

October 17, 2023

**MOTION BY SUPERVISOR HOLLY J. MITCHELL**

**MOVING PARKING ENFORCEMENT SERVICES FROM THE SHERIFF'S DEPARTMENT  
TO THE DEPARTMENT OF PUBLIC WORKS**

Currently, Los Angeles County (County) parking enforcement services are provided through the County Sheriff's Department's Parking Enforcement Detail (PED). PED's primary responsibility is preventing vehicles from inappropriately parking in the public right-of-way by ticketing vehicles that violate parking regulations. This is meant to alleviate traffic parking congestion, improve parking availability for residents, and allow for street cleaning. To that end, PED is authorized to address parking regulation violations through the State of California Vehicle Codes, County Vehicle Codes, and other applicable municipal codes. PED currently maintains 90 total budgeted positions-none of which are sworn peace officers. In total, 69 parking control officers, 12 supervising parking control officers, and 9 administrative support positions service over 120 unincorporated areas and various contract cities. Further, enforcement hours are only between a standard workday of 9:00 a.m. to 5:00 p.m.

Parking enforcement is a necessary municipal service that the County provides to residents. However, residents of unincorporated areas consistently report a lack of parking enforcement in their neighborhoods, pointing specifically to PED's limited service hours and frequent lack of response even during those service hours. Constituents have reported contacting PED to respond to service calls and issue parking citations, wherein the response times ranged from a few days, to over a week, or no response at all. Countless streets in unincorporated areas of the County are overwhelmed with double-parked cars or cars parked outside of permitted areas and hours. PED operates at an annual total cost of \$9.037 million; the overall lack of enforcement is unacceptable and unfair to our unincorporated area residents that see more effective parking enforcement bureaus in neighboring cities.

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Considering these challenges, the County Board of Supervisors must explore alternative means of efficient parking enforcement services for residents. There are examples in municipalities across the County of employing parking enforcement outside of a law enforcement agency. In the cities of Los Angeles and Pasadena, parking enforcement services are a function of the Department of Transportation. The cities of Glendale and West Hollywood have a Parking Services Division under their Department of Public Works (DPW) that enforces parking. The city of Inglewood has a separate Parking & Traffic Department that is responsible for parking enforcement and permits. Bringing the County's parking enforcement under the County DPW aligns parking enforcement management with other jurisdictions in the region and provides the opportunity for better delivery of this service as well as greater service availability. Furthermore, parking enforcement is an essential piece of road maintenance and transportation management-critical functions of DPW. Moving parking enforcement to DPW will allow the Department to more effectively deliver services such as street sweeping, road maintenance, red curbs, parking sign installation, bike lanes, pedestrian safety improvements, and much more.

Enforcing parking in the County is not an issue of public safety but rather a matter of managing the public right-of-way to ensure it is accessible and enhances quality of life for residents. As such, DPW is best positioned to oversee and manage parking enforcement for the County's unincorporated communities.

**I THEREFORE MOVE THAT THE BOARD OF SUPERVISORS:**

1. Direct the Chief Executive Officer (CEO), in collaboration with the Director of the Department of Public Works (DPW), the Sheriff, and in consultation with County Counsel, to prepare a full business analysis, including organizational structure with appropriate levels of management and staffing, budget and funding analysis, and proceed with the steps required to transfer all parking enforcement services and authority from the Sheriff's Department Court Services Division, Civil Management Bureau, Parking Enforcement Detail to DPW Transportation Services Division, or a

separate division under the Director of DPW's purview, and to report back to the Board in writing in 120 days with an implementation plan which should include, but is not limited to:

- a. Specific steps required for DPW to fully execute parking enforcement services no later than July 1, 2024;
  - b. Programmatic, contracting, and logistical needs;
  - c. Staffing, any necessary movement of existing staff, and changes to current organization structures needed to maintain current levels of service and expanded service hours that are comparable to similar jurisdictions;
  - d. Necessary amendments or additions to County ordinances to transition parking enforcement authority from the Sheriff to DPW;
  - e. Short-and long-term goals and performance metrics;
  - f. A process to transfer capital assets and parking citation processing tools for executing parking enforcement services to DPW;
  - g. Funding plan, including gaps, opportunities, and steps needed to transfer parking enforcement revenues from the Sheriff's Department to DPW;
  - h. A communication plan for unincorporated area residents to be informed of the transition before and after it occurs;
  - i. Comparison to parking enforcement services provided by neighboring jurisdictions; and
  - j. A timeline for implementation and any additional steps and tools to ensure a swift transition of service;
2. Direct CEO-Employee Relations to consult, where appropriate, with Labor on the impact of the transition.
3. Request the Sheriff to promptly make available or provide access to all information (including but not limited to data, reports, employee information, strategic documents, budget reports, and correspondence) requested by the Director of DPW to effectuate

the directives of this motion.

(KaS/NR/TW/AY)

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