FORM GEN. 160 (Rev. 8-12)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: August 7, 2026

TO: The Honorable City Council

FROM: Keith Mozee for
Executive Director and General Manager
Bureau of Street Services (StreetsLA)

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General Manager
Department of Transportation (LADOT)

SUBJECT: **STREET SWEEPING AND PARKING ENFORCEMENT (CF 24-1219-S1)**

RECOMMENDATION

That the City Council note and file this report, as it is provided for informational purposes only.

SUMMARY

Pursuant to the recommendations adopted by the City Council on August 29, 2025 (Council File 24-1219-S1), this report provides information in response to the following recommendations:

- Current coordination efforts between street sweeping and parking enforcement operations on posted routes.
- Recommendations to improve interdepartmental collaboration to facilitate simultaneous parking enforcement and street sweeping, including resources needed for implementation.
- Explore potential technology or equipment that could be utilized to support operations.
- Data on citations issued for street sweeping, including information on disputed citations issued in areas where street sweeping did not take place.
- Develop policies that would prevent the issuance of parking citations in areas where posted street sweeping does not occur and after street sweepers have passed.

DISCUSSION

StreetsLA 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, StreetsLA released a courtesy notification system.

Coordination

Each morning StreetsLA sends out a notice to LADOT advising them of which specific routes are expected to be missed that day. In the rare instance that StreetsLA 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 our partners at LADOT, and any consideration for additional street sweeping resources must also include additional resources for parking enforcement.

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, LADOT maintains a regular schedule of street sweeping enforcement based on the StreetsLA 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. 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, StreetsLA sends out a daily notice to LADOT advising which specific routes are expected to be canceled that day. In the instance that StreetsLA 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.

At 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 StreetsLA 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.

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