

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: May 31, 2005

To: Honorable James K. Hahn, Mayor of Los Angeles
Attention: June Lagmay, Legislative Coordinator

From: Board of Transportation Commissioners

Subject: **CONTRA-FLOW LANE – ORDINANCE APPROVAL – AMEND
L.A.M.C. SECTION 80.36.7 (a)**

At its regular meeting of May 26, 2005 the Board of Transportation Commissioners approved the Department of Transportation's report and the draft of an ordinance subject to the City Attorney's approval. The report proposes to remove the contra-flow lane designated on Spring Street between 1st Street and 9th Street.

Please review these documents and if approved transmit to the City Clerk for Council consideration.



Gregory Clark, Executive Assistant
Board of Transportation Commissioners

#12

**BOARD REPORT
CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION**

DATE: May 26, 2005

TO: Board of Transportation Commissioners

**SUBJECT: CONTRA-FLOW LANE - ORDINANCE APPROVAL-AMEND L.A.M.C.
SECTION 80.36.7 (a)**

RECOMMENDATION

1. That your Board approve the City Attorney's draft of an ordinance amending Section 80.36.7 of the Los Angeles Municipal Code to remove the contra-flow lane designation on Spring Street between 1st Street and 9th Street by modifying the following paragraph of Subsection (a) of Section 80.36.7 of the Los Angeles Municipal Code to read:

Except as to buses specifically authorized for this use by the Department, it shall be unlawful, when authorized signs and markings are in place, giving notice thereof, to drive, propel, stop or park any vehicle in or on the east curb lane of Spring Street between 1st Street and Cesar E. Chavez Avenue or on the east curb lanes of Flower Street between lower 4th Street and 3rd Street in the City of Los Angeles.

The Department is hereby authorized to install such signs, signals or other markings as are necessary to establish a contra-flow northbound lane in, on or along the east curb of Spring Street between 1st Street and Cesar E. Chavez Avenue and contra-flow northbound lanes along the east curb of Flower Street between lower 4th Street and 3rd Street and to restrict their use to that of the buses specifically authorized for this use by the Department.

2. That your Board recommend to the City Council for approval of the ordinance.
3. That two copies of this report and the draft ordinance be forwarded to the City Clerk for assignment of a file number and transmittal to the City Council.

DISCUSSION

The City of Los Angeles Department of Transportation (LADOT) has conducted an extensive operational analysis of Main/Spring Street Bus Lanes in the Downtown Los Angeles. The analysis found several operational problems and safety concerns on the existing Spring Street contra-flow lane between 1st and 9th Streets. The single lane operation is prone to bus stacking at stops and does not provide any means for passing. When implemented in 1974, the contra-flow bus lane was intended to improve bus speeds. However, travel time performance for northbound buses on Spring Street has deteriorated significantly in the past few years as more buses have been added to the single lane operations. Very often buses use opposing traffic lanes to pass each other and even run red lights to catch up with their schedule, which cause significant safety concerns.

Further, the long line of buses along the contra-flow bus lane hinders driveway access on the east side of Spring Street. The lack of on-street parking and commercial loading zones has also contributed to the demise of Spring Street during the past 30 years. With the recent residential boom in Downtown, many new developments are now planned or under construction along Spring Street.

Driveway access and provision of on-street parking will be crucial to sustain any development along the eastside of Spring Street.

After analyses of several alternatives, LADOT has concluded that the best alternative is to revert Spring Street between 1st and 9th Streets back to one-way operation, with the removal of the existing contra-flow bus lane. In order to maintain the intent of the contra-flow lane, buses will be allowed to operate on concurrent-flow peak period bus lanes on both Main and Spring Streets between 1st and 9th Streets. As such, existing operational problems with the contra-flow lane will be removed and bus travel time and safety will be greatly improved. East side of Spring Street will also have a much improved driveway access and on-street parking will be available during non-peak periods. In order to adjust to the changes in street operations, northbound bus service will be re-routed to Main Street.

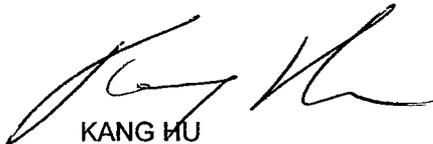
In addition, some of the existing MTA services on the contra-flow lane will be re-routed to other north-south street, other than Main Street, so the buses volume on Main St would be less than those on the Spring Street contra-flow lane. It is noted that the existing contra-flow lane on Spring Street between 1st Street and Cesar E. Chavez Avenue will remain, as indicated in the proposed ordinance.

The Downtown Los Angeles Neighborhood Council, Central City Association and Council Districts 9 and 14 are strongly supportive of this proposal. The Los Angeles County Metropolitan Transportation Authority (MTA) has been consulted and they indicated that they would not object to the changes proposed by LADOT. The removal of the contra-flow lane on Spring Street between 1st Street and 9th Street, as described in the Recommendation, is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, and is therefore recommended.

FISCAL IMPACT

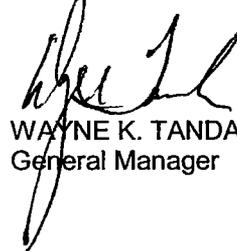
No fiscal impact on the City's General Funds. The implementation of this Ordinance will be funded with a grant from MTA.

Submitted by:



KANG MU
Sr. Transportation Engineer

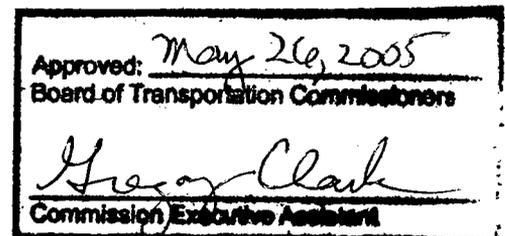
Approved by:



WAYNE K. TANDA
General Manager

Attachment: Draft Ordinance

cc: Councilmember Jan Perry, 9th Council District
Councilmember Antonio R. Villaraigosa, 14th Council District
Rockard Delgadillo, City Attorney
City Clerk (2)
LADOT Central District



ORDINANCE _____

An Ordinance amending Section 80.36.7 of the Los Angeles Municipal Code to change the contra-flow lane designation on certain streets.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. Subsection (a) of Section 80.36.7 of the Los Angeles Municipal Code is amended to read:

Except as to buses specifically authorized for this use by the Department, it shall be unlawful, when authorized signs and markings are in place, giving notice thereof, to drive, propel, stop or park any vehicle in or on the east curb lane of Spring Street between 1st Street and Cesar E. Chavez Avenue or on the east curb lanes of Flower Street between lower 4th Street and 3rd Street in the City of Los Angeles.

The Department is hereby authorized to install such signs, signals or other markings as are necessary to establish a contra-flow northbound lane in, on or along the east curb of Spring Street between 1st Street and Cesar E. Chavez Avenue and contra-flow northbound lanes along the east curb of Flower Street between lower 4th Street and 3rd Street and to restrict their use to that of the buses specifically authorized for this use by the Department.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located in the Main Street lobby to the City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____

FRANK T. MARTINEZ, City Clerk

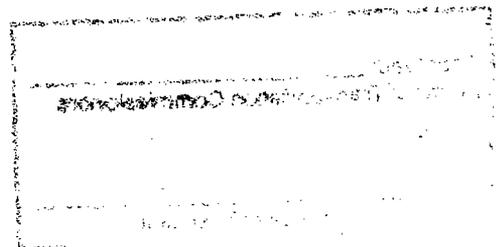
Approved by: _____

Approved as to Form and Legality
ROCKARD J. DELGADILLO, City Attorney

By: _____
SHELLEY I. SMITH
Assistant City Attorney

Date: _____

File No.: _____





JAN PERRY
COUNCILWOMAN
NINTH DISTRICT

City Council
of the
City of Los Angeles
City Hall

ENVIRONMENTAL QUALITY
AND WASTE MANAGEMENT
CHAIR

CONVENTIONS, TOURISM,
ENTERTAINMENT INDUSTRY
AND BUSINESS ENTERPRISE
VICE-CHAIR.

PUBLIC WORKS
MEMBER

May 11, 2005

Wayne K. Tanda
General Manager, Department of Transportation
100 South Main Street 10th Floor
Los Angeles, California 90012

RE: Contra-Flow Bus Lane—Spring Street between 1st and 9th streets

Dear Wayne:

In accordance with the requirement of the City Attorney's Office, I am in concurrence with the proposed official removal of the contra-flow lane designation on Spring Street between 1st Street and 9th Street.

Sincerely,

Jan Perry
Councilwoman, Ninth District

JP/gf





ANTONIO R. VILLARAIGOSA
COUNCILMEMBER OF THE FOURTEENTH DISTRICT

May 24, 2005

Wayne K. Tanda, General Manager
Los Angeles Department of Transportation
100 South Main Street, 10th floor
Los Angeles, CA 90012

Dear Mr. Tanda:

RE: Proposed Contra-Flow Lane Removal (Spring Street between
First and Ninth Streets)

Provided substitute peak-hour bus-only lanes are provided on
Main Street and Spring Street in their normal direction of traffic
flow, I concur with the proposed removal of the contra-flow lane
designation on Spring Street between 1st Street and 9th Street.
My communication of this concurrence is in compliance with the
requirement of the City Attorney.

I appreciate your consideration.

Very Truly Yours,

ANTONIO R. VILLARAIGOSA
Councilmember, 14th District

ARV/jb

2005 MAY 25 AM 7:27

