

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: September 22 , 2023

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

FROM: Connie Llanos, Interim General Manager 
Department of Transportation

SUBJECT: TOUR BUS ORDINANCE (CF 17-1115)

SUMMARY

This report is in response to the City Council's directive to the Los Angeles Department of Transportation (LADOT), with assistance from the Los Angeles Police Department and Los Angeles Fire Department, to report on a list of routes or streets, particularly including substandard hillside streets, which are unsafe for Tour Buses to operate on. The City Council adopted Ordinance Number 187,078, effective April 15, 2020. Following the adoption of that ordinance and its inclusion into the Los Angeles Municipal Code (LAMC) as LAMC Section 80.36.11, the LADOT received written requests from the Hollywood Hills Neighborhood Council (HHWNC) and Councilmember Paul Koretz, 5th Council District (CD 5) to study specific streets within each of their areas and to decide if any of the roads they specified were unsafe for Tour Buses and to post signs prohibiting them. Councilmembers Nithya Raman and David Ryu of the 4th Council District (CD 4) supported the HHWNC's request for Tour Bus prohibitions in their district, and current Councilmember Katy Yaroslavsky (CD 5) supports the request in Holmby Hills. Two street segments on Orange Grove Avenue are now in CD 13, and Councilmember Hugo Soto-Martinez supports the request. LAMC Section 80.36.11 requires a resolution by the City Council approving the Tour Bus restrictions before they can be posted and enforced.

RECOMMENDATIONS

That the City Council:

1. ADOPT the accompanying RESOLUTION, making it unlawful to stop or park a Tour Bus on the following street segments that the LADOT has determined unsafe for Tour Bus stopping or parking, has verified that there is a significant number of Tour Buses using those streets, and where existing parking prohibitions have not yielded the desired levels of compliance:
 - Outpost Drive between Franklin Avenue and Mulholland Drive
 - Outpost Cove Drive between Outpost Drive and the dead-end west of Carmen Crest Drive
 - Mulholland Drive between Cahuenga Boulevard West and Woodrow Wilson Drive (east of Multiview Drive)
 - Mulholland Drive between Floye Drive and Dona Pegita Drive
 - Torreyson Drive between Mulholland Drive and Torreyson Place
 - Torreyson Place between Torreyson Drive and the dead end south of Torreyson Drive
 - Senalda Road between Outpost Drive and Castilian Drive
 - Mapleton Drive between Sunset Boulevard and Club View Drive
 - Charing Cross Road between Sunset Boulevard and Beverly Glen Boulevard
 - Wyton Drive between Mapleton Avenue and Beverly Glen Boulevard

- Orange Grove Avenue between Sunset Boulevard and Hollywood Boulevard
2. ADOPT the accompanying RESOLUTION, making it unlawful to operate a Tour Bus on the following street segments that the LADOT has determined unsafe for Tour Bus operation and has verified that there is a significant number of Tour Buses using those streets:
 - Outpost Drive between Franklin Avenue and Mulholland Drive
 - Outpost Cove Drive between Outpost Drive and the dead-end west of Carmen Crest Drive
 - Torreyson Drive between Mulholland Drive and Torreyson Place
 - Torreyson Place between Torreyson Drive and the dead end south of Torreyson Drive
 - Senalda Road between Outpost Drive and Castilian Drive
 - Mapleton Drive between Sunset Boulevard and Club View Drive
 - Charing Cross Road between Sunset Boulevard and Beverly Glen Boulevard
 - Wyton Drive between Mapleton Avenue and Beverly Glen Boulevard
 - Orange Grove Avenue between Sunset Boulevard and Hollywood Boulevard
 3. DIRECT LADOT to install the required signs for the locations above to inform Tour Bus operators of the Tour Bus restrictions in effect;
 4. DIRECT LADOT to provide a map on the LADOT Website or NavigateLA system identifying where Tour Buses are restricted before posting any “No Tour Bus” restrictions;
 5. DIRECT LADOT to provide a 90-day notification of the street segments approved for Tour Bus restrictions in the attached resolution to the Tour Bus companies known by LADOT to use those streets;
 6. DIRECT LADOT and the Los Angeles Police Department (LAPD) to issue warnings in lieu of citations for 30 days following the installation of Tour Bus restrictions signs by LADOT.

BACKGROUND

Under California Vehicle Code Section 21118.(a), “a local authority may adopt rules and regulations by ordinance or resolution to restrict the routes or streets upon which a tour bus described in subdivision (b) of Section 612 may be operated if the local authority determines it is unsafe to operate those vehicles on those routes or streets.” California Vehicle Code Section 612.(a) defines a “tour bus” as “a bus, which is operated by or for a charter-party carrier of passengers, as defined in Section 5360 of the Public Utilities Code, or a passenger stage corporation, as defined in Section 226 of the Public Utilities Code”. Section 612.(b) goes on to specify that “a tour bus includes a bus described in subdivision (a) that has had its roof substantially structurally modified or removed.”

The City Council approved ordinance No. 187, 078, amending the LAMC Section 80.36.11, and it became effective on April 15, 2020. LAMC Section 80.36.11 makes it unlawful for a Tour Bus to operate or travel on a City street, a segment of a street, or a route that LADOT has determined is unsafe for a Tour Bus to operate or travel on, either at any time or for certain hours of the day. LAMC Section 80.36.11.(d).(1) reads that “stopping, standing, or parking of a tour bus on a street determined to be unsafe for the operation of a tour bus” is a civil penalty and is enforceable by either LAPD or LADOT. LAMC Section 80.36.11.(c).(1) specifies that the “traveling of a tour bus on a street determined to be unsafe for the operation of a tour bus” is a criminal penalty for LAPD enforcement purposes. As these offenses are all justified based on public safety, including the safety of the passengers of the Tour Buses, there is a step increase for subsequent violations of 100 percent within the same 12-month period, up to the third

offense. Due to the nature of this offense, where the Tour Bus driver may be following directions from their employer, the penalties shall be assessed to the Operator of the Tour Bus company.

Although the ordinance creating LAMC Section 80.36.11 became effective on April 15, 2020, and shortly after LADOT received requests for Tour Bus restrictions on specified street segments, LADOT postponed collecting the Tour Bus data when the COVID pandemic reduced or curtailed most Tour Bus operations. In order to identify the streets with the greatest volume of tour buses and related safety risks, LADOT began collecting data in 2022 when the pandemic-related business restrictions allowed tour bus operations to resume.

Based on this data, LADOT has identified streets with substantial tour bus volume and established rules, policies, and procedures to identify streets, street segments, or routes that, for safety reasons, shall be restricted or limited from use by a Tour Bus operator. No prohibition shall be effective on a street, street segment, or route until the City Council, by resolution, has approved the prohibition and until the LADOT has installed signs providing notice of such Tour Bus restrictions. To allow for proper education on these new rules, LADOT recommends a 30-day warning period after signs are posted.

DISCUSSION

Based on their size and weight, Tour Buses pose an apparent hazard on certain streets not built to accommodate a high volume of large vehicles. The nature of tourist operations also leads tour bus drivers to stop more frequently for customers to identify sites and take photos, often blocking the roadway and creating unsafe driving conditions. LADOT identified roadway conditions with a higher level of safety concern for Tour Buses than for automobiles or perhaps even trucks. Many of the roads in the area LADOT evaluated are winding, with one lane in each direction, and a stopped Tour Bus causes drivers to pass them on the wrong side of the road where there is inadequate visibility of oncoming traffic or potentially create unsafe conditions or delays for emergency vehicles in "Very High Fire Hazard Severity Zones." LADOT identified several locations where these safety issues persist, and where winding roads and visibility conditions escalate the risk and safety concerns created when tour buses stop, park, or unload passengers at these locations.

Based on these conditions and safety concerns, LADOT developed evaluation criteria to determine where it was necessary to restrict or prohibit tour bus operations. LADOT based the safety criteria on a combination of factors, including tour bus volumes, observed driver behavior, roadway conditions that create safety concerns specific to Tour Bus operations, and crash patterns. LADOT applied this criteria to evaluate all street segments requested by the representative Neighborhood Council or Council Office.

Los Angeles Municipal Code Section 80.36.11.(a) delegates LADOT to establish rules, policies, and procedures to identify streets, street segments, or routes which for safety reasons shall be restricted or limited from use by a Tour Bus. LADOT followed the tour bus procedures for this study that the Transportation Committee approved on February 25, 2020 (CF 17-1115). Before evaluating a requested street segment for tour bus safety concerns, LADOT must count a significant number of Tour Buses based on the roadway classification in the Mobility 2035 Element of the City's General Plan to demonstrate a specific safety issue associated with Tour Bus traffic on each street. To determine whether requested street segments met the minimum tour bus volume thresholds, LADOT staff counted and photographed tour bus activity. For streets that met or were close to meeting the minimum Tour Bus volume thresholds, LADOT further evaluated the roadways for specific Tour Bus safety issues, based on the following criteria:

- Roadway characteristics:

- **Width** - The roadway is too narrow to accommodate existing parking and two-way traffic, and the frequent usage by Tour Buses has resulted in roadway blockages
- **Dead End/No Outlet Street/Residential Driveway** - The roadway ends and the roadway width is too narrow for vehicles to make a simple U-turn and Tour Buses are driving on private property and residents' driveways to make U-turns. This justification also applies to street segments in advance of streets posted with "No Tour Bus" signs where there is nowhere safe for Tour Buses to make a U-turn before entering a "No Tour Bus" street segment.
- **Non-Arterial Roadway Saturation** - The traffic volumes on local streets exceed the design capacity of the roadway based on the 2035 Mobility Element of the City's General Plan, and significant volumes of Tour Buses are adding to congestion and roadway blockages or impeding emergency vehicle access.
- **Tour bus operations:**
 - **Blocking Roadway** - Tour Buses are stopping in the middle of the road and blocking traffic, forcing drivers to travel on the wrong side of the road to get by or impeding emergency vehicles that must pass illegally stopped Tour Buses, often with inadequate visibility of on-coming traffic.
 - **Illegal Parking/Driver Visibility** - Tour buses are illegally parked within an intersection or blocking driveways, illegally parked on the dirt shoulder, forcing pedestrians to walk in the roadway, or illegally parked adjacent to a driveway or intersection and blocking the view of cross traffic to drivers and pedestrians.
 - **Pedestrian Safety** - Tour buses are stopping at unsafe locations and either causing pedestrians to walk in the street, cross the street at locations near blind corners or where there is insufficient safe stopping distance, or where the sightseeing bus stop locations do not comply with the Americans With Disabilities Act standards.
 - **Crime Abatement** - Where there is a documented or observed pattern of specific instances of criminal activity or roadway violations directly resulting from allowing Tour Buses to use a specific roadway segment, including moving violations and public nuisance crimes detrimental to the quality of life, such as where tour bus drivers stop to let passengers off the bus to dig through trash cans looking for souvenirs on trash day.

Where roadway conditions are not suitable for the observed volume of tour buses, LADOT recommends prohibiting all tour bus operations. Where roadway characteristics are more suitable to the observed volume of tour buses, but specific operations create safety concerns, LADOT recommends prohibiting tour buses from parking, stopping, or standing. Where tour bus volumes were high, but these safety criteria are not met, LADOT does not recommend restricting or prohibiting tour bus operations. Where the evaluation identified specific safety concerns despite low tour bus volumes, LADOT will work to identify alternate safety measures that will be more appropriate than Tour Bus restrictions. Based on tour bus operations along Mulholland Drive, LADOT assessed the feasibility of providing new turn-out areas but found that the Mulholland Scenic Parkway Specific Plan states that the shoulder area shall serve as a bikeway and not for parking, making this solution infeasible.

For this initial Tour Bus prohibition, LADOT evaluated 93 street segments. Based on this evaluation, the Department recommends prohibiting Tour Bus parking/stopping for 39 total street segments and prohibiting tour bus operations entirely on 24 segments as outlined in Attachment A.

Upon the adoption of the accompanying RESOLUTION, LADOT will take the following next steps to deliver the directives within the RESOLUTION and this report:

- Provide a 90-day notification of the street segments approved for Tour Bus restrictions to the Tour Bus companies known by LADOT to use those streets;

- Provide a map on the LADOT Website or NavigateLA system identifying where Tour Buses are restricted before posting any “No Tour Bus” restrictions;
- Concurrently, with the two items above, prepare work orders for the fabrication and installation of the authorized restrictions;
- Immediately following the 90-day notification period to the Tour Bus companies, install the authorized signs, and notify LADOT Parking Enforcement & Traffic Control (PETC), LAPD, Department of Recreation & Parks, and the California Public Utilities Commission enforcement section of the new signs being installed, and the Council’s requirement that LAPD issue warning notices for the first 30-days in lieu of citations;
- Report back to the affected Council Offices and the Hollywood Hills West Neighborhood Council upon 100% installation of the authorized signs and completion of all the items listed above.

LADOT and LAPD will coordinate a special task force to enforce these new restrictions once signs are posted. “No Stopping Anytime, Tour Buses” parking restrictions, as specified in Recommendation No. 2, will enable LADOT and other law enforcement agencies to cite Tour Buses stopped in the roadway or impeding traffic to improve driver behavior and create safer conditions for all roadway users. LADOT will continue to monitor traffic patterns on these streets to identify ongoing safety concerns, and make additional recommendations for the safe operation of tour buses. Should volumes increase on streets that do not currently meet minimum thresholds, or should the recommended restrictions in this report fail to improve safety, LADOT may recommend restrictions on additional segments or recommend prohibiting operations on segments with restricted tour bus parking, stopping, and standing.

FISCAL IMPACT

There is no financial impact at this time.

CL:DM:bg
ATTACHMENT

**Attachment A
TOUR BUS PROHIBITION STUDY RESULTS**

No.	CD	ROADWAY ROUTE	SEGMENTS	TOUR BUS VOLUME MET	SAFETY CATEGORY MET
1	4	Outpost Dr bet. Franklin Av & Outpost Cr.	2	Yes	Non-Arterial Roadway Saturation
2	4	Outpost Dr. bet. Outpost Cr. & La Presa Dr	2	Yes	Roadway Width, Non-Arterial Roadway Saturation
3	4	Outpost Dr bet. La Presa Dr & Castilian Dr	3	yes	Roadway Width, Non-Arterial Roadway Saturation
4	4	Outpost Dr bet. Castilian Dr & Outpost Cove Dr	2	Yes	Roadway Width, Non-Arterial Roadway Saturation
5	4	Senalda Rd bet. Outpost Dr & Castilian Dr	1	Yes	Roadway Width
6	4	Outpost Dr bet. Outpost Cove Dr & Mulholland Dr	1	Yes	Blocking Roadway, Non-Arterial Roadway Saturation
7	4	Outpost Cove Dr bet. Outpost Dr & dead-end west of Carmen Crest Dr	2	Yes	Roadway Width
8	4	Torreyson Dr bet. Mulholland Dr & Torreyson Pl	1	N/A	Crime Abatement
9	4	Torreyson Pl bet. Torreyson Dr & dead-end south of Torreyson Dr	1	N/A	Crime Abatement
10	4	Mulholland Dr bet. Cahuenga Bl West/Woodrow Wilson Dr & Park Glen Dr	3	Yes	Blocking Roadway*
11	4	Mulholland Dr bet. Park Glenn Dr & Outpost Dr, including Jerome Daniels Scenic Overlook	1	Yes	Blocking Roadway, Pedestrian Safety*
12	4	Mulholland Dr bet. Outpost Dr & Macapa Dr	1	Yes	Blocking Roadway, Illegal Parking/Driver Visibility*
13	4	Mulholland Dr bet. Macapa Dr & Las Alturas St	1	Yes	Blocking Roadway, Illegal Parking/Driver Visibility*
14	4	Mulholland Dr bet. Las Alturas St & Pyramid Pl (including Pacific View Tr)	2	Yes	Illegal Parking/Driver Visibility*

No.	CD	ROADWAY ROUTE	SEGMENTS	TOUR BUS VOLUME MET	SAFETY CATEGORY MET
					Blocking Roadway*
15	4	Mulholland Dr & Pyramid Pl/Desmond Estates Rd	1	Yes	Illegal Parking/Driver Visibility*
16	4	Mulholland Dr bet. Desmond Estates Rd & Woodrow Wilson Dr (e/o Multiview Dr)	1	Yes	Blocking Roadway*
17	4	Mulholland Dr bet. Woodrow Wilson Dr (w/o Desmond Estates Rd) & Multiview Dr	1	No	N/A
18	4	Mulholland Dr bet. Multiview Dr & Floye Drive	1	No	N/A
19	4	Mulholland Dr bet. Floye Dr and Torreyson Dr (including Universal Overlook)	1	Yes	Blocking Roadway*
20	4	Mulholland Dr bet. Torreyson Dr & Wrightwood Dr	1	Yes	Blocking Roadway*
21	4	Mulholland Dr bet. Wrightwood Dr & Dona Pegita Dr	1	Yes	Dead End/No Outlet (for tour buses)*
22	4	Mulholland Dr bet. Wrightwood Dr & Briar Summit Dr	2	Yes	Dead End/No Outlet (for tour buses)*
23	4	Mulholland Dr bet. Briar Summit Dr & Laurel Canyon Bl (including Woodrow Wilson Dr e/o Laurel Canyon Bl)	2	No	N/A
24	13	Orange Grove Av bet. Sunset Bl & Hollywood Bl	2	Yes	Roadway Width
25	4	Lisco Pl bet. Desmond Estates Rd & Cervantes Pl	1	No	N/A
26	4	Desmond Estates Rd bet. Mulholland Dr & Lisco Pl	1	No	N/A
27	4	Pyramid Pl bet. 1720' n/o Mulholland Dr & Montcalm Av	1	No	N/A
28	4	Carmen Crest Dr bet. Outpost Dr & Larmar Rd	1	No	N/A
29	4	Larmar Rd bet. Carmen Crest Dr & dead-end n/o Carmen Crest Dr	1	No	N/A
30	4	Courtney Terr bet. Courtney Av & dead-end n/o Courtney Av	1	No	N/A
31	4	Courtney Av bet. Nichols Canyon Rd & Courtney Terr	1	No	N/A

No.	CD	ROADWAY ROUTE	SEGMENTS	TOUR BUS VOLUME MET	SAFETY CATEGORY MET
32	4	Jalmia Pl bet. Jalmia Dr & dead-end w/o Jalmia Dr	1	No	N/A
33	4	Jalmia Way bet Jalmia Dr and dead-end e/o Jalmia Dr	1	No	N/A
34	4	Jalmia Dr bet. Jalmia Way & Nichols Canyon Rd	1	No	N/A
35	4	Castair Dr (pvt.) at Nichols Canyon Rd	1	No	N/A
36	4	Willow Glen Rd bet. Nichols Canyon Rd & Zorada Ct	1	No	N/A
37	4	Zorada Ct bet. Willow Glen Rd & dead-end s/o Willow Glen Rd	1	No	N/A
38	4	Nichols Canyon Rd bet. Hollywood Bl & Courtney Av	1	No	N/A
39	4	Sycamore Av bet. Fitch Dr & Franklin Av	1	No	N/A
40	4	Fitch Dr bet. Sycamore Av & Sycamore Dr	1	No	N/A
41	4	Hillcrest Rd bet. Bonita Ter & Franklin Av	1	No	N/A
42	4	Selma Av bet. Ogden Dr & Orange Grove Av	1	No	N/A
43	4	Reppert Ct bet. Willow Glen Rd & dead-end n/o Willow Glen Rd	1	No	N/A
44	4	Algodon St bet. Willow Glen Rd & dead-end n/o Willow Glen Rd	1	No	N/A
45	4	Harlesden Ct bet. Willow Glen Rd & dead-end n/o Willow Glen Rd	1	No	N/A
46	4	Dresden Dr bet. Nichols Canyon Rd & dead-end s/o Nichols Canyon Rd	1	No	N/A
47	4	DeVista Pl bet. DeVista Dr & dead-end s/o DeVista Dr	1	No	N/A
48	4	DeVista Dr bet. DeVista Pl & Willow Glen Rd	1	No	N/A
49	4	Floye Dr bet. Mulholland Dr & dead-end s/o Mulholland Dr	1	No	N/A
50	4	Woodrow Wilson Dr bet. Mulholland Dr	17	No	N/A

No.	CD	ROADWAY ROUTE	SEGMENTS	TOUR BUS VOLUME MET	SAFETY CATEGORY MET
		(s/o Soper Dr) & Mulholland Dr/Cahuenga Bl West			
51	4	Woodrow Wilson Dr (w/o Multiview Dr) bet. Mulholland Dr & Nichols Canyon Rd	2	no	N/a
52	4	Nichols Canyon Rd bet. Nichols Canyon Pl & Woodrow Wilson Dr	1	No	N/A
53	5	Charing Cross Rd bet. Sunset Bl & Mapleton Dr	1	Yes	Roadway Width, Inadequate Parking
54	5	Charing Cross Rd bet. Mapleton Dr & Beverly Glen Bl	1	Yes	Dead End / No Outlet (for tour buses)
55	5	Mapleton Dr bet. Sunset Bl & Charing Cross Rd (south intersection)	2	Yes	Blocking Roadway
56	5	Mapleton Dr bet. Charing Cross Rd (south intersection) and Wyton Dr	1	Yes	Blocking Roadway
57	5	Mapleton Dr bet. Wyton Dr & Club View Dr	1	Yes	Blocking Roadway
58	5	Wyton Dr bet. Mapleton Dr & Beverly Glen Bl	1	Yes	Dead End / No Outlet (for tour buses)

* Street Segments that will be posted with “No Stopping Anytime, Tour Buses” and not include a “No Tour Bus” restriction.

RESOLUTION

TOUR BUS RESTRICTIONS IN HOLLYWOOD HILLS AND HOLMBY HILLS

WHEREAS, The Los Angeles Municipal Code (LAMC) Section 80.36.11 states that the City Council, by Resolution, may approve a determination by the Los Angeles Department of Transportation (LADOT) identifying specific City streets, segments of a street, or route, which are unsafe for a Tour Bus to operate or travel on, either at any time or for certain hours of the day and direct LADOT to install signs providing notice of such Tour Bus restrictions; and

WHEREAS, LAMC Section 80.36.11.(b).(2) defines “Tour Bus” as a privately-owned bus or passenger vehicle for hire, which is operated by or for a charter-party carrier of passengers or a passenger state corporation, as set forth in California Vehicle Code (CVC) Section 612. (a), and as defined in California Public Utilities Code (CPUC) Sections 226 and 5359.(b); and as set forth in CPUC Section 612.(b), includes a bus that has had its roof substantially structurally modified or removed; and

WHEREAS, LAMC Section 80.36.11.(b).(2) specifies that a Tour Bus includes any for-hire vehicle that is used primarily for the conveyance of passengers over public streets for the purpose of visiting or viewing places of interest; and

WHEREAS, LAMC Section 80.36.11.(a) states that the LADOT shall establish rules, policies, and procedures to identify streets, street segments, or routes which, for safety reasons, shall be restricted or limited from the use by a Tour Bus; and

WHEREAS, the LADOT “Tour Bus Prohibition Guidelines” specify that Tour Bus operation may be prohibited for one or more continuous street segments once the LADOT has received a request in writing from either the affected Council Office, Neighborhood Council, Police Department, or an affected school, requesting that Tour Bus operations be prohibited, because one or more street segments are unsafe for tour buses to operate on, and then only after LADOT verifies that one or more of the qualifying conditions established by the LADOT exist, and after a Council Resolution has directed LADOT to install the signs; and

WHEREAS, the LADOT “Tour Bus Prohibition Guidelines” typically require both a safety issue to exist and a minimum Tour Bus volume to be required, and the safety issue needs to be specific to Tour Bus operations on each street segment evaluated; and

WHEREAS, on April 2, 2020, the Hollywood Hills West Neighborhood Council requested the LADOT to assess over 80 street segments within their boundaries, including the following, which are all within the 4th Council District and supported by Councilmember Nithya Raman, except for two street segments on Orange Grove Avenue that have since been re-districted to Councilmember Hugo Soto-Martinez (CD 13), with his support:

- Outpost Drive between Franklin Avenue and Mulholland Drive
- Outpost Cove Drive between Outpost Drive and the dead-end west of Carmen Crest Drive
- Mulholland Drive between Cahuenga Boulevard West and Laurel Canyon Boulevard
- Torreyson Drive between Mulholland Drive and Torreyson Place
- Torreyson Place between Torreyson Drive and the dead end south of Torreyson Drive
- Senalda Road between Outpost Drive and Castilian Drive
- Orange Grove Avenue between Sunset Boulevard and Hollywood Boulevard; and

WHEREAS, on June 22, 2021, Councilmember Paul Koretz, 5th Council District, on behalf of the Holmby Hills Association, requested LADOT to evaluate seven street segments within their boundaries, including the following, which are all still within the 5th Council District and the study for Tour Bus restrictions is supported by the current Councilmember Katy Yaroslavsky:

- Mapleton Drive between Sunset Boulevard and Club View Drive
- Charing Cross Road between Sunset Boulevard and Beverly Glen Boulevard
- Wyton Drive between Beverly Glen Boulevard and Mapleton Drive; and

WHEREAS, LADOT evaluated 78 of the requested street segments in the 4th Council District, two street segments in the 13th Council District, seven in the 5th Council District, and determined that 37 of them are unsafe for Tour Buses based upon a combination of a minimum number of Tour Buses per hour, and the satisfaction of at least one of the following safety criteria:

- Roadway Width
- Dead End/No Outlet Street/Residential Driveway
- Blocking Roadway
- Illegal Parking/Driver Visibility
- Non-Arterial Roadway Saturation
- Pedestrian Safety
- Crime Abatement; and

WHEREAS, the satisfaction of the criteria listed above indicates potential roadway safety issues for both Tour Buses, their passengers, and other roadway users, and in most cases, it is already illegal to stand, stop, or park on or along the street segments identified;

NOW, THEREFORE BE IT RESOLVED, that the City Council, pursuant to LAMC Section 80.36.11, hereby approves the LADOT's determination that the following street segments are unsafe for Tour Bus use:

- Outpost Drive between Franklin Avenue and Mulholland Drive
- Outpost Cove Drive between Outpost Drive and the dead-end west of Carmen Crest Drive
- Mulholland Drive between Cahuenga Boulevard West and Woodrow Wilson Drive (east of Multiview Drive)
- Mulholland Drive between Floye Drive and Dona Pegita Drive
- Torreyson Drive between Mulholland Drive and Torreyson Place
- Torreyson Place between Torreyson Drive and the dead end south of Torreyson Drive
- Senalda Road between Outpost Drive and Castilian Drive
- Mapleton Drive between Sunset Boulevard and Club View Drive
- Charing Cross Road between Sunset Boulevard and Beverly Glen Boulevard
- Wyton Drive between Beverly Glen Boulevard and Mapleton Drive
- Orange Grove Avenue between Sunset Boulevard and Hollywood Boulevard; and

BE IT FURTHER RESOLVED that upon adoption of this Resolution, LADOT be directed to post signs prohibiting Tour Buses from using any portions of the street segments listed below at all times of the day:

- Outpost Drive between Franklin Avenue and Mulholland Drive
- Outpost Cove Drive between Outpost Drive and the dead-end west of Carmen Crest Drive
- Torreyson Drive between Mulholland Drive and Torreyson Place
- Torreyson Place between Torreyson Drive and the dead end south of Torreyson Drive
- Senalda Road between Outpost Drive and Castilian Drive
- Mapleton Drive between Sunset Boulevard and Club View Drive
- Charing Cross Road between Sunset Boulevard and Beverly Glen Boulevard
- Wyton Drive between Beverly Glen Boulevard and Mapleton Drive
- Orange Grove Avenue between Sunset Boulevard and Hollywood Boulevard; and

BE IT FURTHER RESOLVED that upon adoption of this Resolution, LADOT be directed to post signs prohibiting Tour Buses from parking, stopping, or standing for all times of the day in the roadway, along the edge of the roadway or the roadway shoulder of any of the portions of the roadway segments listed below where previously posted parking restrictions have not produced the desired level of compliance:

- Outpost Drive between Franklin Avenue and Mulholland Drive
- Outpost Cove Drive between Outpost Drive and the dead-end west of Carmen Crest Drive
- Mulholland Drive between Cahuenga Boulevard West and Woodrow Wilson Drive (east of Multiview Drive)
- Mulholland Drive between Floye Drive and Dona Pegita Drive
- Torreyson Drive between Mulholland Drive and Torreyson Place
- Torreyson Place between Torreyson Drive and the dead end south of Torreyson Drive
- Senalda Road between Outpost Drive and Castilian Drive
- Mapleton Drive between Sunset Boulevard and Club View Drive
- Charing Cross Road between Sunset Boulevard and Beverly Glen Boulevard
- Wyton Drive between Beverly Glen Boulevard and Mapleton Drive
- Orange Grove Avenue between Sunset Boulevard and Hollywood Boulevard; and

BE IT FURTHER RESOLVED that LADOT be directed to provide a map on the LADOT Website or NavigateLA system identifying the street segments where Tour Buses are restricted before they post any Tour Bus restrictions; and

BE IT FURTHER RESOLVED that LADOT be directed to provide a 90-day notification of the street segments approved for Tour Bus restrictions in this Resolution to the Tour Bus companies known by LADOT to use those streets; and

BE IT FURTHER RESOLVED that the Los Angeles Police Department (LAPD) be directed to issue warnings in lieu of citations for 30 days following the installation of the “No Tour Buses” signs by LADOT; and

BE IT FURTHER RESOLVED that the Department of Transportation be authorized to make technical corrections or clarifications to the above instructions to effectuate this Resolution's intent.