

Sunset East Safety and Mobility Project

City of Los Angeles
Department of Transportation

Sunset East

1

OVERVIEW

Location
Project Need
Funding

2

ENGAGEMENT

Outreach Summary
Key Takeaways

3

DESIGN

MP2035 Networks
Design Proposal
Trade-Offs

4

SCHEDULE

Project Timeline
Next Steps

Sunset East

Overview

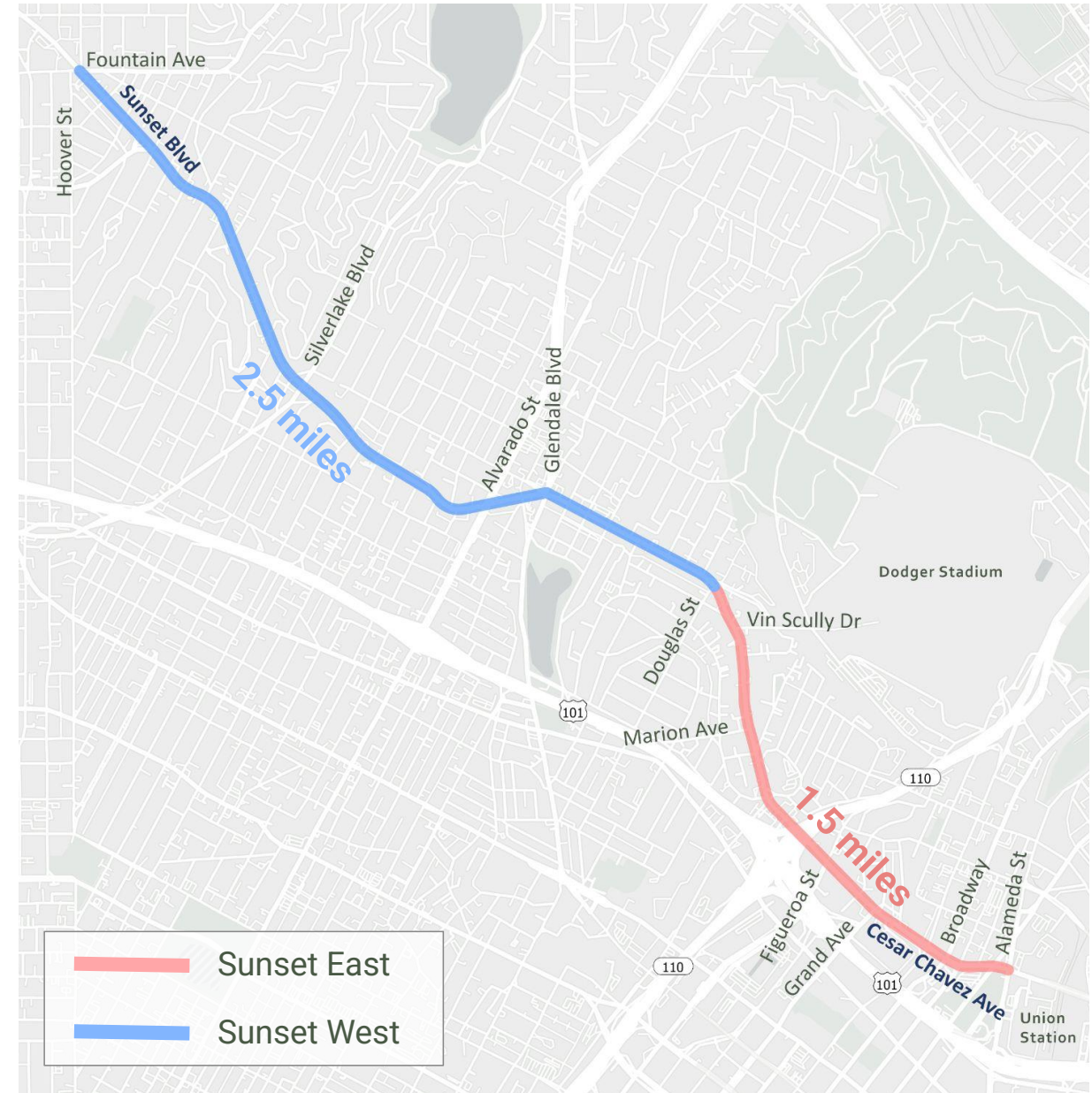
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Project Limits

Sunset Blvd/Cesar Chavez Ave from Fountain Ave to Alameda St (CD 1, 13, 14)

Project Segments

- **Sunset East (Alameda St to Douglas St)**
 - Implementation Summer 2027 (pre-Olympics)
 - Sidewalk repair began February 2026
- **Sunset West (Douglas St to Fountain Ave)**
 - Implementation Post-Olympics



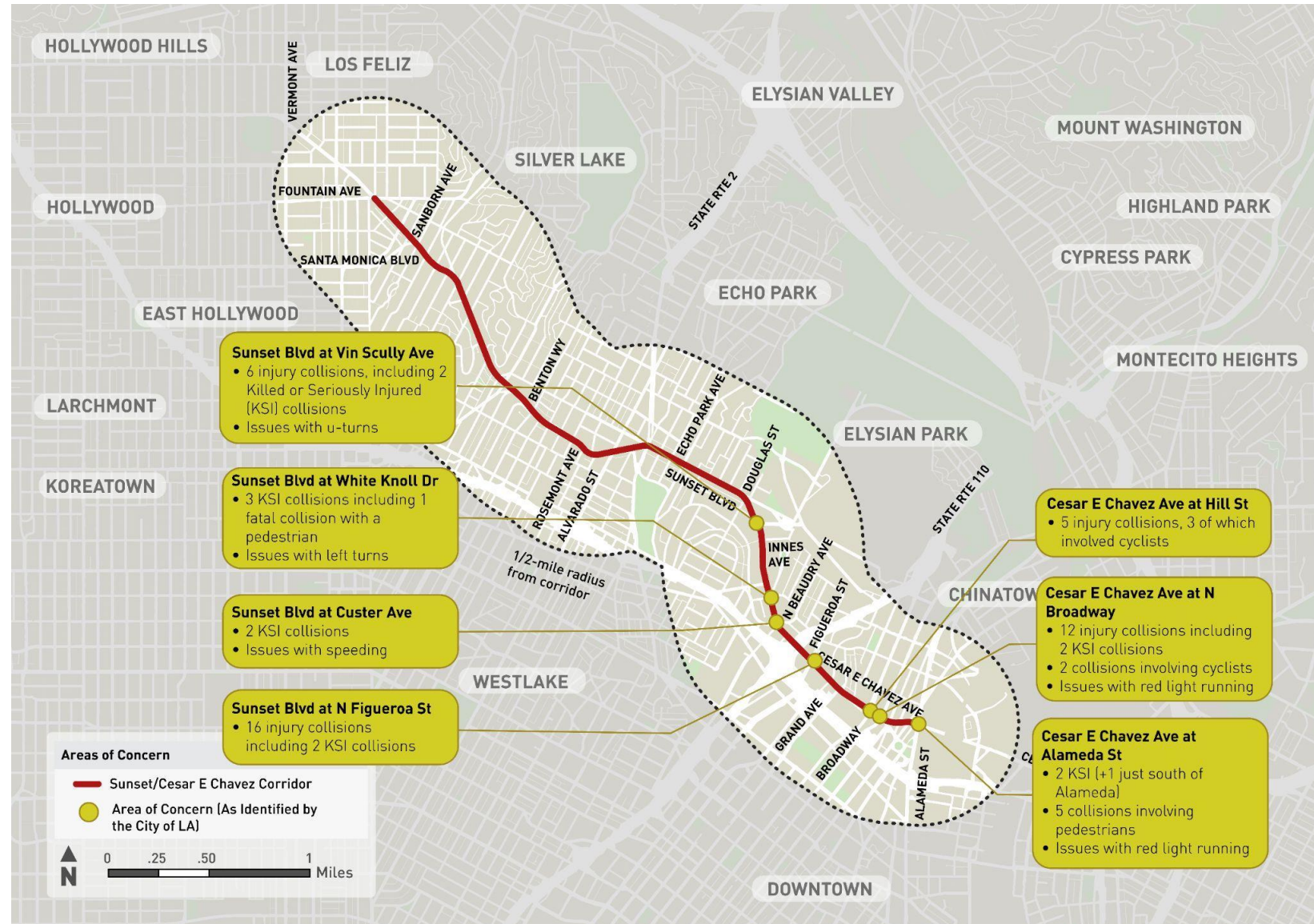
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Project Need

- Priority Safety Corridor with high crash concentration
- High ridership and activity across transit and walking
- Gaps in the bike network limit safe, continuous travel
- Required under Measure HLA and Mobility Plan 2035

Between 2014-2025:

- 42 collisions resulted in a **severe injury**
- 7 collisions resulted in a **fatality**
- 5 of the 7 fatalities involved a **pedestrian**
- 40% of the severe injury collisions involved a **bicyclist**

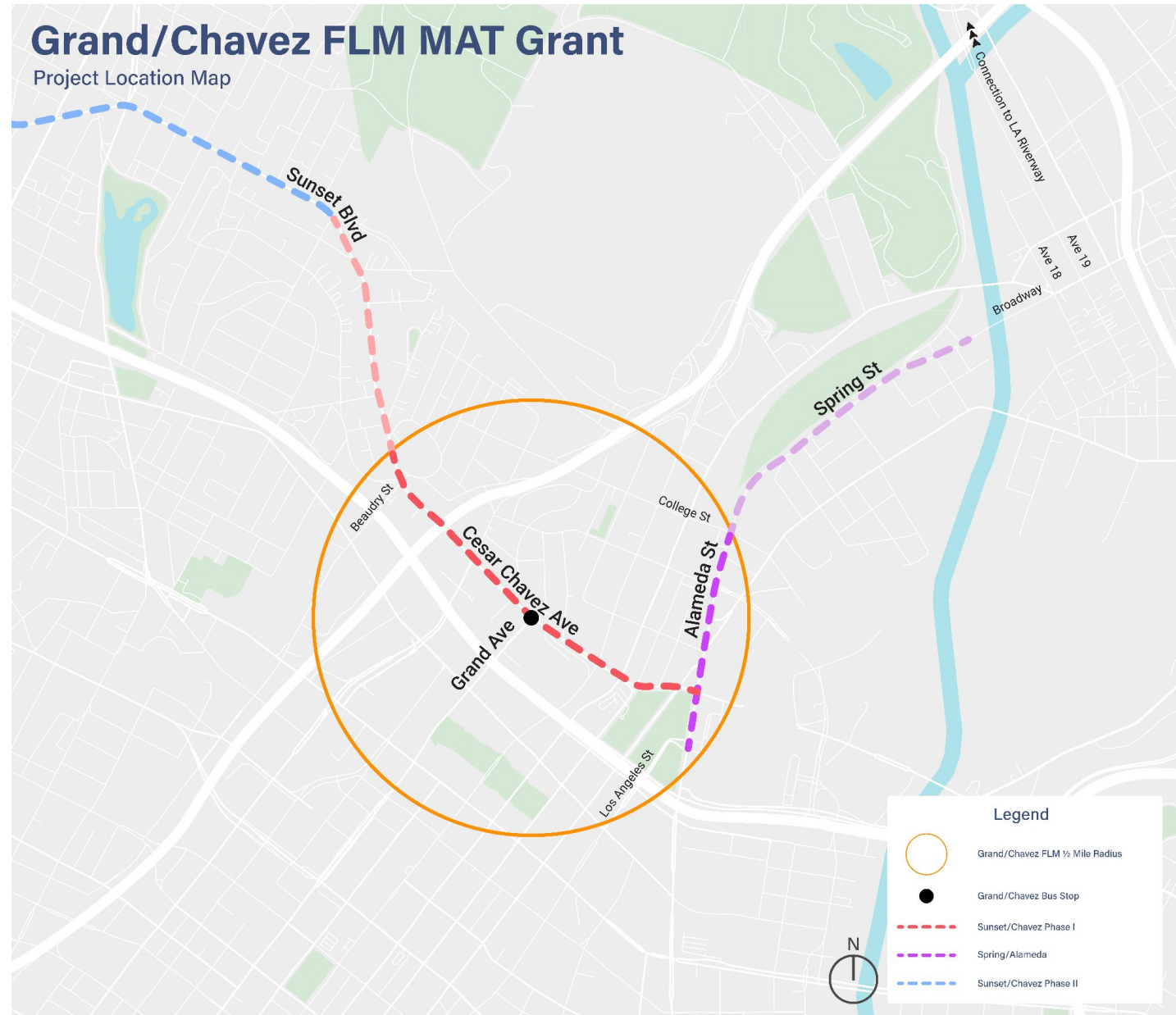


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Funding

Sunset East is funded partially through the MAT Grant

- MAT Grant Award: \$10M
- Existing Vision Zero funds earmarked cover remainder of improvements
- Total project estimate: \$15m



Phase 1 Engagement

Initial Feedback Gathering & Planning

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Phase 1: Purpose and Scope

1. Identify key transportation issues along the corridor
2. Understand community priorities and concerns
3. Develop and evaluate initial concept designs
4. Conduct technical analysis, including parking and travel delay



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How We Reached the Community

- 15 Tabling / Pop Up Events
- Over **1,500** community members were reached through in-person engagement activities
- **3,425** Responses to Online Survey
- 11 Stakeholder Presentations
- **332** Businesses Canvassed Directly
- **9,500+** Mailers sent to addresses within 500' of the corridor
- **1,800** Clicks through social media ads
- **80+** posters placed along the corridor
- Newsletters/E-Blasts to lists of **1,355** people



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Who We Reached

Major Stakeholders

- Los Feliz, Silver Lake, Echo Park, and Historic Cultural North Neighborhood Councils
- Micheltorena Elementary School: Parents & Principal
- Visa Hermosa Community Group
- Silver Lake Chamber of Commerce
- Echo Park Chamber of Commerce
- Echo Park Improvement Association
- Los Angeles Dodgers
- Transit Riders

Community Partners

- CBO Partnerships with Chinatown Community Land Trust, New Economics for Women, and BikeLA

Residents

- More than half of survey respondents reported living on or near the corridor
- Majority of respondents are visiting the corridor for bars/restaurants/retail

Modes of Transportation

- Drive (70%)
- Walk (68%)
- Ride the Bus (48%)
- Bike/e-bike (40%)



Greatest number of survey responses from 90026 Zip Code

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What We Heard - Corridor Experience

1. Speeding is the most commonly reported safety issue
2. Existing bike lanes widely considered unsafe
3. Lack of shade and poor sidewalk conditions are primary barrier to walking
4. Bus use is common, but service is seen as unreliable and slow
5. Congestion and parking shape the corridor experience, especially near Dodger Stadium



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What We Heard - Businesses

Access and Operations

- Customer parking is the top stated priority
- Foot traffic and visibility are critical

Deliveries and Curb Use

- Many rely on curbside loading and deliveries
- A large share receive deliveries on the corridor

Customer Access

- Most customers arrive by car
- Maintaining convenient access is a key concern

Mixed Perspectives

- Some support improved walking, biking, and transit access
- Others prioritize parking and vehicle access



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What We Heard - Key Takeaways

Clear safety need. Strong demand for change. Complex constraints to navigate.

- The community wants to prioritize both safety AND ease of use of the corridor
- Opportunity for mode shift to walking, biking, and transit if key improvements are delivered, including protected bike lanes, better sidewalks, and more reliable bus service
- High reliance on driving, Dodger Stadium traffic, and parking concerns shape how change is received
- Measure HLA defines the design framework, but its implications are not widely understood

Strong Interest in Safer, More Comfortable Options

- 92% would feel comfortable biking with a protected bikeway
- 74% more likely to walk with shade and trees
- 63% more likely to ride transit if it is faster and more frequent



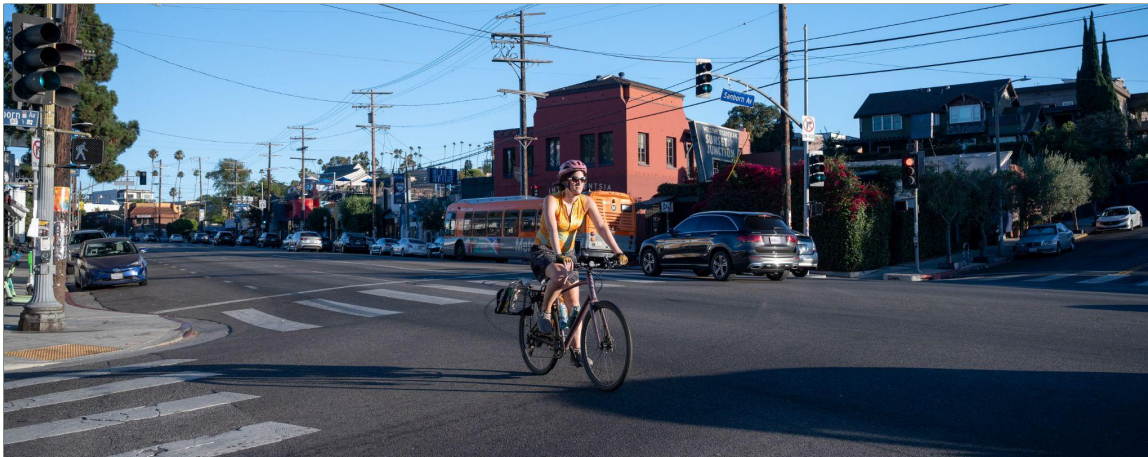
Phase 2

Design Proposal and Engineering

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Phase 2 Outreach: What's Next

1. Share the design proposal
2. Communicate tradeoffs and impacts
3. Address concerns and respond to feedback
4. Iterate design details through on-going engagement



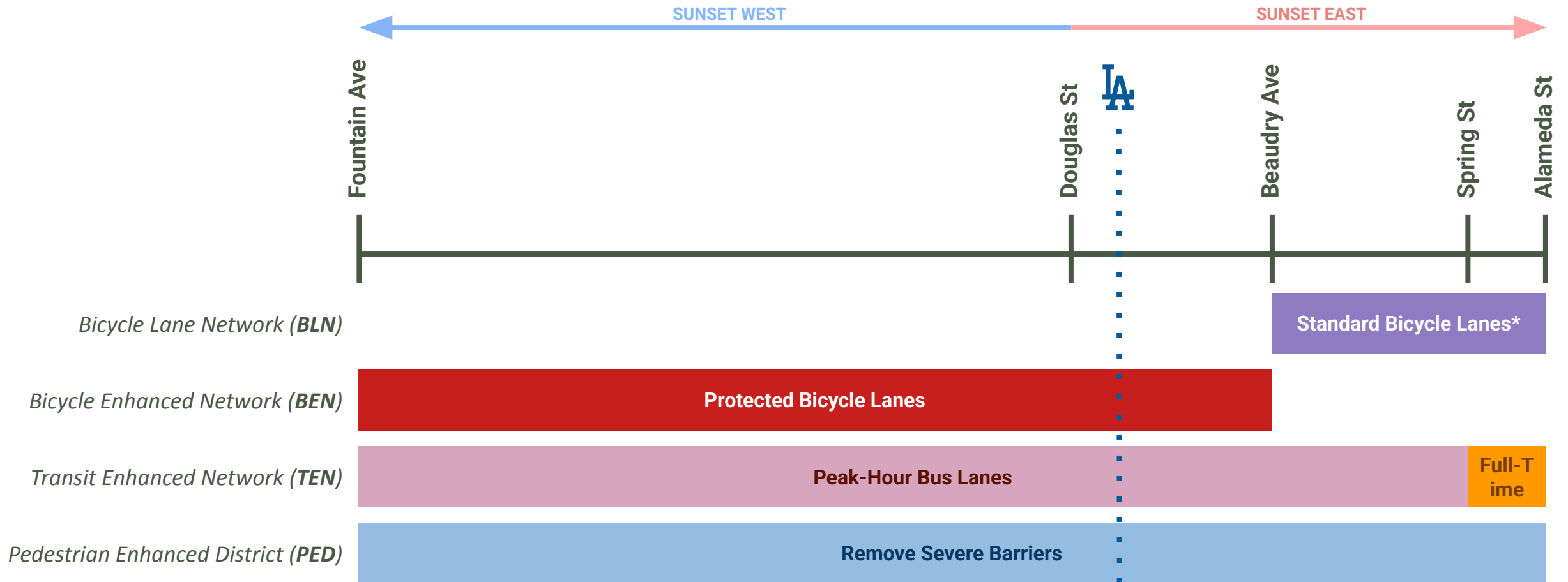
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Design Considerations

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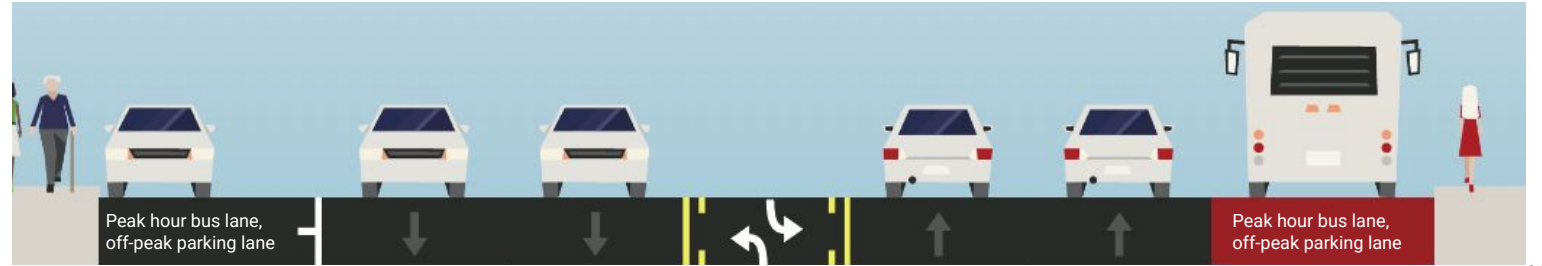
Mobility Plan 2035 Designations

Minimum Required Standard Elements



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Existing Lane Configuration



18

Existing street design partially satisfies Mobility Plan designation requirements

Outstanding Mobility Plan Designation Needs

Based on Measure HLA requirements, we need to reallocate roadway space and make investments in the public right-of-way to...

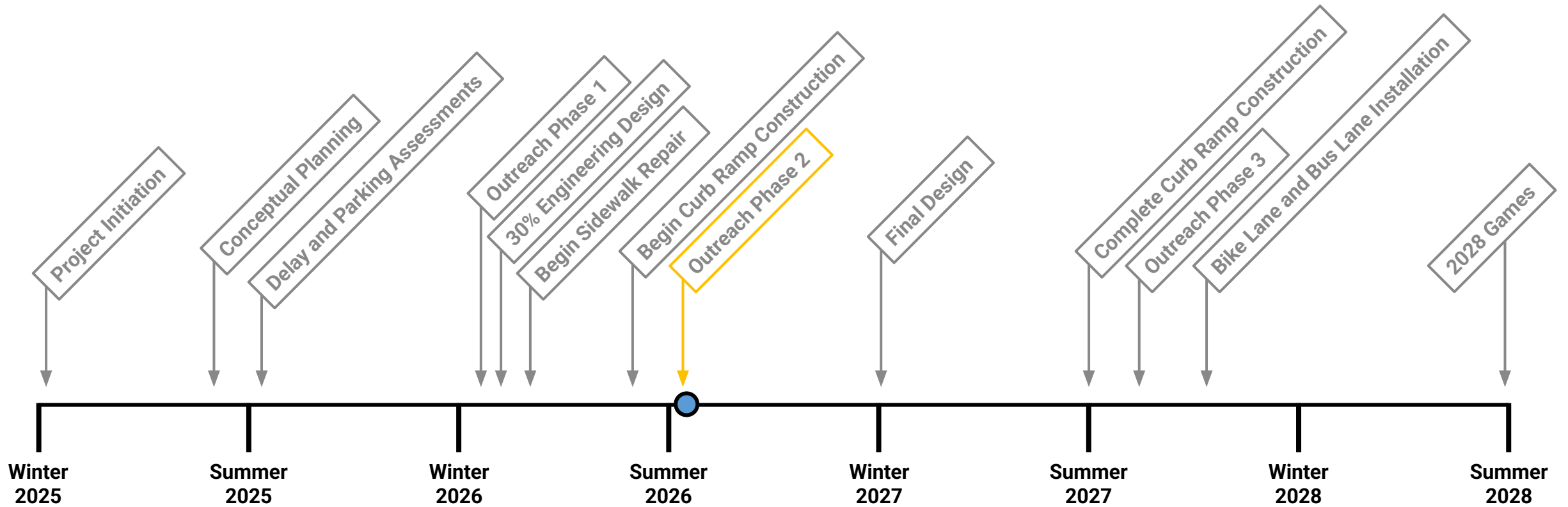
- Throughout: Remove pedestrian barriers and improve walking experience/accessibility (PED Designation)
- Between Douglas and Beaudry: Upgrade existing bike lane to protected bike lane (BEN Designation)
- Between Beaudry and Spring: Either convert peak-hour bus lane to full-time or add bike lane (BLN and TEN Designation)
- Between Spring and Alameda: Add bike lane and convert peak-hour bus lane to full-time bus lane (BLN and TEN Designation)

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PROJECT SCHEDULE

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Timeline



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Upcoming Events

- Riverfest August 9th
 - LA State Historic Park!
 - 2:30pm-7:30pm
- In-person Sunset Open House August 15th
 - Alpine Rec Center
 - 10am-1pm
- Neighborhood Councils
 - Historic Culture North
 - Aug 24th
 - Echo Park
 - Aug 25th
- Virtual Open House
 - Aug 26th at 6pm



<https://bit.ly/SunsetEastOpenHouse>

