation processing contract (CF 25-0977), LADOT will introduce additional options to enhance accessibility and flexibility for individuals managing citation payments. These new offerings include the Universal Payment Plan and Promise Pay Application. The Universal Payment Plan will allow any person regardless of income level to participate in a payment plan. The Promise Pay Application will

include features such as customizable payment plans, automated reminders and receipts, account balance viewing, contact and payment information updates, and multiple payment methods.

#### Revenue Collected for Active Transportation

Upon Mayoral and City Council direction, revenue generated from a permanent bicycle lane camera enforcement program would be tracked by LADOT's Accounting Division and by the parking citation processing contractor. Net revenues could be set aside to fund LADOT programs where a nexus exists, including active transportation efforts, such as first last mile corridor projects to support the 2028 Games, low-stress connectivity projects (bike signals), enhanced bike lane barriers, and future mobility investments. Should this be the direction of the Mayor and City Council, LADOT recommends that the General Fund expenses to pay for the program be deducted from the revenue generated before transferring the remaining funds to active transportation efforts. These expenses would include at a minimum the contractor costs to install, operate, and maintain the camera technology, the citation processing contract costs, Traffic Officer salaries related to the program, and LADOT staff time to review and adjudicate the citations.

#### **FISCAL IMPACT STATEMENT**

There is no impact to the General Fund as this report is informational.

LRC:TC:kh/rr