CAPSTONE PROJECT REPORT

UCLA Institute of Transportation Studies

Sawtelle Mobility Study

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Client: West Los Angeles Sawtelle Mobility Environmental Committee

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16. Abstract

By 2027, the Sawtelle neighborhood on Los Angeles' westside will be uniquely positioned between the existing Metro E Line and the upcoming Metro D Line. The introduction of the D Line is expected to bring changing mobility demands and travel patterns as more people enter and pass through Sawtelle. This shift, along with the city's implementation of pedestrian and bicycle improvements outlined in its Mobility Plan 2035, creates an opportunity to prioritize safe, multimodal transportation for all Sawtelle residents and visitors.

In light of these developments, the West Los Angeles Sawtelle Mobility and Environmental Committee (MEC), a standing committee of the West Los Angeles Sawtelle Neighborhood Council, partnered with the researcher to launch the Sawtelle Mobility Study. Through an online survey, pop-up events, and a walk audit, the study gathered direct input from community members about their mobility needs and priorities.

Key findings from the community outreach events reflect residents' strong interest in safer and more accessible active transportation options. Pedestrian improvements such as high-visibility crosswalks, wider sidewalks, and better lighting emerged as top priorities. Participants advocated for a north-south bike lane along with safer bicycle intersections and more bicycle parking. Public transit enhancements focused on providing real-time information, shelter, and cleanliness at stops.

Based on these results, the study recommends upgrading the Barrington Ave bike facility, improving pedestrian crosswalks, and enhancing bus stop amenities. The Sawtelle Mobility Study lays the groundwork for a more inclusive and connected Sawtelle, guided by ongoing collaboration between residents and the Neighborhood Council.

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The Institute of Transportation Studies at UCLA acknowledges the Gabrielino/Tongva peoples as the traditional land caretakers of Tovaangar (the Los Angeles basin and So. Channel Islands). As a land grant institution, we pay our respects to the Honuukvetam (Ancestors), ‘Ahiihirom (Elders) and ‘Eyoohiinkem (our relatives/relations) past, present and emerging.

Disclaimer

This report was prepared in partial fulfillment of the requirements for the Master in Urban and Regional Planning degree in the Department of Urban Planning at the University of California, Los Angeles. It was prepared at the direction of the **West Los Angeles Sawtelle Mobility Environmental Committee** as a planning client. The views expressed herein are those of the authors and not necessarily those of the Department, the UCLA Luskin School of Public Affairs, UCLA as a whole, or the client.

Sawtelle Mobility Study

UCLA Institute of Transportation Studies

A comprehensive project submitted in partial satisfaction of the requirements for the degree
Master of Urban and Regional Planning.

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Executive Summary

By 2027, the Sawtelle neighborhood, located on the westside of Los Angeles, will be uniquely positioned between the existing Metro E Line and the upcoming Metro D Line. The introduction of the D Line into the area is expected to bring changing mobility demands and travel patterns as more people enter and pass through Sawtelle. At the same time, active transportation momentum has been growing in the City of Los Angeles. The city is currently in the process of planning and implementing various pedestrian and bicycle improvements outlined in its Mobility Plan 2035 as mandated by Measure HLA passed in 2024. These developments point towards a shift in Sawtelle's transportation network and offer an opportunity to prioritize safe, multimodal options for both residents and visitors alike.

In light of these developments, the West Los Angeles Sawtelle Mobility and Environmental Committee (MEC), a standing committee of the West Los Angeles Sawtelle Neighborhood Council, launched the Sawtelle Mobility Study. This study consists of three outreach efforts – an online survey, two pop-up events, and a guided walk audit – each designed to gather input directly from community members about their transportation concerns and priorities. Together, these events helped identify patterns in community feedback related to safety, connectivity, and infrastructure needs across pedestrian, bicycle, and public transit modes.

This report summarizes the community feedback gathered throughout the Sawtelle Mobility Study and is intended to serve as a foundation for future transportation advocacy efforts led by the West Los Angeles Sawtelle Neighborhood Council. The report aims to equip both the committee and the council with the data and direction needed to advocate for improvements that directly address the mobility challenges faced by residents. The overarching goal is to help shape a neighborhood that is safer, more walkable, bike-friendly, and well-connected by transit.

The main takeaways of the outreach events are presented below by travel mode.

Pedestrian Network

- Participants shared concerns over poor crosswalk conditions, inadequate lighting, and sidewalk inaccessibility.
- Proposed improvements to address safety and connectivity included high visibility crosswalks, wider sidewalks and improved crosswalks, and pedestrian scale lighting.

Bicycle Network

- Community members expressed interest in a north-south bicycle facility and identified Barrington Ave as a potential candidate.
- Participants also noted that bicycle intersection improvements and bicycle parking would further enhance the bicyclist experience in Sawtelle

Public Transportation Network

- The primary public transportation improvements cited by survey respondents were real-time information, shade, and trash receptacles.

The priorities voiced by community members generally align with the goals and recommendations outlined in the City of Los Angeles' Mobility Plan 2035 and the West Los Angeles Community Plan. Participants showed the strongest interest in pedestrian and bicycle enhancements compared to public transportation improvements, indicating a desire for safer active transportation options. Based on this input, the council and committee should consider advocating for the following potential improvements:

- Upgrade existing Class III bike route on Barrington Ave to Class II bike lane to provide increased bicyclist safety and visibility.
- Install high visibility crosswalks and pedestrian scale lighting along residential and commercial corridors within Sawtelle.
- Implement real-time information, shade, and trash receptacles at bus stops to improve the first- and last-mile connections for transit riders.

While this suite of recommendations does not capture every issue raised during the outreach process, it reflects the most shared priorities and provides a strong foundation for future planning and advocacy. The Sawtelle Neighborhood Council can build on this effort to catalyze changes that reflect the transportation-related priorities and experiences of the Sawtelle community.

Introduction

In 2024, the West Los Angeles Sawtelle Mobility and Environmental Committee (MEC) launched the Sawtelle Mobility Study to identify active and public transportation barriers and opportunities in the Sawtelle neighborhood in the City of Los Angeles. Convened by the Los Angeles Sawtelle Neighborhood Council, which serves as an advisory body to the Los Angeles City Council, the committee works to ensure that public and private development in the area operates in a way that protects the environment, increases sustainability, and facilitates all types of mobility (Mobility Environmental Committee [MEC], n.d.). Composed of eight Sawtelle residents, the MEC's goal is to make Sawtelle a healthier, safer, and accessible community for everyone. The Sawtelle Mobility Study, which is informed primarily by a three-part community outreach effort, forwards the committee's goal by engaging with the community to better understand their mobility challenges as they navigate the neighborhood on foot, by bike, or using public transit. The findings from the study will inform the development of community-identified transportation infrastructure improvements to directly address the community's concerns.

The Sawtelle Mobility Study comes at a time when active and public transit improvements are needed given the area's projected changing mobility demands and travel patterns. The Los Angeles County Metropolitan Transportation Authority (Metro) is slated to open the Westwood/VA Hospital Station, a new stop along the expanding Metro D (Purple) Line, in 2027. Once open, Sawtelle will be situated between two major east-west running rail transit lines: the Metro D (Purple) Line to the north and the Metro E (Gold) Line to the south. The Mobility and Environmental Committee members are seeking to capitalize on this transportation investment by ensuring residents and visitors have safe and accessible walkways, bikeways, and public transit connections to both Metro lines and by extension the greater Los Angeles County rail network. The active transportation momentum has also been growing at the state and local levels given the recent passage of Measure HLA, which requires the City of Los Angeles to implement street enhancements identified in its Mobility Plan 2035, and California's Active Transportation Program, which aims to increase use of active modes of transportation through funding active transportation projects (YesonHLA, n.d). The Sawtelle Mobility Study aligns with the growing interest in creating walkable, bikeable, and livable communities.

As an advisory body to the Los Angeles City Council, with direct communication to Councilwoman Traci Park of District 11, the West Los Angeles Sawtelle Neighborhood Council and its Mobility and Environmental Committee are positioned to advocate for transportation infrastructure improvements to create robust active and public transportation networks. Findings from the Sawtelle Mobility Study will highlight community sentiment and needs as it relates to active and public transportation and will serve as the basis for future advocacy efforts by the committee to promote transportation investments into the area.

The Sawtelle Mobility Study project team consists of Joseph Santiago II, a member of the Mobility and Environmental Committee, and Gema Martinez Castillo, a UCLA Masters in Urban and Regional Planning student. The project team conducted the study and drafted this accompanied report on behalf of the Mobility and Environmental Committee and the larger

Sawtelle Los Angeles Neighborhood Council. All findings and recommendations have been authored by the project team to help inform the committee and the council on Sawtelle's current transportation condition and community needs. They do not necessarily represent the views of the larger committee or the neighborhood council as a whole.

This report provides the West Los Angeles Sawtelle Neighborhood Council and Mobility and Environmental Committee with an overview of the Sawtelle Mobility Study process and the principal findings that emerged from this process. It is organized into the following chapters:

- Introduction – provides an overview of the Sawtelle Mobility Study goals and priorities
- Sawtelle Today – documents the existing character of pedestrian, bicycle, and public transit networks
- Transportation Network Opportunities – presents a literature review of locally adopted active transportation plans and summarizes the intent of Sawtelle's transportation vision within the context of existing active transportation plans
- Community Engagement – outlines the community engagement process and presents key takeaways
- Findings– provides an overview of improvements for the council and committee to consider advocating for based on community engagement input

Sawtelle Today

This section provides an assessment of the existing conditions in the Sawtelle neighborhood and a review of local plans relevant to the work of the Mobility and Environmental Committee. The existing conditions assessment highlights current travel patterns, existing bicycle and pedestrian infrastructure, and roadway safety data to form the baseline conditions of Sawtelle's transportation network. The project team also conducted a literature review of adopted planning documents that lay out Sawtelle's future transportation network. These documents shed light on planned and upcoming transportation investments that can potentially change the way people move within Sawtelle. Together, the existing conditions assessment and literature review formed the project team's understanding of Sawtelle's current and future transportation network.

Study Area

Sawtelle is a neighborhood in the City of Los Angeles bounded by Wilshire Blvd to the north, the I-405 freeway to the east, I-10 freeway to the south, and Centinela Ave to the west (See **Figure 1**). The neighborhood is also known as Sawtelle Japantown for its rich Japanese American history. Japanese immigrants began to settle in Sawtelle in the early 1900s partly as a result of the Chinese Exclusion Act of 1882, which halted the immigration of Chinese laborers to the U.S. and promulgated exclusionary policies that limited these immigrants access to and residence in other Los Angeles communities (UCLA Asian American Studies Center, 2015). With Chineses workers restricted from entering the U.S., Japanese immigrants were increasingly recruited to fill labor shortages in agriculture and railroad construction. In Los Angeles, Japanese immigrants faced racially restrictive covenants in neighborhoods such as Westwood, Bel Air, and Brentwood which pushed many to establish in Sawtelle (Fujimoto, 2007). By 1941, Japanese American-owned businesses, such as plant nurseries and shops, had an established presence in Sawtelle (Preserving California's Japantowns, n.d.). During World War II (WWII), Japanese Americans living in Sawtelle were displaced from the neighborhood and sent to internment camps. Residents who returned to Sawtelle after WWII attempted to reestablish their presence (Horn, C. P., 2013). While many of the long-standing Japanese American businesses have since closed, community groups have been actively trying to preserve the Japanese American history and culture in Sawtelle.

Present day Sawtelle is characterized by a mix of low- and medium-density residential areas, commercial spaces, and light manufacturing, creating a dynamic and diverse urban environment. The neighborhood is home to a wide range of housing types, from single-family homes to multi-unit apartment buildings.

Figure 1. West Los Angeles Sawtelle Neighborhood Map

The main commercial corridors in Sawtelle include Sawtelle Blvd, Santa Monica Blvd, Wilshire Blvd, Pico Blvd, and Olympic Blvd, each playing a crucial role in shaping the neighborhood's mobility patterns. These thoroughfares serve as key transportation routes, not just for residents, but also for the many visitors and commuters who travel through the area. Sawtelle Blvd is today a hub for Asian cuisine with several restaurants serving Japanese, Korean, Vietnamese, and other Asian cuisines (See **Figures 2** and **3**). It is also home to Asian supermarkets and stores such as Nijiya Market and Daiso. While previous Japanese American legacy businesses have closed, the cultural impact of the Japanese American community remains present as reflected in the city's official designation of the area as Sawtelle Japantown. This blend of local commerce and cultural significance makes mobility and accessibility improvements along these corridors particularly impactful, as they support culturally significant businesses and community well-being.

Figures 2 - 3. Restaurants along Sawtelle Blvd

Source: Pamela Brick/Shutterstock

Source: Matthew Kang/Eater Los Angeles

Current Travel Patterns

The project team analyzed Sawtelle travel pattern data, such as daily trip type, trip purpose, and trip length, using LOCUS data.[1] The purpose of this analysis was to understand Sawtelle mobility patterns and identify the prevalence of active transportation use within the area.

Daily Trip Type

Table 1 shows the breakdown of average daily trips in the Sawtelle District and the City of Los Angeles as a whole. The majority of commute (journey-to/from-work) trips within Sawtelle are motorized, followed by walk, transit, and bike. The data shows that Sawtelle commute trips are similar to those in the City of Los Angeles as a whole – although Sawtelle has slightly lower shares of walking, transit, and bike trips and slightly higher motorized trips compared to the City

[1] The LOCUS platform utilizes smartphone data to extract trip type, and travel time, mode, and length information that is used for travel demand modeling, safety analysis, transit redesign, and other planning efforts.

of Los Angeles as a whole. Active transportation use accounts for approximately 16 percent of all commute trips, indicating that the majority of people prefer to drive to work.

Table 1. Daily Trip Commute Type

COMMUTE TYPE	DAILY TRIPS (AVERAGE WEEKDAY)	SAWTELLE	CITY OF LOS ANGELES
Motorized	198,290	85.7%	83.3%
Walk	24,630	10.6%	11.9%
Transit	6,210	2.7%	4.0%
Bike	2,170	0.9%	0.8%

Source: LOCUS, Q3/Q4 (2023)

Trip Purpose

Table 2 shows trip purpose within Sawtelle. Trip purpose is categorized into the following four categories:

1. **Home-Regular:** includes trips between home and work/school/college (regularly visited mandatory locations)
2. **Home-Other:** includes trips between home and non-regular locations (i.e. grocery stores, places of worship, beach/state park, etc.)
3. **Regular-Other:** captures trips between the non-home regular location and non-home location. This captures trips such as going to/from lunch from the workplace, stopping on the way back from work to pick up a child from daycare, and/or going to a part-time work location after university classes.
4. **Other-Other:** captures travel between non-home and non-regular locations

LOCUS data reveals that the majority of trips in the study area are “Home-Other” indicating that Sawtelle residents commonly travel to shopping locations such as malls, restaurants, and grocery stores. Several commercial corridors, such as Sawtelle Blvd, Olympic Blvd, Santa Monica Blvd, and Wilshire Blvd, surround the residential area and create a connected and accessible network that supports “Home-Other” trips. Trips to work or school, categorized as “Home-Regular,” count for the second highest travel type in the study area. Sawtelle’s trip purpose distribution generally aligns with that of the City of Los Angeles; however, “Home-Regular” trips account for a greater percentage of total trips and “Home-Other” account for lesser percentage of total trips.

Table 2. Trip Distribution within the Study Area by Purpose

PURPOSE	DAILY TRIPS (AVERAGE WEEKDAY)	SAWTELLE	CITY OF LOS ANGELES
Home-Regular	61,425	26.3%	21.5%
Home-Other	106,000	45.8%	53.5%
Regular-Other	25,859	11.2%	8.3%
Other-Other	38,017	16.4%	16.7%

Source: LOCUS, Q3/Q4 (2023)

Trip Length

Table 3 shows that two in five trips in Sawtelle are between one and two-and-a-half miles or between two-and-a-half to five miles. These are relatively short distances with destinations within Sawtelle and surrounding areas such as Westwood, Palms, West Los Angeles, and the City of Santa Monica. Sawtelle's trip length distribution mirrors that of the City of Los Angeles, indicating that people in both areas are typically accessing local destinations. Active transportation infrastructure can help create safe and accessible streets that can promote a shift towards walking and biking for shorter distance travel.

Table 3. Trip Distribution within the Study Area by Purpose

TRIP LENGTH	SAWTELLE	CITY OF LOS ANGELES
0 – 0.5 miles	8%	10%
0.5 – 1 mile	9%	9%
1 – 2.5 miles	21%	17%
2.5 – 5 miles	19%	16%
5 – 7.5 miles	8%	10%
7.5 – 10 miles	6%	7%
10 – 15 miles	11%	10%
15 – 25 miles	11%	10%
25 – 50 miles	4%	6%
50 – 100 miles	1%	2%

Source: LOCUS, Q3/Q4 (2023)

Pedestrian Travel

The project team analyzed pedestrian activity within Sawtelle using the Caltrans 2023 Vulnerable Road Users (VRU) Safety Assessment Explorer Map (See **Figure 4**). The data show high levels of pedestrian activity along the following corridors:

- Santa Monica Blvd (between Bundy Dr and Sawtelle Blvd)
- Armacost Ave (between Wilshire and Mississippi Ave)
- Exposition Blvd (between Bundy Dr and Sawtelle Blvd)
- Sawtelle Blvd (Nebraska Ave to Olympic Blvd)
- Mississippi Ave (Bundy Dr and Barrington Ave)

Pedestrian activity is also concentrated around University High School and the intersection of Olympic Blvd and Bundy Dr. In general, pedestrian activity is concentrated along major east/west commercial thoroughfares and north/south residential streets that connect to them.

Bicycle Activity Density

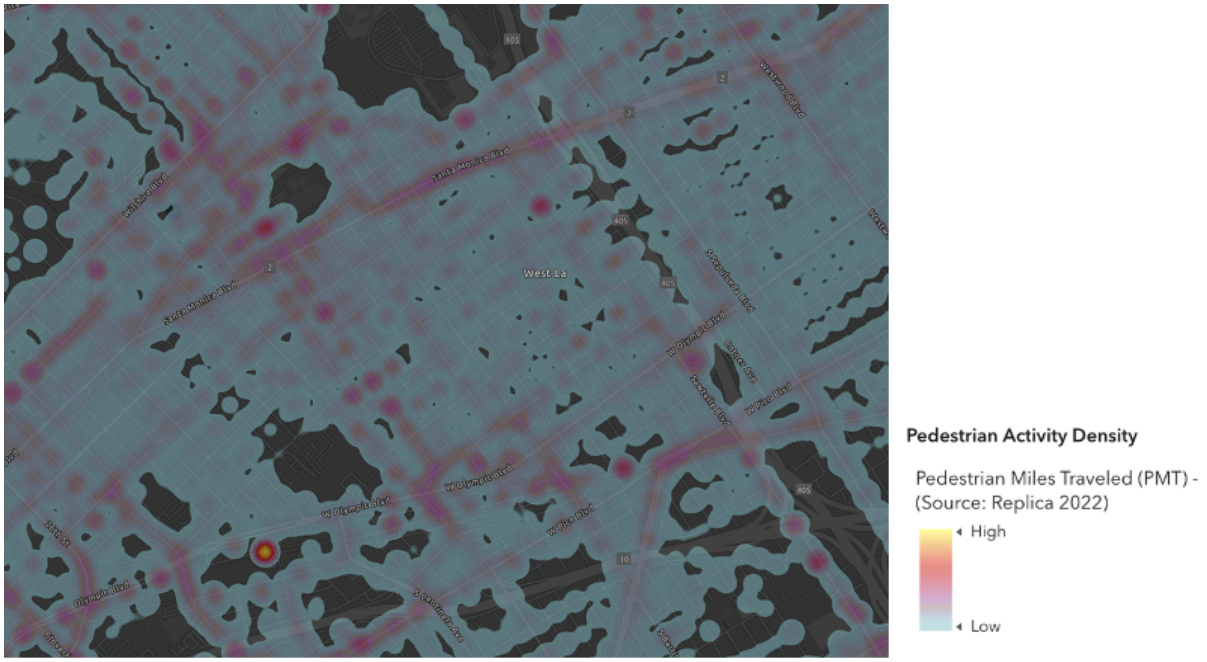
The project team also analyzed bicycle activity within Sawtelle using the Caltrans 2023 Vulnerable Road Users (VRU) Safety Assessment Explorer Map (See **Figure 5**). In general, cycling levels in Sawtelle are far below levels of pedestrian activity. Bicycle activity is generally highest along the following corridors:

- Ohio Ave (Centinela Ave and Beloit Ave)
- Santa Monica Blvd(Saltair Ave and Westgate Ave)
- Barrington Ave (Ohio Ave to Ayres Ave)
- Exposition Blvd (Bundy Dr to Sawtelle Blvd)
- Gateway Blvd (Pico Blvd and Barry Ave)
- Granville Ave (Missouri Ave to Exposition Blvd)
- Westgate Ave (Rochester Ave to Missouri Ave)

The relatively high levels of cycling activity along Exposition Blvd (between Bundy Dr and Sawtelle Blvd) suggests frequent use of the existing Expo Line Class I Bike Path that traverses the southern portion of Sawtelle.[2] The Class II Bicycle Lane on Ohio Ave, east of Purdue Ave, also hosts high levels of bicycle activity that extends along the corridor to the west.[3] Generally, however, most bicycle activity across the entire study area occurs on streets without designated bicycle facilities.

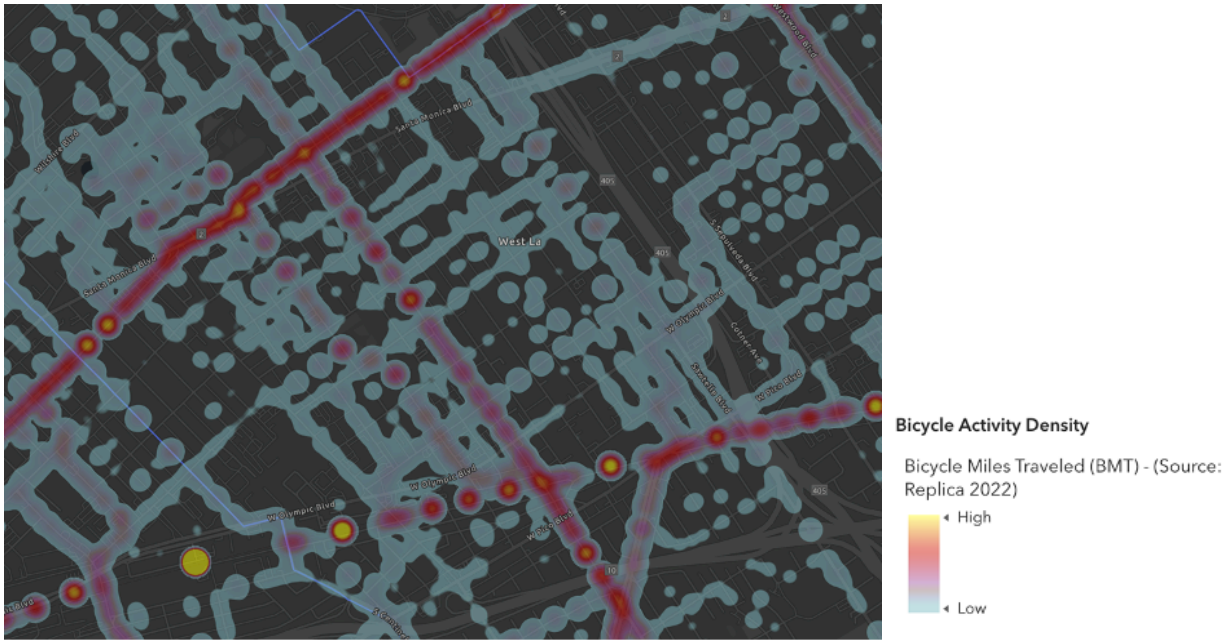
[2] The Expo Line Class I Bike Path is a multi-use bicycle and pedestrian path adjacent to the Metro E (Gold) Line between the City of Santa Monica and Culver City.
[3] A Class II bicycle lane is a designated lane for bike travel along streets marked by pavement striping and signage.

Figure 4. Pedestrian Activity Density



Source: Caltrans 2023 Vulnerable Road Users (VRU) Safety Assessment Explorer Map

Figure 5. Bicycle Activity Density



Source: Caltrans 2023 Vulnerable Road Users (VRU) Safety Assessment Explorer Map

Collision History

The project team also analyzed collision data accessed from Transportation Injury Mapping System (TIMS) which sources from the Statewide Integrated Traffic Records System (SWITRS).[4] There were 171 reported collisions involving pedestrians and cyclists between 2019 and 2023 based on SWITRS data. Corridors with high concentrations of pedestrian and cyclist collisions include Santa Monica Blvd, Olympic Blvd, Pico Blvd, Sawtelle Blvd, and Bundy Dr., all of which are among the highest traffic volume streets in the study area (See **Figure 6**).

Table 4 shows the distribution of collision severity for all pedestrian and bicycle collisions within Sawtelle. The majority of collisions resulted in minor or visible injury followed by possible injury or complaint of pain, indicating that collisions resulted in some form of physical impact. A little over a fifth of people involved in pedestrian or bicycle collisions suffered fatal or serious/severe injury. Of the five fatal collisions, four involved pedestrians and one involved a bicyclist. The Vision Zero Safety Study for Los Angeles found that pedestrians and bicyclists are less likely to walk away from a collision unharmed compared to someone in a car, highlighting the need for safe streets for vulnerable road users.

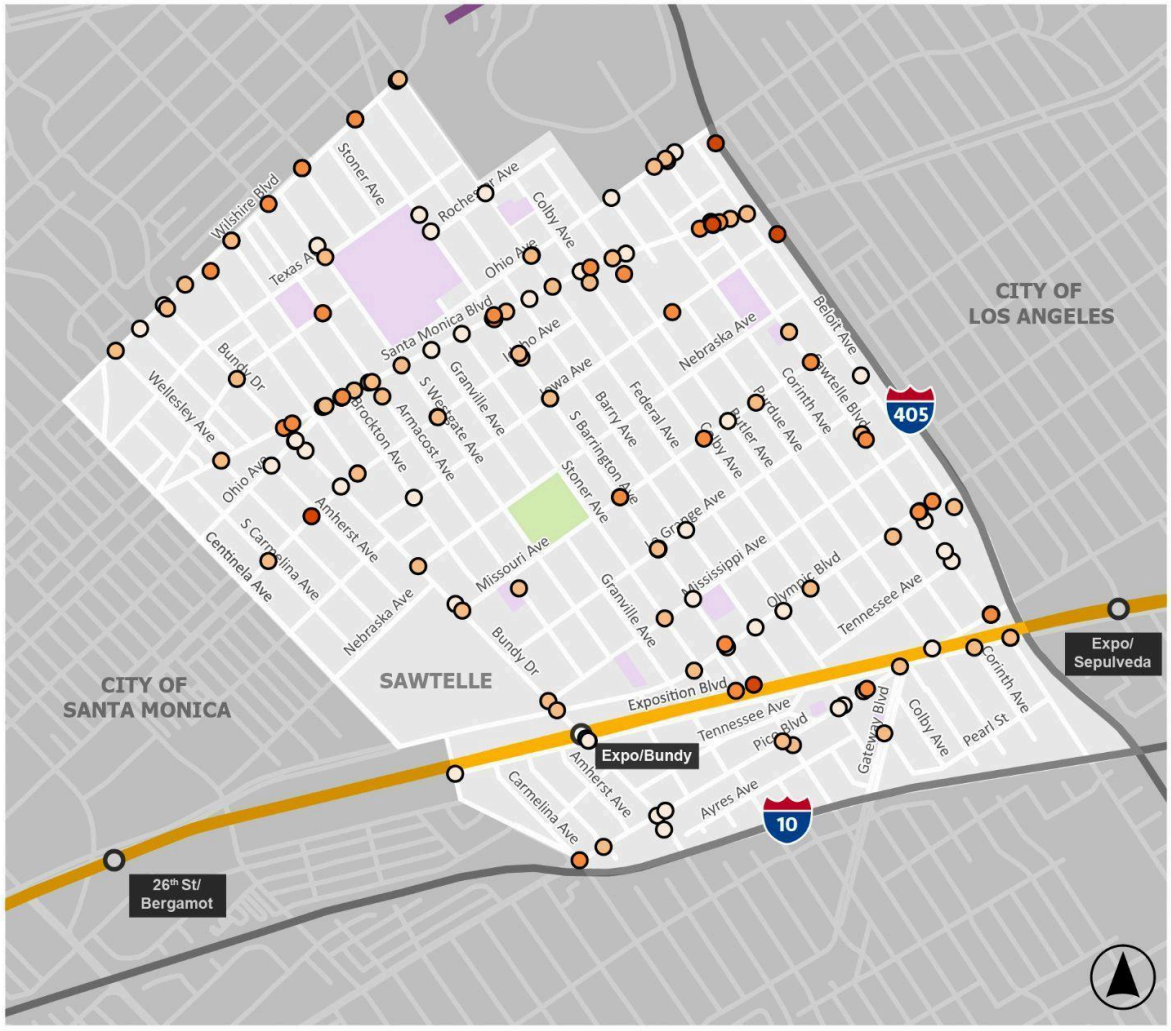
Table 4. Pedestrian and Bicycle Collisions by Severity

COLLISION SEVERITY	COUNT	PERCENTAGE
Fatal	5	3%
Serious or Severe Injury	30	18%
Minor or Visible Injury	74	43%
Possible Injury or Complaint of Pain	62	36%

Source: SWITRS, 2019 - 2023

[4] TIMS data is publicly available at: https://tims.berkeley.edu/

Figure 6. Pedestrian and Cyclist Collisions by Severity



Legend

- Sawtelle
- Schools
- Parks
- Metro E Line

Collision Severity

- Fatal Injury
- Serious or Severe Injury
- Minor or Visible Injury
- Injury or Complaint of Pain

Source: SWITRS, 2019 - 2023

Existing Pedestrian Infrastructure

Figures 7 - 9. Sidewalks in Sawtelle

Sidewalks

The project team conducted a high-level assessment of sidewalk conditions in Sawtelle using Google Maps, walking tours, and from firsthand knowledge of the area. Generally, Sawtelle has a continuous and complete sidewalk network except in a few Industrial and residential areas. The streets within the Industrial area that do not have sidewalks include Federal Blvd and Colby Ave south of Olympic Blvd. The existing street configuration in this industrial area places diagonal parking adjacent to the building area, omitting sidewalks from the public right of way. In the residential area, sidewalks are missing on one side of the street along Missouri Ave and La Grange Ave between Armacost Ave and Stoner Ave, and both sides of the street on Granville Ave between Missouri Ave and La Grange Ave.

The majority of Sawtelle's sidewalks include parkways, which are areas between the sidewalk and the curb, which are typically landscaped. Trees and grass are often planted on parkways in the residential areas, providing some shade. Landscaped sidewalks are less common along commercial corridors such as Santa Monica Blvd, Olympic Blvd, and Sawtelle Blvd. However, there are some street blocks along these commercial corridors that have street trees.

Sidewalk conditions vary within the neighborhood. In general, the sidewalk network is maintained, level, and accessible to travelers with disabilities. However, there are streets within Sawtelle where surface roots from parkway trees create uneven and cracked sidewalks such as along Santa Monica Blvd,

Barrington Ave, Corinth Ave, and Barry Ave. While instances of uprooted sidewalks are only occasional, they present mobility barriers primarily for people who use mobility devices, such as wheelchairs, walkers, or canes, as well as people with other forms of reduced mobility. These conditions present tripping hazards that make navigating along sidewalks difficult and in some cases inaccessible.

Crossings

Figures 10 - 13. Crosswalk Conditions

Marked crossings are provided at signalized intersections along major thoroughfares including Wilshire Blvd, Santa Monica Blvd, Olympic Blvd, Bundy Dr, Centinela Ave, Pico Blvd, Exposition Blvd, Sawtelle Blvd, and Ohio Ave. Signalized intersections along these thoroughfares utilize so-called continental crosswalks.[5] Continental crosswalks create safer crossing conditions for pedestrians by increasing their visibility to drivers and providing a visual queue to drivers for expected pedestrian activity. High visibility crosswalks have been shown to reduce pedestrian injury crashes up to 40 percent compared to traditional transverse line crossings, according to the U.S. Department of Transportation.[6]

[5] Continental crosswalks are longitudinal stripes that designate where pedestrians cross a road.
[6] https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements

In Sawtelle's residential areas, intersections include stop limit lines with no clear indication of crosswalks. These residential intersections utilize a solid white line and stop marking to indicate where cars must stop and allow pedestrians to cross.

Unsignalized crossings near the six schools in the neighborhood all utilize marked crossings as well to increase safety for students. Yellow continental crossings, in contrast to the white continental crossings at signalized intersections in Sawtelle, are used to indicate the presence of a school in the area. Rectangular Rapid Flashing Beacons (RRFB) are also located near schools to enhance pedestrian visibility and increase driver awareness at uncontrolled crosswalks.

Figures 14 - 15. Crosswalk Conditions

Urban Tree Coverage

Urban tree coverage is vital to create sustainable, cool, and comfortable street environments for all road users. Trees provide valuable shade that create cooler temperatures for pedestrians in warm weather, in addition to mitigating the effects of air pollution. The project team analyzed current tree coverage using the Tree Equity Score framework developed by American Forest, a national nonprofit conservation organization whose mission is to create healthy and resilient forests. The Tree Equity Score measures how well the critical benefits of urban tree canopy are reaching those who need them the most. The tool designates scores, between zero and 100, to areas based on tree canopy cover, climate, demographic and socioeconomic data. Based on the Tree Equity Score National Explorer, the 23 census block groups in Sawtelle have a score between 69 and 93, with an average of 81 for the whole study area. This score suggests that there is high variability throughout the area as it pertains to the distribution of tree canopy cover.

The Tree Equity score also measures existing tree canopy cover. The current tree canopy cover for the 23 census block groups within Sawtelle ranges from five to 20 percent, which is below the Los Angeles average of 20 percent. More than half of the census blocks within Sawtelle have low tree canopy coverage, less than 10 percent, that could benefit from tree planting.

Sawtelle's existing parkways present the opportunity for additional tree planting to increase tree coverage and improve the pedestrian experience.

Existing Bicycle Infrastructure

There are approximately 4.25 miles of existing bicycle facilities within Sawtelle, with 1.07 miles of dedicated bicycle facilities (See **Figure 16**). The current bicycle network consists of a Class I Bicycle Path, Class II Bicycle Lane, and Class III Bicycle Routes. The network connects to surrounding bicycle facilities in adjacent Los Angeles neighborhoods and the City of Santa Monica.

Table 5 summarizes the existing bicycle facility types and length.

Table 5. Existing Bikeway Classification and Miles

BIKEWAY CLASSIFICATION	MILES
Class I Bicycle Path	0.1 mile
Class II Bicycle Lane	0.7 miles
Class III Bicycle Route	3.0 miles
Total	4.3 miles

Source: LA County Bikeways Map, 2024

Class I Bike Path

Definition:
Bike paths, also known as bike trails or shared-use paths, are facilities with exclusive rights-of-way for bicyclists and pedestrians, away from roadways and with road crossings with motorized traffic minimized. Some systems provide separate pedestrian facilities.

The only Class I Bicycle Path within Sawtelle runs parallel to the Metro E Line along Exposition Blvd. The Expo Line Bike Path is a shared-use path for both pedestrians and cyclists that is completely separated from parallel vehicle traffic, providing greater physical protection from vehicles. The bike path also limits interactions with vehicles and creates a safe and comfortable environment for pedestrians and cyclists.

Class II Bike Lane

Definition:
These are designated lanes for biking along streets marked by pavement striping and signage.

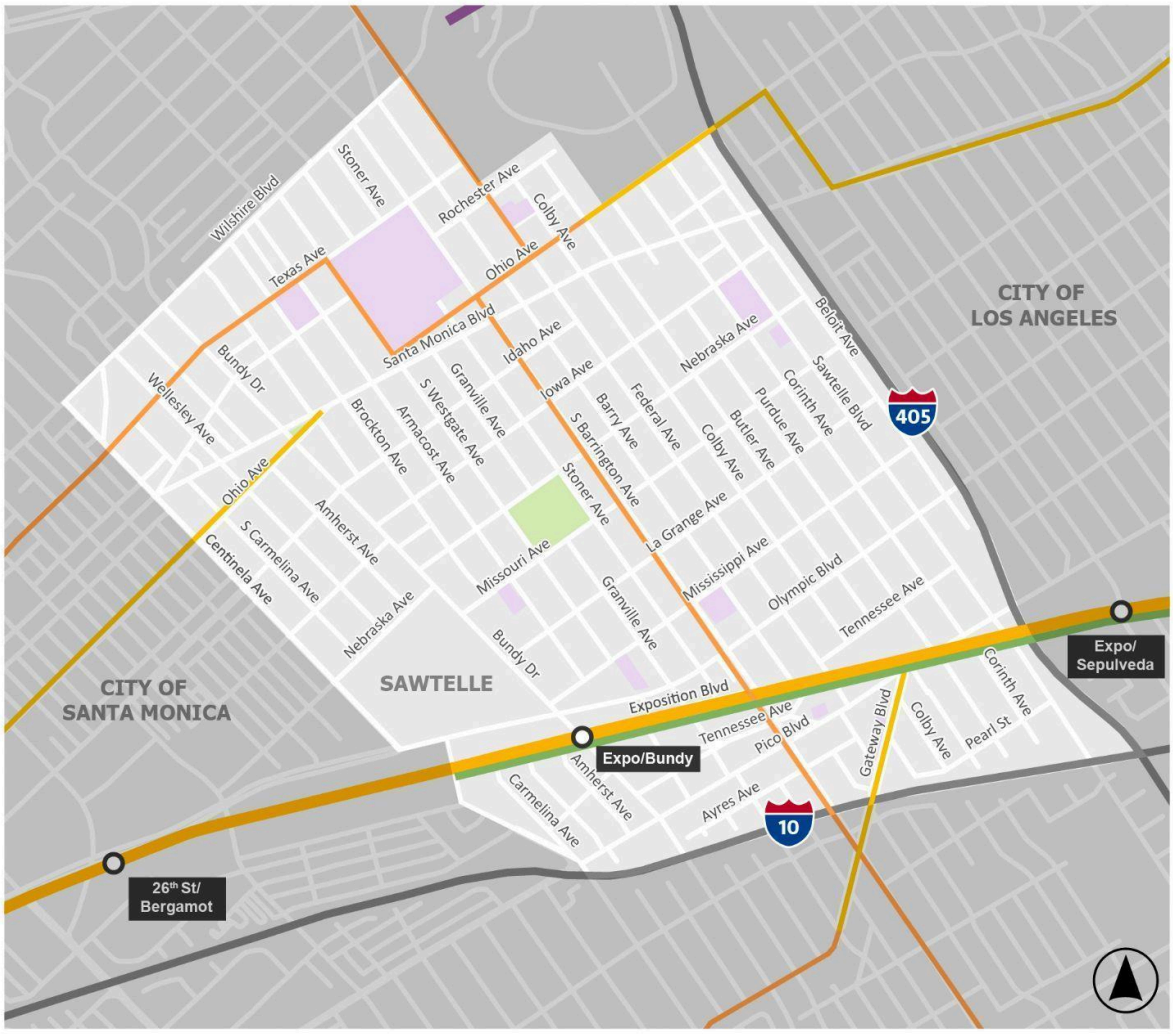
Class II Bicycle Lanes are located along Ohio Blvd and Gateway Blvd. Both bicycle lane segments directly connect to the local and regional bicycle network and provide a mix of unidirectional and bidirectional travel. Although bike lanes allocate bicycle only travel areas along the right of way, it places bicyclists in close proximity to vehicle traffic and speeds. Existing bicycle lanes in Sawtelle do not have any separation elements such as bollards or painted buffers that protect bicyclists from vehicular traffic.

Class III Bike Route

Definition:
These are designated bike routes, typically on neighborhood streets. They may incorporate traffic calming devices such as traffic circles.

Bicycle routes account for the majority of bicycle facility miles within Sawtelle. They are located along Ohio Ave, Westgate Ave, Texas Ave, Federal Ave, and Barrington Ave. These facilities utilize pavement markings and signage to signal to drivers to share the road with bicyclists. Bicycle routes in Sawtelle provide the least protection for bicyclists compared to other bicycle facilities since they do not provide any separation between bicyclists and vehicles.The existing Class III network connects to other Class I and Class II bike facilities and provides the only north/south bicycle connection within the area.

Figure 16. Existing Bikeways Map



Source: LA County Bikeways Map

Existing Public Transportation Infrastructure

LA Metro and the Santa Monica Big Blue Bus provide public transit service within Sawtelle. LA Metro operates three bus routes in addition to the E Line Expo/Bundy light rail line to the south. The Metro E Line station at Sepulveda Blvd provides direct access from Sawtelle to various communities in the cities of Santa Monica, Culver City, Los Angeles, and the County of Los Angeles. Notably, Sawtelle residents can ride the E Line, transfer free, west towards the Santa Monica Pier and Third Street Promenade, and east towards Downtown Culver City, USC, Downtown LA, and East Los Angeles in Los Angeles County. The Big Blue Bus also operates 9 bus routes within Sawtelle. These routes link Sawtelle with the cities of Santa Monica, Los Angeles, and Culver City.

Table 6 lists the transit routes operated by all three transit agencies.

Table 6. Existing Transit Service

TRANSIT OPERATOR	ROUTES
LA Metro	4, 20, 420
Big Blue Bus	1, 2, 5, 7, Rapid 10, 14, 15, 16, and 17

Source: LA Metro 2024, Big Blue Bus 2024

Approximately nine percent (8.9%) of Sawtelle households do not own a vehicle according to USC Neighborhood Data for Social Change developed by the USC Lusk Center for Real Estate. This is lower than the 11.8 percent zero-vehicle households in the City of Los Angeles, indicating that a slightly higher percentage of households in Sawtelle own a car compared to the city overall. The high percentage of car ownership (91%) coupled with high private vehicle use (85.7%) by commuters as previously discussed contribute to the relatively low levels of public transportation use (2.7%) in Sawtelle.

Bus Stop Amenities

Amenities

Transit use is influenced by the quality of the waiting and transferring experience. Toward that end, bus stops in Sawtelle differ in the types of amenities provided, such as:

- Shade structure
- Seating
- Trash Receptacles
- Lighting
- Real Time bus Information

As shown in **Figures 17** and **18**, the level of amenities at area bus stops varies substantially from stop to stop, from little more than a bench and a sign, to shade-covered waiting areas with trash cans nearby.

Figures 17 - 18. Existing Bus Stops

Snapshot of Sawtelle's Current Transportation Network

The following section provides a summary overview of Sawtelle's pedestrian, bicycle, and public transportation networks described in this chapter.

Pedestrian Network

- Generally, Sawtelle has a continuous and complete sidewalk network except in some industrial and residential areas.
- Occasionally, surface roots from parkway trees create uneven and cracked sidewalks that present mobility barriers for people who use mobility devices, such as wheelchairs, walkers, or canes, as well as people with other forms of reduced mobility.
- The majority of Sawtelle's sidewalks include parkways that present an opportunity to increase the urban tree canopy in the area and improve pedestrian experience and comfort.
- Intersections within Sawtelle's residential areas utilize stop lines and stop markings while intersections located near schools include high visibility crosswalks that provide greater pedestrian visibility.

Bicycle Network

- Over half of Sawtelle's bicycle network is made up of bicycle routes. These routes do not provide a physical separation between motorists and bicyclists.
- The Class I Bike Path parallel to the Metro E Line provides a continuous east-west route while the Class III Bicycle Route along Barrington Ave provides a continuous north-south route.

Public Transportation Network

- The public transportation network within Sawtelle provides relatively substantial levels of bus and light rail service.
    - There are 12 Metro and Big Blue Bus lines that provide service within Sawtelle.
- Bus stops vary substantially in their amenities, which include shade structures, seating, trash receptacles, lighting, and real time information.

Existing Plans Review

The City of Los Angeles serves as the primary entity responsible for urban planning, transportation infrastructure, and mobility services within Sawtelle. Given this, the city's policies and decisions shape the future of Sawtelle's transportation system in the months and years ahead. Various city departments, along with regional agencies like the Los Angeles County Metropolitan Transportation Authority (Metro), have developed a series of plans that lay out their visions for Sawtelle's transportation network. These plans provide the framework for how the neighborhood's streets, bike network, and public transit systems are likely to evolve in the coming years.

The full list of plans the team reviewed for this report include:

- *Los Angeles Department of City Planning* – West Los Angeles Community Plan (West Los Angeles Community Plan Draft, 2023)
- *Los Angeles Department of City Planning* – Mobility Plan 2035 (Mobility Plan 2035: An Element of the General Plan, 2016)
- *Los Angeles Department of Transportation* – Vision Zero (Vision Zero Los Angeles, 2015)
- *Metro* - Purple Line Extension First Last Mile Plan (Purple Line Extension First/Last Mile Plan Sections 2 & 3, 2020)

The project team reviewed these plans to gain a better understanding of which corridors are likely to see significant improvements, such as new bike lanes, added transit service, or improved sidewalks. This Sawtelle Mobility Study thus presents an opportunity to engage with Sawtelle residents and identify community-informed ideas that can fill in gaps and enhance the visions in these various plans.

West Los Angeles Community Plan

The Los Angeles Department of City Planning adopted the West Los Angeles Community Plan in 1997, which established goals and policies to guide future land use and development in Sawtelle. The community plan is currently undergoing an update, with draft land use maps and policy revisions available to the public for review since Summer 2023. Beyond land use, the updated West Los Angeles Community Plan also outlines key policy goals for the area, focusing on connectivity, accessibility, and sustainability. These include improving the pedestrian experience in commercial centers like Sawtelle Blvd, expanding multimodal transportation

systems, and increasing public transit ridership by making transit options more accessible and attractive to residents. The draft plan also emphasizes the importance of reducing noise and air pollution from vehicular traffic to align with environmental goals. While the community plan does not outline a set of active transportation improvements, it does outline a series of existing and proposed programs to improve mobility and connectivity within West Los Angeles. Programs that are both within Sawtelle and listed in the draft West Los Angeles Community Plan include:

Existing

- **Exposition Corridor Streetscape Plan:** The plan encourages streetscape enhancements to Bundy Drive, Olympic Boulevard, Sepulveda Boulevard, National Boulevard, and Palms Boulevard. The Streetscape Plan will be implemented as new projects, both publicly and privately financed, are constructed over time.
- **West Los Angeles Transportation Improvement and Mitigation Specific Plan:** The plan helps mitigate the cumulative impacts of development by requiring new development to contribute a fair share towards completing needed regional transportation improvements, in addition to completing required project specific mitigations. The Specific Plan assesses a one-time TIA fee on qualifying new development and identifies a comprehensive set of transportation improvements that are funded in part by the fee revenue.

Proposed

- **Alternative Fuel Vehicles:** Encourage tax incentives or other financial incentives to developers to provide priority parking spaces and connections for alternative fuel vehicles (i.e. Low Emissions and Electric Vehicles) as a means of improving both air quality and economic development.
- **Pedestrian and Transit Amenities:** Support the funding of well-designed amenities such as shelters, transit information kiosks, enhanced street lighting, improved crosswalks and benches as well as sidewalk maintenance at all bus stops on arterial streets, as funding permits.
- **Safe School Routes:** Establish collaboration and agreement with other agencies to implement Caltrans' "Safe Routes to Schools" programs and ensure that LAUSD is included in the early review of proposed development projects that are near public schools.
- **Traffic Calming:** Implement neighborhood preferential parking where appropriate and protect lower density residential areas from the intrusion of "through traffic" by implementing neighborhood traffic management programs. Include measures to reduce traffic volumes on neighborhood local streets. (Street closures, street gating, and street vacations are not supported.)
- **Clean Neighborhoods:** Identify funding sources for additional street clean-up and trash pick-up in order to keep streets, sidewalks and alleys clean and free of trash and debris.

Mobility Plan 2035

The Mobility Plan 2035 established a policy foundation for the development of a transportation system that addresses the needs of all road users. The plan aligns with California Assembly Bill (AB) 1358, The Complete Streets Act, which requires local jurisdictions to "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban or urban context." By structuring the plan around five key pillars—safety, access, infrastructure, communication, and health— the Mobility Plan 2035 outlines clear goals to make streets safer, more accessible, and better equipped for all users.

As part of the Mobility Plan 2035, the Los Angeles City Planning Department developed a series of modal networks where transportation investments should be prioritized for pedestrians, bicyclists, and public transportation users over private vehicle users. The resulting networks highlight the role of each transportation mode in creating complete and balanced streets. Measure HLA, passed by Los Angeles City voters in March 2024, requires that the city implement pedestrian, bicycle, and transit improvements identified in Mobility Plan 2035 as part of street repaving projects. According to Measure HLA, the City of Los Angeles had only implemented five percent of the plan since 2015. The plan did not include an implementation plan when adopted, which made it difficult to encourage and track progress. As a citizen-led initiative, Measure HLA establishes a clear road of implementation for the Mobility Plan 2035.

Transit Enhanced Network

The Transit Enhanced Network in Mobility Plan 2035 aims to improve existing and future bus service on arterial streets by implementing performance and infrastructure enhancements that facilitate bus movement, improve rider experience, and support increased transit use citywide. Enhancements include streetscape improvements, transit shelters, and bus lanes. Goals directly tied to the Transit Enhanced Network aim to improve on-time arrival reliability and on- and off-peak frequencies. The network categorizes transit enhanced streets into three categories:

1. **Comprehensive Transit Enhanced Streets:** These streets are planned to have two-way center running or curb adjacent all-day bus only lanes in addition to other bus enhancements.
2. **Moderate Plus Transit Enhanced Streets:** These streets are planned to have bus-only lanes only during the peak periods along with other bus enhancements.
3. **Moderate Transit Enhanced Streets:** These streets are planned to only have bus enhancements, such as off-board fare collection, safe crossing within 300 feet of a station, signal priority, and improved stations.

Sawtelle has the following streets within each category (See **Figure 19**).

- **Comprehensive Transit Enhanced Streets:** Santa Monica Blvd and Wilshire Blvd
- **Moderate Plus Transit Enhanced Streets:** Pico Blvd
- **Moderate Transit Enhanced Streets:** Bundy Dr

The planned Transit Enhanced Network within Sawtelle will provide crucial north-south and east-west bus connections and link Sawtelle to the rest of the over 260-mile network.

Figure 19. Transit Enhanced Network

Legend

- Sawtelle
- Schools
- Parks
- Metro E Line

Transit Enhanced Network

- Comprehensive: 24 Hour Transit Lane
- Moderate Plus: Peak Hour Transit Lanes
- Moderate: Transit Enhanced Streets

Transit Enhanced Streets within Sawtelle

- Ohio Ave
- Exposition blvd
- Barrington Ave
- Federal Ave

Source: Mobility Plan 2035

Neighborhood Enhanced Network

The Neighborhood Enhanced Network (NEN), developed as part of the Mobility Plan 2035, identifies non-arterial streets that can benefit from pedestrian and bicycle improvements to create more comfortable and safe routes for travel within a neighborhood. Unlike arterial streets that cater to higher volumes and speeds of traffic, these neighborhood streets are ideal for slower-moving modes of transportation that provide accessible, low-stress travel options for residents. The improvements proposed for the NEN include a range of safety-focused interventions. These include high visibility crosswalks, stop signs, bicycle-specific signals, and pedestrian refuge islands.The network complements the Pedestrian Enhanced Districts and the Bicycle Enhanced Network creating a cohesive, multi-layered approach to safer, more accessible travel.

There are 14 street segments within Sawtelle that are identified in the NEN including Sawtelle Blvd, Idaho Ave, Federal Ave, Missouri Ave, La Grange Ave, Purdue Ave, Tennessee Ave, Gateway Blvd, Barrington Ave, National Blvd, Wellesley Ave, Texas Ave, Ohio Ave, and Corinth Ave (See **Figure 20**). Strategic improvements to these streets can transform them into lower-speed streets with safe, comfortable pathways for walking and biking.

Figure 20. Neighborhood Enhanced Network

Legend

- Sawtelle
- Schools
- Parks
- Metro E Line

Neighborhood Enhanced Network

- Neighborhood Bike Streets
- Neighborhood Network Streets

Neighborhood Enhanced Streets within Sawtelle

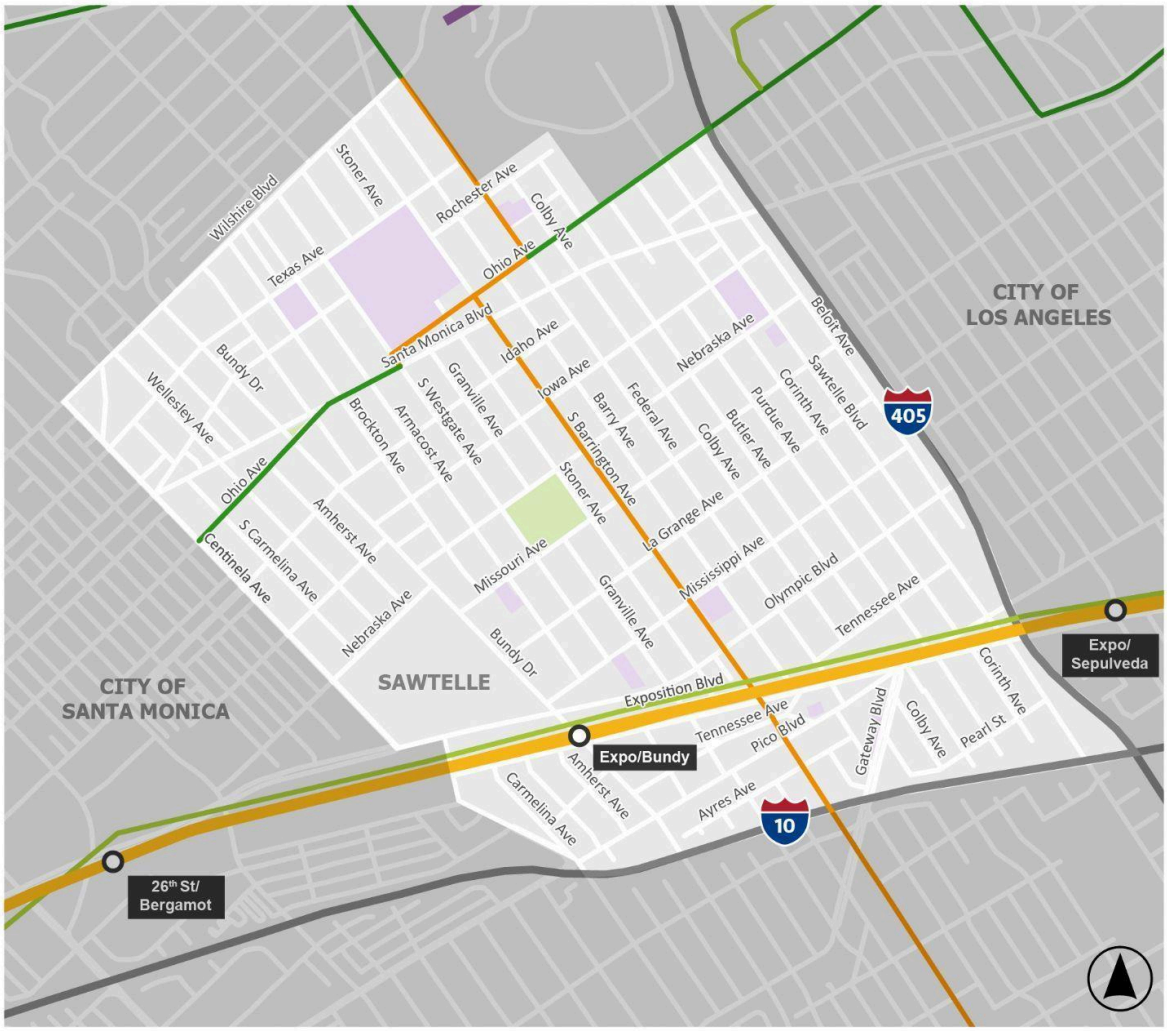
- Texas Ave
- Ohio Ave
- Idaho Ave
- Missouri Ave
- La Grange Ave
- Tennessee Ave
- Gateway Blvd
- Corinth Ave
- Sawtelle Ave
- Purdue Ave
- Federal Ave
- Barrington Ave
- Wellesley Ave

Source: Mobility Plan 2035

Bicycle Enhanced Network

The Bicycle Enhanced Network (BEN) identifies a protected bike lane citywide network. Cyclists would benefit from increased safety with vertical protection elements including plastic bollards, concrete curbs, or sidewalk level bike lanes. In Sawtelle, Ohio Ave has been identified as the only street for implementing a protected bike lane within the BEN framework (See **Figure 21**). This enhancement will establish a safe, dedicated space for cyclists along Ohio Ave, connecting cyclists to other local routes and community amenities in the area. By enhancing Ohio Ave with a protected bike lane, the city is paving the way for a potential expansion of safe bike infrastructure in Sawtelle.

Figure 21. Bicycle Enhanced Network



Legend

- Sawtelle
- Schools
- Parks
- Metro E Line

Bicycle Enhanced Network

- Protected Bike Lane
- Seperate Bike Path
- Neighborhood Bike Street

Bicycle Enhanced Streets within Sawtelle

- Ohio Ave
- Exposition blvd
- Barrington Ave
- Federal Ave

Source: Mobility Plan 2035

Bicycle Lane Network

The Bicycle Lane Network (BLN) proposes a painted bike lane network to supplement the BEN. While these painted lanes don't provide the same level of physical separation or protection from vehicle traffic as protected bike lanes, they play an essential role in establishing a visible and consistent network. There are five streets within Sawtelle identified in the BLN including Santa Monica Blvd, Pico Blvd, Gateway Blvd, Barrington Ave, and Bundy Dr (See **Figure 22**). These major corridors provide critical north-west and east-west connections to the surrounding bicycle network most thoroughly developed in the City of Santa Monica.

Figure 22. Bicycle Lane Network

Legend

- Sawtelle
- Schools
- Parks
- Metro E Line
- Bicycle Lane Network

Neighborhood Enhanced Streets within Sawtelle

- Wilshire Blvd
- Santa Monica Blvd
- Butler Ave
- Barrington Ave
- Bundy Dr
- Gateway Blvd
- Pico Blvd

Source: Mobility Plan 2035

Pedestrian Enhanced Network

The Pedestrian-Enhanced Districts (PED) is another essential component of the Mobility Plan 2035. The PED prioritizes streets where streetscape improvements such as trees, enhanced crosswalks, wayfinding, and pedestrian signals can enhance the pedestrian experience. These street improvements also serve to enhance the first and last mile experience for public transportation and micromobility users. Through these safety-focused interventions the PED aims to create a safe and comfortable walking experience for the Sawtelle neighborhood. Eight streets are identified as part of the PED within Sawtelle. These streets include: Sawtelle Blvd, Santa Monica Blvd, Olympic Blvd, Pico Blvd, National Blvd, Barrington Blvd, and Bundy Dr (See **Figure 23**).

Figure 23. Pedestrian Enhanced Network

Legend

- Sawtelle
- Schools
- Parks
- Metro E Line
- Pedestrian Enhanced Network

Pedestrian Enhanced Streets within Sawtelle

- Wilshire Blvd
- Santa Monica Blvd
- Pico Blvd
- Sawtelle Blvd
- Olympic Blvd
- Barrington Ave
- Bundy Dr
- Idaho Ave
- Gateway Blvd

Source: Mobility Plan 2035

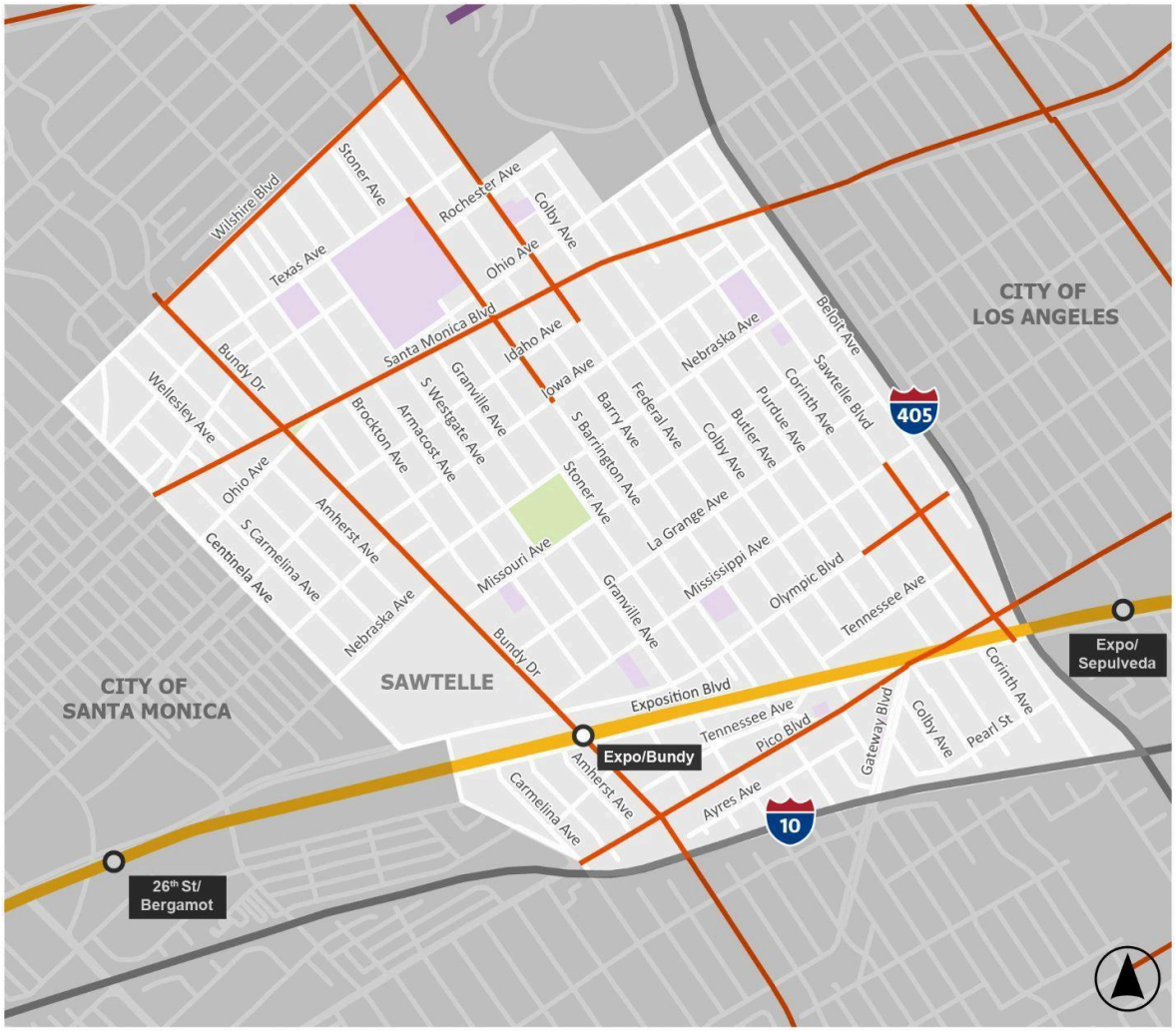
Los Angeles Vision Zero

In 2015, the City of Los Angeles announced its Vision Zero goal to eliminate traffic deaths by 2035. The guiding policy frames smart behaviors and roadway design as essential elements in reducing collisions and improving safety for all road users. The High Injury Network (HIN), identified as part of this initiative, mapped the six percent of city streets that accounted for 70 percent of deaths and severe injuries for pedestrians. Streets identified as part of the HIN are expected to have the greatest impact from pedestrian investments in reducing death and severe injuries.

Eight key street segments within Sawtelle are identified in the HIN. These streets include Sawtelle Blvd, Santa Monica Blvd, Olympic Blvd, National Blvd, Pico Blvd, Barrington Blvd, Federal Ave, and Bundy Dr. Focused investments along these streets would not only improved safety for pedestrians but also contribute to the larger goal of creating more livable and accessible Sawtelle.

Unfortunately, between 2015 and 2023, traffic related fatalities in Los Angeles have nearly doubled according to the LAPD (Los Angeles Times, 2024). Furthermore, transportation-related injuries and fatalities have increased nationwide since the Covid-19 pandemic making streets less safe for all road users. As we enter 2025, the increasing trend in traffic-related fatalities suggests that Vision Zero’s goal of eliminating traffic deaths this year remains a significant challenge.

Figure 24. High-Injury Network in Sawtelle



Legend

- Sawtelle
- Schools
- Parks
- Metro E Line
- High Injury Network (HIN)

HIN Corridors within Sawtelle

- Wilshire Blvd
- Santa Monica Blvd
- Pico Blvd
- Sawtelle Blvd
- Olympic Blvd
- Federal Ave
- Barrington Ave

Source: Mobility Plan 2035

Metro D Line Extension First Last Mile Plan

In 2020, Metro developed the First Last Mile Plan for the Purple Line Extension outlining active transportation improvements within a half mile of each proposed station. The Westwood/Veterans Administration (VA) Hospital, located just north of Sawtelle, outside of the neighborhood's boundaries. While the proposed station is not within the study area, improvements planned within the half mile can facilitate pedestrian, bicycle, and public transit connections to and from the station to Sawtelle. The First Last Mile plan calls for a suite of improvements including improved crosswalks, pedestrian and bicycle lighting, landscape and shade, and new or improved crosswalks. These proposed improvements can create a more welcoming and comfortable environment for both Metro users and residents.

Transportation Network Opportunities

Current city and Metro plans have collectively outlined a vision for Sawtelle's future transportation network. Table 7 outlines the key corridors in Sawtelle along with their existing and planned future conditions. Through the Sawtelle Neighborhood Council's community engagement efforts, local input on active and public transportation improvements will help identify top community priorities, assuming that such efforts gather information from a sufficiently broad and representative set of community stakeholders. Broadly representative community input will guide the council's advocacy for specific improvements that will seek to address the community's top transportation needs, though it is possible that consensus views may not emerge. Local input on transportation improvements within Sawtelle will supplement the work city planners and engineers have done by highlighting key corridors and enhancement types that area resident's favor.

Table 7. Existing and Future Conditions

CORRIDOR	EXISTING CONDITIONS	FUTURE CONDITIONS
Wilshire Blvd	• LA Vision Zero High-Injury Network	• Transit Enhanced Network • Bicycle Lane Network (Class II: Bike Lane) • Pedestrian-Enhanced District
Ohio Ave	• Class III Bike Route and Class II Bike Lane • High Bicycle Activity Density	• Neighborhood Enhanced Network • Bicycle Enhanced Network (Class IV: Protected Bike Lane)
Santa Monica Blvd	• High Pedestrian Activity Density •	• Transit Enhanced Network • Bicycle Lane Network (Class II: Bike Lane) • Pedestrian-Enhanced District
Pico Blvd	• LA Vision Zero High-Injury Network	• Transit Enhanced Network

		• Bicycle Lane Network (Class II: Bike Lane) • Pedestrian-Enhanced District
Bundy Dr	• Metro Bike Share Station • LA Vision Zero High-Injury Network	• Transit Enhanced Network • Bicycle Lane Network (Class II: Bike Lane) • Pedestrian-Enhanced District •
Barrington Ave	• Class III Bike Route • High Bicycle Density • LA Vision Zero High-Injury Network	• Neighborhood Enhanced Network • Bicycle Lane Network (Class II: Bike Lane) • Pedestrian-Enhanced District
Sawtelle Blvd	• High Pedestrian Activity Density	• Neighborhood Enhanced Network • Pedestrian-Enhanced District

Recent and Future Transportation Projects

Since the adoption of the reviewed plans, transportation improvements have been implemented within Sawtelle. The project team referenced the LADOT Livable Streets interactive project map to identify recently completed and planned transportation improvements within Sawtelle.

SR-2 Multimodal Improvement Project

The project calls for upgrading curb ramps to current Americans with Disabilities Act (ADA) standards, converting the existing peak hour travel lanes to shared bus and bicycle lanes, installing high intensity activated crosswalks (HAWK) beacons, and installing leading pedestrian intervals (LPI) along Santa Monica Blvd. Since Santa Monica Blvd is identified as a HIN in Vision Zero, LADOT prioritized transportation investments for the corridor.

As of 2025, LADOT has installed 12 LPI along Santa Monica between Centinela Ave and Sepulveda Blvd. LADOT and Caltrans have also identified six locations for HAWK beacons between Wellesley Ave and Barry Ave.

Westside Mobility Projects -West LA to Del Rey
LADOT is proposing bicycle and safety improvements along four priority corridors on the Westside to better connect West LA communities. Two of the four priority projects are located within Sawtelle: West LA to Del Rey Corridor and Santa Monica to Westwood Corridor.

The West LA to Del Rey Corridor aims to build a north-south bicycle connection from the VA Medical Center to the Culver Blvd Bike Path. The Westside Mobility Projects team has proposed three alternative routes for this project. Proposed street segments that fall within Sawtelle are Purdue Ave and Barrington Ave. The project completed the evaluation and concept design phase which included community outreach in Winter 2023. The project does not have any secured construction funding as of 2025.

The Santa Monica to Westwood Corridor will install a bike facility along Santa Monica from Centinela Ave to Westwood Blvd via Texas Ave, Westgate Ave, and Ohio Ave. The project is currently in the design phase and has secured construction funding.

Community Engagement

A central element of the Sawtelle Mobility Study is a three-part community outreach effort to engage with the Sawtelle community to better understand their mobility challenges when using the existing pedestrian, bicycle, and public transportation networks in Sawtelle. Community members were able to share their comments and input through an online survey, two pop-up events, and one community walk audit. These three distinct community engagement activities allowed the project team to collect and document the type of transportation enhancements to address safety, comfort, and connectivity challenges within the Sawtelle community.

Sawtelle Mobility Study Survey

Figure 25. Sawtelle Mobility Study Flyer

The online Sawtelle Mobility Study Survey received 280 responses within the five-month period (October 2024 – February 2025) it was open for community comments. Survey messaging was distributed through social media platforms (i.e. Facebook, Instagram, and X) and physical flyers posted throughout Sawtelle (See **Figure 25**). The survey and all related messaging were distributed in English, Japanese, and Spanish to reach as many residents as possible within and around Sawtelle.

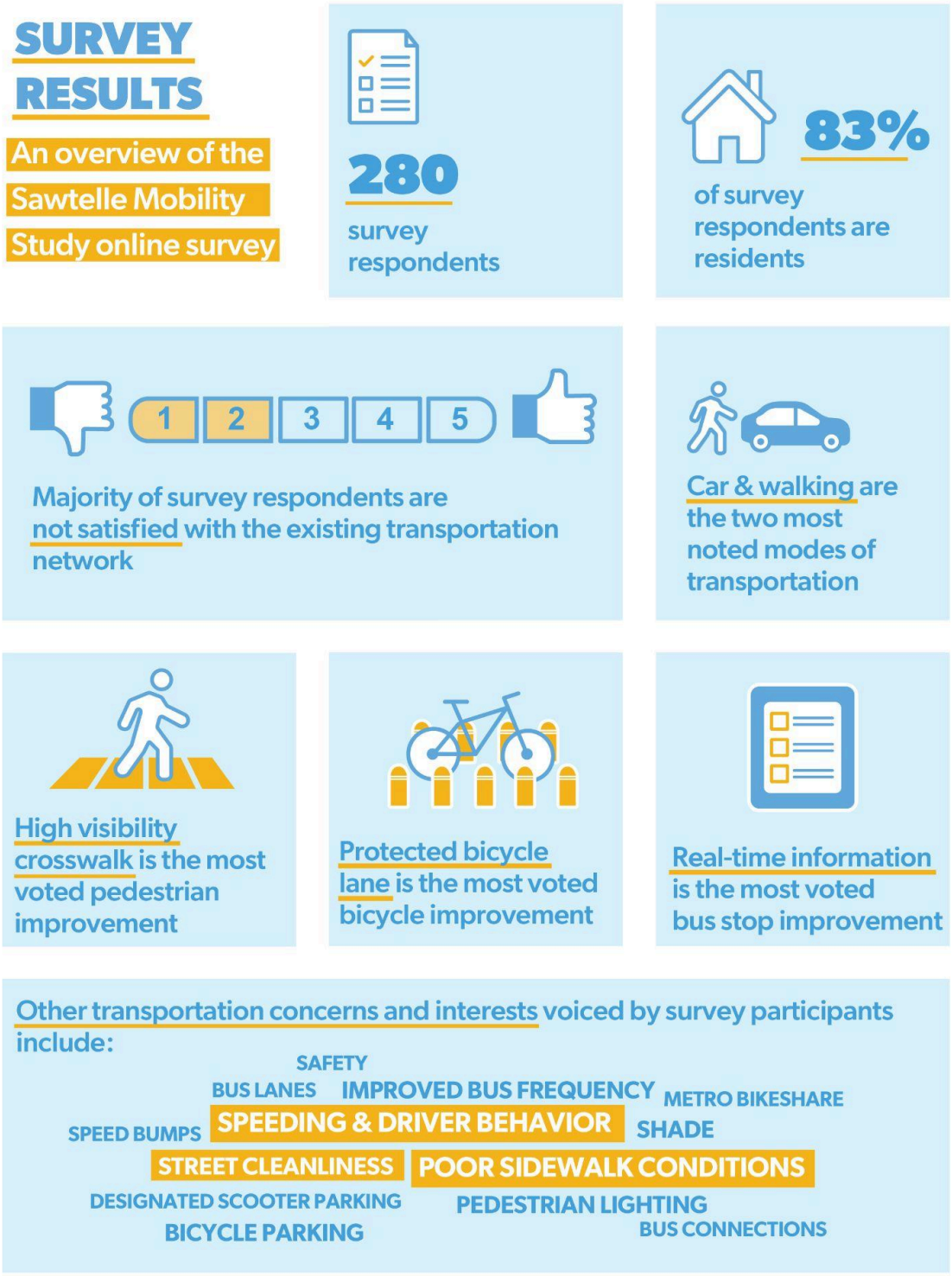
The online survey asked respondents 17 questions related to their active transportation use, transportation improvement types, and general demographic questions (See **Appendix A**). The goal of the survey was to collect community input on the type of biking, walking, and public transportation infrastructure enhancements respondents would like to see implemented in Sawtelle to address safety, comfort, and connectivity challenges. The project team provided a suite of possible active and public transportation improvements for participants to consider and select, as well as an “Other” option for respondents to offer their own ideas. Survey respondents also had the opportunity to share their general transportation-related concerns, aside from proposing targeted improvements, in an open-ended question at the conclusion of the survey.

Survey Results and Summary

Following the closing of the survey, the project team analyzed the data and extracted key takeaways that capture the survey participant's transportation wants and needs. The following section provides a high-level summary of survey responses.

- The majority of survey respondents were Sawtelle residents, followed by visitors.
- The majority of respondents are not satisfied with the existing active and public transportation infrastructure in Sawtelle.
- Safety, access to destinations, and reliability are the top three factors that would increase respondents' use of walking, biking, and public transportation.
- The top three pedestrian corridor improvements that respondents would like to see are: high visibility crosswalks, wider sidewalks, and pedestrian scale lighting.
- The top three pedestrian intersection improvements that respondents would like to see are: high visibility crosswalks, wider sidewalks, and pedestrian scale lighting.
- The top three bicycle improvements that respondents would like to see are: protected bicycle lanes, bicycle-friendly intersections, and buffered bicycle lanes.
- The top three bus stop improvements that respondents would like to see are: real-time information, shade, and trash receptacles.
- The majority of survey respondents live in the area code 90025, which is within Sawtelle.

Figure 26. Survey Results Overview



Pop-Up Results and Summary

The project team tallied up the responses from both pop-up events to identify the main improvements participants would like to see implemented in their community. The top five improvements identified through the pop-up engagement include:

1. Protected Bicycle Lanes
2. Wider Sidewalks
3. High Visibility Crosswalks
4. Trash Receptacles
5. Bicycle Lanes

The candidate locations mentioned for potential transportation improvements include:

- Sawtelle Blvd
- Barrington Ave
- Santa Monica Blvd
- Bundy Dr
- Nebraska Ave
- Ohio Ave

Figure 27 - 30. Farmers Market Pop-Up

Community Walk Audit

The concluding community outreach event for the Sawtelle Mobility Study was a walk audit on March 8, 2025. The community walk audit was advertised through the West Los Angeles Sawtelle Neighborhood Council's Facebook, Instagram, and X accounts. As part of the walk audit, the project team led participants along a predetermined route through Sawtelle to elicit conversation between community members on transportation investment opportunities (See **Figure 31 - 32**). The project team selected residential and commercial streets that were representative of the greater Sawtelle area for the walk audit path. Participants were provided handouts that included an itinerary, notes section, and collision information (See **Figures 33 - 35**). A total of ten Sawtelle community members participated in the community walk audit. Community members included long-time residents and residents who rode their bikes to work.

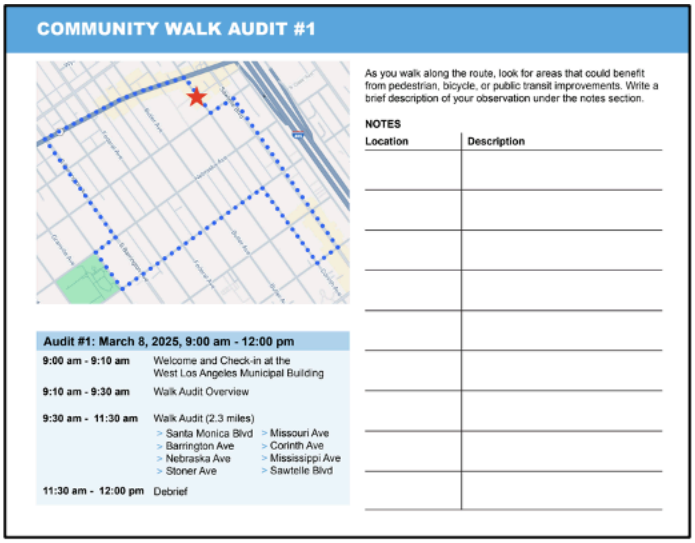
Walk Audit Results and Summary

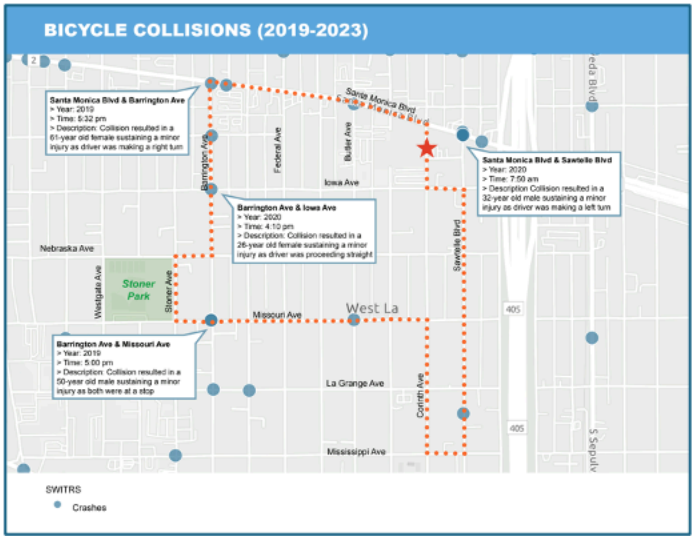
This section provides an overview of the key findings shared by community members at the walk audit.

- North/south bicycle connections are needed to more easily and safely traverse Sawtelle.
- The current Metro Bike Share locations are not optimal for use by Sawtelle residents.
- Problematic sidewalk conditions, such as tree uprooting, create navigation difficulties for people with mobility devices.
- Sidewalk conditions along construction sites are typically unsatisfactory and create an unpleasant walking experience.
- The Sawtelle Neighborhood Council should advocate for some form of business development to create more vibrant streetscape and pedestrian walkways.

Figure 31 - 32. Farmers Market Pop-Up

Figure 33 - 35. Community Walk Audit Handouts





Findings

This section synthesizes most of the community input collected through the Sawtelle Mobility Study engagement process. The information contained in this section serves to inform the West Los Angeles Sawtelle Neighborhood Council and Mobility and Environmental Committee on the community's sentiments and desired transportation improvements shared by the Sawtelle Mobility Study participants.

Pedestrian Improvements

Crossings

High visibility crosswalks were one of the most frequently proposed pedestrian improvements in both the online survey and pop-up activity board. Survey and walk audit participants said that pedestrian safety and visibility could be improved along Barrington Ave, Sawtelle Blvd, and Iowa Ave if crosswalks were installed. Various participants also suggested scramble crosswalks along Sawtelle Blvd to make crossing Sawtelle Blvd safer especially during high traffic periods.

Sidewalks

Wider sidewalks ranked highly as a proposed pedestrian improvement in both the online survey and pop-up activity board. Generally, existing sidewalk conditions were identified as a community concern in all three community outreach events. Participants described Sawtelle's sidewalks as "uneven and cracking," "[a] tripping hazard," and "broken." They called for sidewalk repairs in areas where surface tree roots cause uneven sidewalks. In particular, residents mentioned that instances of sidewalk cracking created mobility and accessibility barriers for people who use mobility devices and the elderly. Participants also shared that there are missing sidewalks near Stoner Park that create barriers to access the park.

Pedestrian Scale Lighting

Pedestrian scale lighting is lower-level lighting installed along sidewalks meant to provide illumination for pedestrians. This improvement was the third most requested pedestrian improvement from the survey. Survey respondents noted that implementing lighting at the 405 underpass and residential streets such as Nebraska Ave, Barrington Ave, and Iowa Ave could improve pedestrian safety. Two respondents shared personal anecdotes of people walking with flashlights and avoiding walking along streets with no lighting for their safety. Several other respondents noted that lighting would improve the safety and comfort for women walking along at night.

Other Pedestrian Considerations

In addition to the aforementioned pedestrian improvements, Sawtelle community members also shared additional enhancements they would like to see implemented. Survey respondents proposed converting Sawtelle Blvd into a pedestrian street that is closed off to car traffic. One

participant noted that the Dr. Jack Fujimoto Square at the intersection of Sawtelle Blvd and Mississippi Ave be converted into a plaza or public space for the community. Community members also identified a need for more trees and shade along residential streets.

Bicycle Improvements

Bicycle Lane Facilities

The need for bike lanes in Sawtelle was a top request from the community across all three outreach events. Survey respondents identified protected bike lanes and buffered bike lanes as their preferred bicycle infrastructure. Additional features proposed by community members included green painted bike lanes and parking-protected bike lanes. The most common request was for a north-south bicycle connection to the Metro E Line and points further south. Barrington Ave, Bundy Dr, and Ohio Ave were most frequently mentioned as potential candidates for a bicycle lane. Although Barrington Ave is designated as a bicycle route, participants expressed concerns about bicyclist safety on this street due to motor vehicle speeding and a lack of physical separation of cyclists from vehicular traffic.

Other Bicycle Considerations

Survey participants also noted that bicycle intersection improvements are necessary for a safe and connected bicycle network. Bicycle-friendly intersections were the second most requested type of bicycle facility in the survey. Several respondents also called for more bicycle parking at Stoner Park and Sawtelle Blvd.

Public Transportation Improvements

Bus Stop Amenities

The top three public transportation improvements cited by survey respondents were real-time information, shade, and trash receptacles. Many respondents underscored the need for frequent trash disposal and bus stop maintenance to improve the transit rider experience. Several community members expressed their concern about the unhoused population’s use of bus stops as a place of refuge, noting that such practice limits the full use of bus stop amenities.

Other Public Transportation Considerations

Safety is a main concern for transit users in Sawtelle. Several participants in the three community outreach events expressed that the unhoused population in the neighborhood contributed to perceptions of unsafe conditions at bus stops.

Survey participants also shared their interest in bus only lanes to improve transit service reliability and efficiency. Bus frequency and service hours were also identified as areas in need of improvements.

Other Community Feedback

Community members shared additional feedback that touched upon other transportation issues and topics not included as part of the Sawtelle Mobility Study. The most frequently mentioned of these are summarized below.

Driving Behavior

Participants in all community outreach events expressed their concern over speeding in the residential areas of Sawtelle. They noted how drivers would not make a proper stop, speed through streets, and use residential streets as cut throughs during high traffic periods. Barrington Ave and Federal Ave were identified as streets where residents have observed frequent speeding. Survey respondents suggested implementing traffic calming measures, such as traffic diverters, physical barriers to prevent motor vehicle access, no turn on red signs, and no parking near intersections to reduce speeding and enhance pedestrian safety.

Parking

Parking was another key concern raised by various participants throughout the community outreach process. Some residents raised concerns over overcrowded residential parking and suggested implementing residential street parking permits as a potential solution to better manage parking availability.

Micromobility

Survey and walk audit participants expressed an interest in expanding Metro Bike Share docks to more convenient locations for residents, such as Stoner Park. Existing Metro Bike Share docks are located along commercial corridors such as Sawtelle Blvd, Olympic Blvd, and Santa Monica Blvd limiting access for those in residential areas. Several participants voiced their frustrations regarding the improper parking of shared e-scooters parking on sidewalks that create mobility barriers for pedestrians and people with mobility devices. Concerns were also raised about e-scooter riders using sidewalks and compromising pedestrian safety.

Clustering of Uses

Walk audit participants and survey respondents emphasized the importance of access to a variety of destinations in order to encourage active and public transportation use in Sawtelle. To achieve this, participants suggested reforming exclusionary zoning in residential areas to allow for corner stores and other commercial uses, as well as establishing a business improvement district to create a more vibrant urban environment throughout Sawtelle that supports pedestrian travel. One participant noted, “Reducing the distance people have to travel within the neighborhood for activities of all kinds would make walking, biking, and other non-car travel more feasible for everyone.” Additionally, participants expressed their belief that other commercial streets in Sawtelle could mirror the activity of Sawtelle Blvd if there were mechanisms in place to promote and support small businesses.

Conclusion

Following the completion of the Sawtelle Mobility Study, the project team will present key findings from the outreach process to both the West Los Angeles Sawtelle Neighborhood Council and the Mobility Environmental Committee. This report, along with presentation, will provide both bodies with a clearer understanding of community perspectives on existing mobility challenges and priorities for transportation improvements. It documents the current conditions of Sawtelle's transportation network and reflects the specific needs and requests voiced by residents. By centering community input, the council can more effectively advocate for improvements aligned with broader planning goals such as those outlined in the Mobility Plan 2035 and the West Los Angeles Community Plan. The council's and committee's ultimate vision is a neighborhood that is safer, more walkable, bike-friendly, and well-connected by transit. The Sawtelle Mobility Study represents a critical first step in fostering an ongoing and collaborative relationship between the Council and the community to enhance the neighborhood's transportation network.

Key takeaways from the Sawtelle Mobility Study outreach process are presented below.

Bicycle Improvements

Study participants consistently emphasized the need for a safe, visible, and continuous north-south bicycle connection. Barrington Avenue was proposed as a strong candidate for a bicycle lane since it spans the entire length of Sawtelle and offers convenient access to adjacent residential streets. Although Barrington Ave currently features a Class III bicycle route, community members advocated for its upgrade to a more protective facility to improve both safety and visibility for bicyclists. Notably, Barrington Avenue is already identified in the city's Mobility Plan 2035 as part of the Bicycle Lane Network, designating it as a corridor that could benefit from the addition of painted bike lanes.
Given that Barrington sees the highest density of bicycle activity of any north-south street in Sawtelle and includes several collision hotspots, upgrading its bicycle infrastructure could significantly enhance cyclist safety. Survey respondents also supported the installation of bicycle-friendly intersections to further enhance bicyclist safety. This bicycle safety countermeasure was the second most requested bicycle improvement. These enhancements could further reduce auto and bicycle conflict points and improve the comfort of cyclists navigating the corridor to other high bicycle density locations such as the Expo Bike Path in the southern portion of Sawtelle.

The City of Los Angeles has previously proposed a bicycle facility along either Barrington Ave or Purdue Ave as part of the Westside Mobility Project. The project, which is one of four bikeway projects in west Los Angeles, aims to create a bikeway connection between the Veterans Administration Medical Center and the Culver Blvd bike path. However, as of 2025, this project lacks dedicated funding. The council is well-positioned to advocate for the advancement and implementation of this proposed bikeway project. Installing a more visible and protected bike

lane on Barrington would not only address community concerns but also strengthen the overall bicycle network and make it more accessible and connected.

Pedestrian Improvements

Sidewalk quality and pedestrian safety emerged as key concerns across all three community outreach events. Participants identified uneven sidewalks and poorly marked crosswalks as primary barriers to safe and accessible pedestrian travel. Many community members expressed the need for wider sidewalks and more visible crosswalks especially in residential areas where current crossings are often limited to stop lines. These improvements could help improve pedestrian comfort and safety within Sawtelle.

High visibility crosswalks were one of the most frequently proposed pedestrian improvements in both the online survey and pop-up activity board. The Mobility Plan 2035's Neighborhood Enhanced Network has already identified non-arterial streets in Sawtelle that could benefit from pedestrian improvements such as high visibility crosswalks and stop signs. Additionally, several additional streets have also been included as part of the Pedestrian Enhanced Network which prioritizes streets where streetscape improvements such as trees, enhanced crosswalks, wayfinding, and pedestrian signals can enhance the pedestrian experience. Together, these two networks create a holistic network of streets where improved crosswalks could be installed to address the safety concerns of pedestrians within Sawtelle. Streets identified in both networks include Sawtelle Boulevard, Federal Avenue, Barrington Avenue, Santa Monica Boulevard, Olympic Boulevard, and Bundy Drive amongst others.

Enhancing pedestrian infrastructure along these corridors would not only improve walkability but also align with the High Injury Network (HIN) and directly serve to prevent pedestrian collisions resulting in fatal and serious injuries. Street segments along Santa Monica Blvd, Bundy Dr, Barrington Ave, Wilshire Blvd, and Sawtelle Ave are designated as HIN and could benefit the most from pedestrian improvements.
In addition to improved crosswalks, community members also identified pedestrian lighting as a priority. This improvement ranked as the third most requested pedestrian enhancement in the online survey. Participants underscored the need for better pedestrian-scale lighting to improve visibility and safety for those walking at night. While overall pedestrian activity in Sawtelle is moderate, it increases significantly along major commercial corridors such as Santa Monica Blvd and on residential streets like Armacost Avenue, Mississippi Avenue, and Texas Avenue. Installing pedestrian-scale lighting in these areas would contribute to a more inviting walking environment after dark.

Lighting improvements are particularly effective when integrated with broader pedestrian infrastructure enhancements, such as high-visibility crosswalks, wayfinding signage, and pedestrian signals. Prioritizing lighting along streets identified in the Pedestrian Enhanced Network and Neighborhood Enhanced Network would further improve safety and connectivity for pedestrians. Streets classified as Pedestrian Enhanced Districts make up just eight percent of Los Angeles' roadway network but account for 61 percent of all pedestrian deaths and

serious injuries according to Vision Zero data from 2017 to 2021. Addressing any lighting gaps within Sawtelle can help reduce collisions and make Sawtelle a safer place to walk.

Public Transportation Improvements

Although public transportation improvements did not receive as much attention as pedestrian and bicycle upgrades during community outreach, several key enhancements were still identified by participants. The top three public transportation improvements identified in the survey include real-time arrival information, shade, and trash receptacles. Participants expressed the most interest in the installation of trash receptacles at bus stops. This enhancement was the third most requested improvement during pop-up events. Community members emphasized the importance of maintaining cleanliness at bus stops and noted that the presence of trash receptacles alone would not be sufficient without regular maintenance. Ensuring that transit amenities are both functional and well-maintained is essential to improving the overall rider experience and encouraging greater transit use. Many of the pedestrian and bicycle improvements proposed through the Sawtelle Mobility Study such as safer crossings, better lighting, and improved sidewalk conditions will enhance first- and last-mile connectivity to and from transit stops. These enhancements can not only help create a more comfortable experience for existing transit riders but also make transit a more viable and attractive option.

These findings represent participant's primary concerns and priorities that can guide the council's and committee's efforts to advocate for future pedestrian, bicycle, and public transportation improvements. The council should also consider continuing efforts to engage with the community on transportation-related topics as transportation investments begin to change the needs of the community and new concerns arise. The hope is that the Sawtelle Mobility Study will establish an avenue where Sawtelle resident's voices and options can help shape the area's transportation network.

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Appendix A