

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

Date: February 7, 2012

To: The Honorable City Council  
c/o City Clerk, Room 395, City Hall

Attention: Honorable Bill Rosendahl, Chair  
Transportation Committee

From: Jaime de la Vega, General Manager  
Department of Transportation 

Subject: **PARKING ENFORCEMENT EXCEPTIONS**

**SUMMARY**

This report recommends authorizing the Los Angeles Department of Transportation to not enforce certain parking laws in the Los Angeles Municipal Code under specified conditions when requested by a member of the City Council or the Mayor.

**RECOMMENDATIONS**

1. AUTHORIZE the Los Angeles Department of Transportation (LADOT) to not enforce certain categories of parking laws in the Los Angeles Municipal Code when requested in writing by a member of the City Council or the Mayor:
  - A. Expired parking meters
  - B. Time limit restrictions
  - C. Time of day restrictions
  - E. Parking district restrictions
  - F. Passenger or school bus loading
2. DIRECT LADOT to establish the administrative procedures to effectuate the policy and intent of this report.
3. DIRECT LADOT to communicate the administrative procedures as well as future updates in writing to the City Council and Mayor.

## **LEGAL AUTHORITY**

All municipal parking laws are adopted by the City Council and Mayor and are codified in the Los Angeles Municipal Code (LAMC). Some of the laws relate to providing traffic safety or protecting public safety. Others seek to assist commercial development, such as ensuring parking turn over so that business access is maintained. Still others seek to advance policy goals by protecting residential neighborhoods from encroachment.

The City Council and Mayor have discretion to add, change, delete, or suspend parking laws in the LAMC. This report recommends delegating authority to LADOT to make parking enforcement exceptions to the LAMC under certain circumstances.

Statewide parking laws contained in the California Vehicle Code are not under the jurisdiction of the City Council and Mayor to modify or suspend and such laws must be enforced by LADOT.

## **PROCESS**

If approved by the City Council and Mayor, LADOT will formalize the process for parking enforcement exceptions.

In general, LADOT will instruct its traffic officers to not enforce specified municipal parking laws upon receipt of a signed request from a member of the City Council or the Mayor, or the chief of staff of his or her office.

The correspondence shall identify the reason for the request, the effective dates, and the geographic boundaries for parking enforcement exceptions.

Notwithstanding the receipt of a request, LADOT may reject or modify a request if the department determines it is necessary to protect public safety. In such a case, LADOT will notify the member of the City Council or the Mayor of such a determination.

Municipal parking laws related to safety (e.g. red curb zones, no parking, no stopping, red flag enforcement, etc.) would not be eligible for a parking enforcement exemption under this policy. Other ineligible parking enforcement exemptions (e.g. disabled parking zones) will be described in the final administrative procedures developed by LADOT.

If LADOT approves a parking enforcement exception and a citation is issued in error, the citation will be administratively cancelled upon confirmation that a valid a parking enforcement exception was approved.

**BACKGROUND**

There are instances when the best interests of the public are served by allowing parking enforcement exceptions to existing municipal parking laws on a limited basis and in special circumstances. These instances include:

- Canceled street cleaning
- Election sites
- Funerals, shivas, and wakes
- Designated city holidays
- Religious holidays
- School events
- Unusual occurrences – Unanticipated events and emergencies that impact normally available parking in a neighborhood (e.g. natural disasters, water main break, etc.)
- Residual impacts – Spillover effects from work on private property, public works construction projects (e.g. street resurfacing, rail construction, sewer line replacement, etc.), and approved special events (e.g. an event resulting in a street closure may reduce significantly the amount of parking normally available in a neighborhood)
- Events involving elected officials, cabinet-level federal and state officials, foreign dignitaries (e.g. heads of state, ambassadors, and counsels general), etc.