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September 19, 2016

Councilmember David Ryu (via Email at david.ryu@lacity.org)
200 North Spring Street, Room 425
Los Angeles, CA 90012

Subject: 6th Street Redesign

Dear Councilmember Ryu:

On September 13, 2016, the Mid City West Community Council (Mid City West), a certified neighborhood council, voted 22-0-3 to adopt the following motion:

To increase safety, Mid City West Community Council requests the city implement a road redesign on 6th street between Fairfax and La Brea that includes a single lane of vehicle travel in each direction and a continuous center turn lane, as well as bike lanes from Fairfax to Cochran, as recommended by LADOT.

Collision data presented to Mid City West by LADOT show that 6th Street from Fairfax to La Brea is three times as dangerous as the average arterial street in Los Angeles. Residents of the neighborhood witness collisions on a regular basis on the street and tragically two pedestrians have lost their lives in collisions in the last 5 years. Data analyses by LADOT show that collisions are most commonly associated with left turns, speeding, and lane shifting.

The comprehensive redesign of 6th street would address these safety issues by converting 4 lanes (2 in each direction) into 3 lanes (one lane in each direction, and a dedicated turn lane). This type of redesign is often called a "road diet." Studies of road diets across North America have demonstrated that collisions are reduced by an average of 30%, and studies by LADOT of road diets in Los Angeles have shown similar results. Because of improved visibility, the continuous center turn lane reduces left turn collisions, and vehicles not making a left turn benefit from not being "stuck behind" vehicles waiting to safely make the turn.

PURPOSE OF NEIGHBORHOOD COUNCILS: "To promote more citizen participation in government and make government more responsive to local needs"

This cuts down on the excessive lane shifting to get around turning vehicles. The same studies show that because they maintain one lane dedicated for through traffic, road diets have little to no impact on vehicle capacity. The narrowing of lane widths east of Cochran during rush hour and overall roadway width across the whole segment will reduce vehicle speeds.

Other features of the road diet would include:

- Bike lanes from Fairfax to Cochran
- Green shared lane markings or “sharrows” from Cochran to La Brea
- Elimination of peak hour parking restrictions from Dunsmuir to La Brea
- Continental crosswalks at all signalized intersections: Fairfax, Ogden, Curson, Hauser, Burnside, Cochran, Detroit, and La Brea.

The attached cross-section diagrams show what different segments of the street look like now and what they would look like after the redesign. Many stakeholders have noted that pedestrian crossing times at signalized intersections are not sufficient, so we are also asking that LADOT consider increasing crossing times as part of the redesign. We also asking LADOT to consider painting the bike lane green for added safety and using tools such as painted bike boxes to create safe low-stress transitions for cyclists at Fairfax, Cochran, and Hauser.

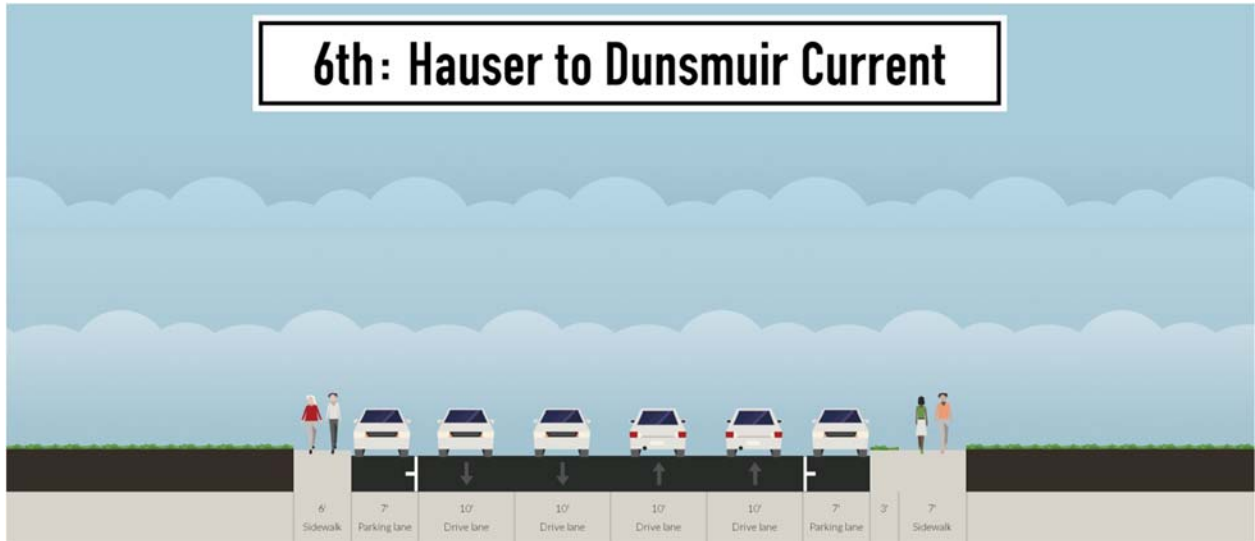
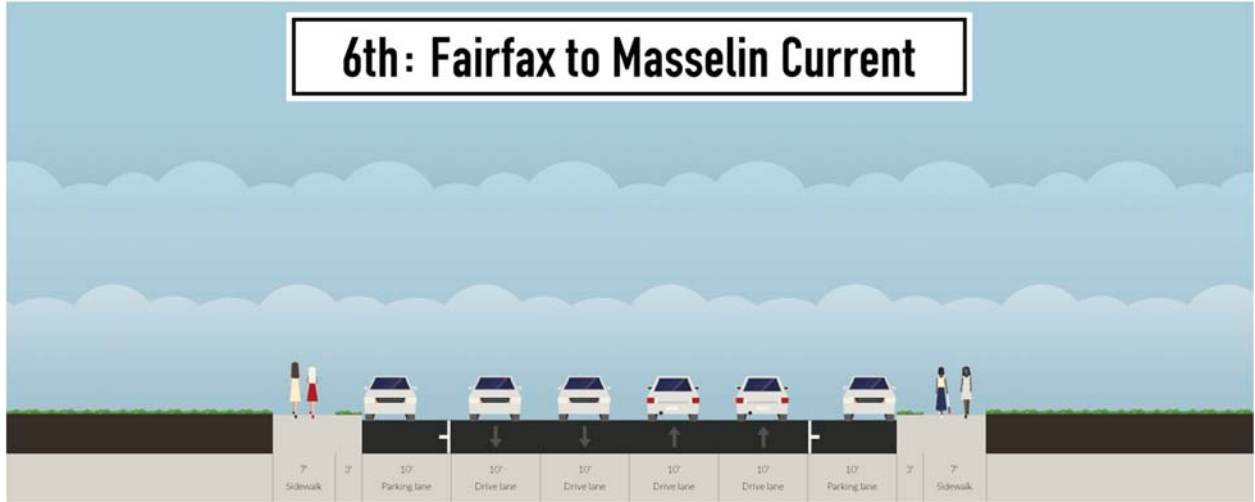
Our local stakeholders who provided comment at our Town Hall meeting in May and at our board meeting on September 13th spoke of the urgent need to make 6th Street safe for everyone who lives along and travels down the corridor. We at Mid City West look forward to working with you and LADOT to implement the changes outlined in this letter as soon as possible.

Sincerely,

Scott Epstein
Chair
Mid City West Community Council

Cc: LADOT General Manager Seleta Reynolds (via Email)

6th Street: Current Conditions



6th: Dunsmuir to La Brea Current Peak

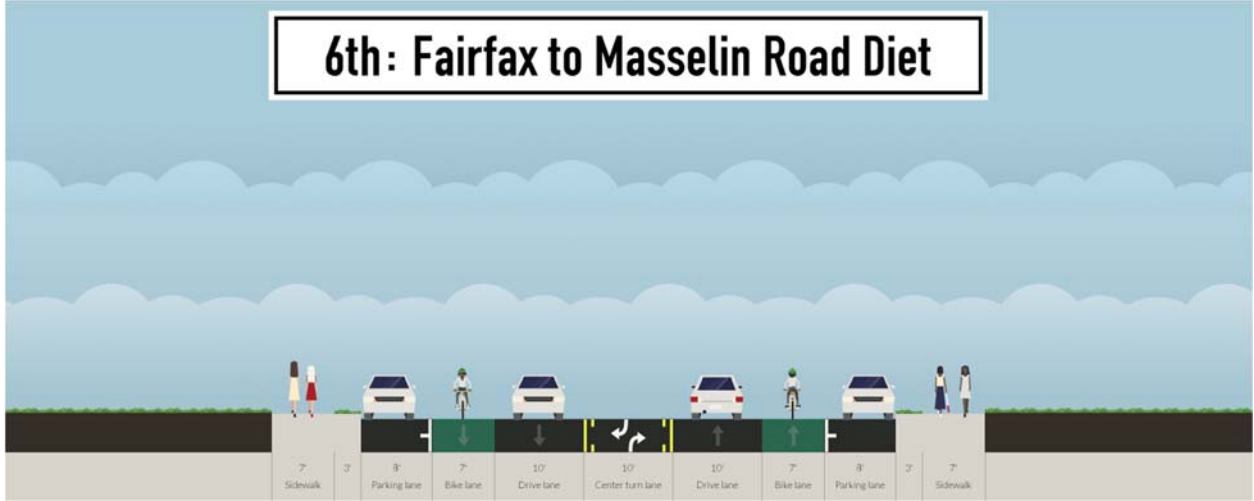


6th: Dunsmuir to La Brea Current Non-Peak

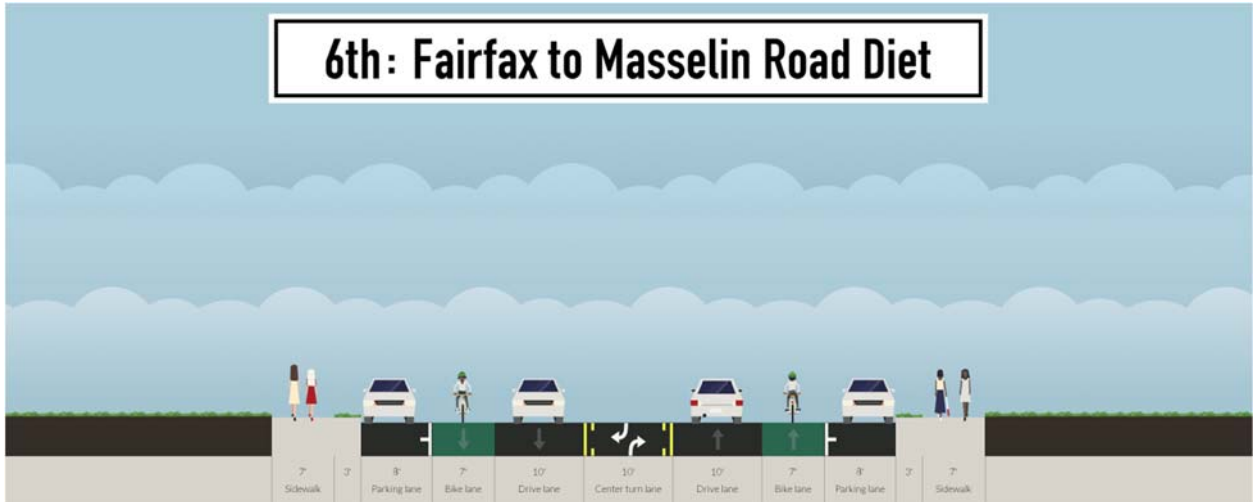


6th Street: Road Diet

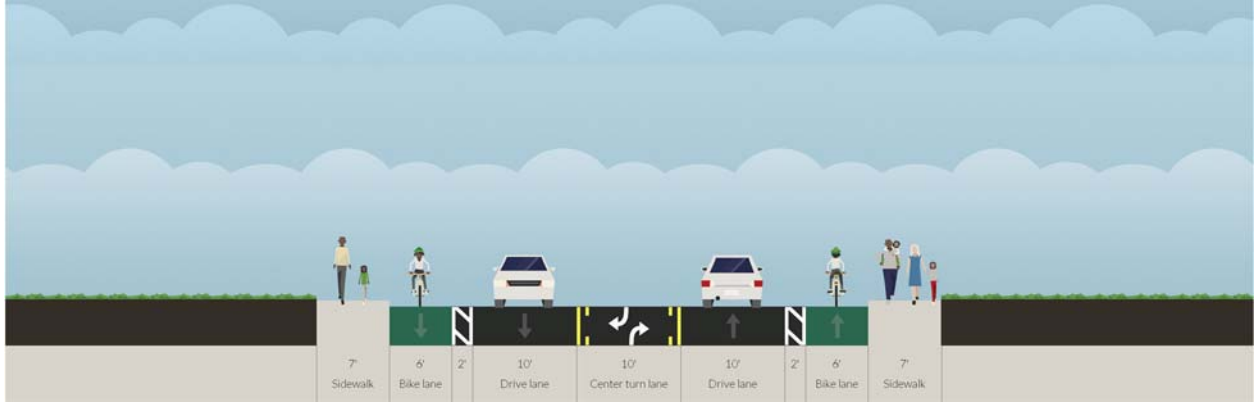
6th: Fairfax to Masselin Road Diet



6th: Fairfax to Masselin Road Diet



6th: Dunsmuir to Cochran Road Diet



6th: Cochran to La Brea Road Diet

