Reconnecting MACARTHUR PARK

PHASE 1
FINAL REPORT

APRIL 2026



ACKNOWLEDGEMENTS

Many individuals contributed to the successful completion of Phase 1 for Reconnecting MacArthur Park. The team would like to thank the Community Advisory Committee (CAC) for guiding the project and stewarding decision-making processes. Special appreciation goes to CCNP's seven promotoras and five youth ambassadors for their tireless outreach which made broad engagement possible. We also acknowledge the thousands of Westlake community members and MacArthur Park visitors whose input shaped this report. Our partners at Levitt Pavilion, MacArthur Park Elementary School, HOLA, Saint Barnabas, Students and Faculty from Otis College of Art and Design, all made essential contributions to this project.

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THIS PROJECT IS A PARTNERSHIP BETWEEN:

SCAG Southern California Association of Governments

LADOT

Eunisses Hernandez, L.A. City Councilmember | District 1

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LAND ACKNOWLEDGEMENT

The Reconnecting MacArthur Park project team recognizes that we occupy land originally and still inhabited by the Kizh, Tongva, Tataviam, and Chumash Peoples. We honor and pay our respect to their past, present, and future caretakers as they continue their stewardship of these lands and waters.



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Chapter 1

EXECUTIVE SUMMARY

The Reconnecting MacArthur Park project examines the potential removal and/or closure of Wilshire Boulevard to vehicle travel from Alvarado Street to Carondelet Street to restore physical continuity between the north and south portions of MacArthur Park and increase access to the park for the community.

The project aims to address past environmental harm caused by constructing Wilshire Boulevard through the park and explore how reconnection of the park can improve access to open space while maintaining safe and efficient movement for all people.

HISTORIC CONTEXT AND OPPORTUNITY

MacArthur Park was divided by the construction of Wilshire Boulevard, creating a physical and operational barrier within one of the most densely populated neighborhoods in the City of Los Angeles and southern California. MacArthur Park was originally a single, continuous park before Wilshire Boulevard was constructed through it. Today, the Westlake community has limited access to open space despite high residential density. Compared to the City and County, the community has higher rates of transit-dependency, lower rates of car ownership, and lower incomes, making accessing parks and open spaces in the region challenging. The division of the park continues to affect how residents access recreational space, local destinations, transit, and neighborhood services. Reconnecting the park presents a generational opportunity to address this barrier while improving connections to housing, jobs, schools, local businesses, and other key destinations.



PURPOSE & PROCESS

The purpose of Phase 1 is to develop and analyze concepts for how community reconnection can expand usable public space, enhance safety and accessibility, and support better outcomes related to health, environmental quality, and overall community wellbeing.

The project team evaluated each concept through an in-depth transportation analysis and assessed it against different project goals to understand benefits and trade-offs. The team conducted technical analysis including transportation operations, detour and delay analysis, and mobility impacts.

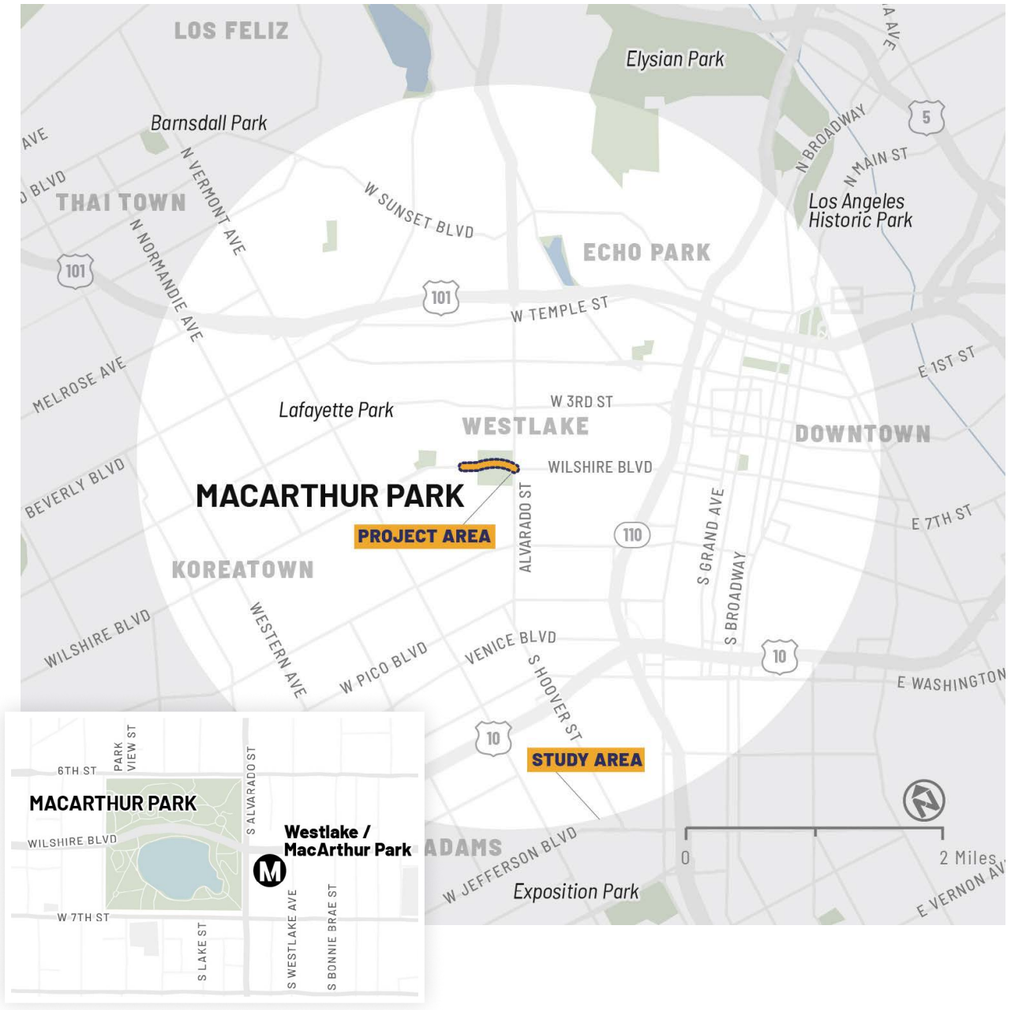
The project team conducted extensive engagement throughout the entire process, including thousands of survey responses, multilingual outreach, and ongoing collaboration with a Community Advisory Committee (CAC). The CAC served as an advisory body throughout the study, providing direction to the project team and helping interpret community feedback. Engagement activities asked participants about desired park features, amenities, and values, but also about levels of support for specific concepts. The project team continuously integrated community feedback into the development and evaluation of concepts, ensuring the community had a direct hand in shaping the project recommendations. City partners and technical experts also informed the project through the analysis of daily street operations and potential project impacts.

PROJECT AREA

MacArthur Park is located within the Westlake neighborhood just west of Downtown Los Angeles (DTLA), bound by 6th Street to the north, Alvarado Street to the east, 7th Street to the south, and Park View Street to the west.

Once a connected park, Wilshire Boulevard was constructed through the park in the 1930s, splitting the park into two halves and creating a vehicle-focused arterial between DTLA and the Westside.

Figure 1 Reconnecting MacArthur Park Project Area



NEIGHBORHOOD CONTEXT

MacArthur Park's adjacent neighborhood land uses consist of high density residential, commercial areas and public amenities such as libraries and hospitals. Schools close to the park include MacArthur Park Elementary School, Charles White Elementary School, and Esperanza Elementary School. The surrounding area has relatively few parks and open space for how densely populated it is, underlining the importance of the park in providing critical green space.

ACCESS AND MOBILITY

The park is surrounded by busy arterial streets (6th Street, Alvarado Street, 7th Street) on three of its four sides, delimited by the quieter Park View Street to the west. Wilshire Boulevard bifurcates the park through the center, with crossing opportunities at Park View Street and Alvarado Street, nearly one quarter mile apart. It is important to note that Wilshire Boulevard, Alvarado Street, 6th Street, and 7th Street are are designated Priority Safety Corridors by LADOT, defined as the top 7.5% of City streets where fatal and severe injury collisions are most likely to occur.In addition to carrying high volumes of traffic, Wilshire Boulevard functions as an elevated roadway through the park, a physical barrier with no mid-block crossings. The pedestrian tunnels that once provided internal connections are currently closed, causing difficulty for parkgoers to move between each section of the park as they have to traverse through grade changes of the road and enter at park gateways at the edges of the park. While there is heavy traffic on many of the streets delimiting the park, there is intense pedestrian activity on streets surrounding and connecting to the park from the neighborhood. People walk, use mobility devices, bike, and scooter.

The area is also a key regional transit hub, with the Metro B and D rail lines at Westlake/ MacArthur Park Station, one of the highest ridership stations in Metro's system. Wilshire Boulevard Section 1 of the D Line extension opens May 2026 and includes three new stations: Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/ La Cienega. The extension connects to UCLA/ Westwood in West LA and increases transit access for community members. Several DASH and Metro local bus stops are located along Wilshire Boulevard, one of the busiest transit corridors in the region. The Westlake neighborhood is transit dependent, 13% of Westlake residents rely on transit to get to work compared to only 3% of Los Angeles residents. People of all ages, from older adults to youth to parents with young to children, travel to, within, and from the park actively.



DAILY PARK USE

MacArthur Park is a vibrant recreational hub, with many community members actively using the facilities offered. Young children play on playgrounds and run around green spaces and grassy knolls, a multigenerational group plays soccer on a makeshift field, vendors sell food and other goods, and community members gather around on lawns, benches, knolls, along pathways and at the waterfront to socialize, play games, eat, lounge and more. The park is used as a gathering place for many people in the area, including many unhoused community members. Many park visitors express concerns related to the open sale and use of drugs in the park, presence of litter, vandalism of facilities, lack of restrooms and challenges around park maintenance. While there is broad recognition that the park is a critical resource in a dense and park-poor area of the city, ongoing issues with maintenance and safety result in varying perspectives about the park's role, value, and future in the neighborhood. While the current day conditions of the park are controversial topics for people within and beyond the Westlake neighborhood, there is a commonly held desire for clean, well-maintained green space, that is safe, accessible, and a great destination for families; a vibrant space activated by people who are enjoying the park.

PROJECT GOALS

The project team created the following goals, informed by community feedback, to guide the design and evaluation of concepts to reconnect the park:



TRAVEL AND CONNECTIVITY

Provide safe, reliable, and convenient bus, bike, and pedestrian connections to, from, and around the park and Westlake neighborhood.



COMMUNITY HEALTH AND WELLBEING

Increase opportunities and spaces for the community to gather, socialize, and play.



PARK STREET AND DESIGN

Create unified and accessible park and street environments that are integrated with surrounding public space.



FEASIBILITY

Secure available funding and ensure project completion.

RECONNECTING MACARTHUR PARK MILESTONES

PROJECT PHASES

PHASE 1 PRE-DESIGN (COMMUNITY VISIONING PHASE)

Phase 1, summarized in this report, includes a comprehensive analysis of how Westlake residents and visitors travel to, from, and within MacArthur Park. This phase evaluates design concepts based on project goals, transportation impacts, and feasibility. It incorporates community member perspectives and preferences into concept development and evaluation, resulting in a preliminary recommendation for a preferred concept. This report captures the work done in Phase 1 and defines at a planning level the concepts to be studied in Phase 2. All concepts developed in Phase 1 will be studied in Phase 2, not just the recommended concept, giving the City and Westlake community options and flexibility after more detailed findings related to costs and benefits are identified through the Phase 2 analysis.

PHASE 2 CONCEPTUAL DESIGN

Phase 2 will be informed by findings from the first phase and includes an environmental impact analysis, cost estimates, conceptual engineering designs, and continued community engagement. Phase 2 allows the City to determine what is possible for park designs and plans for implementation.

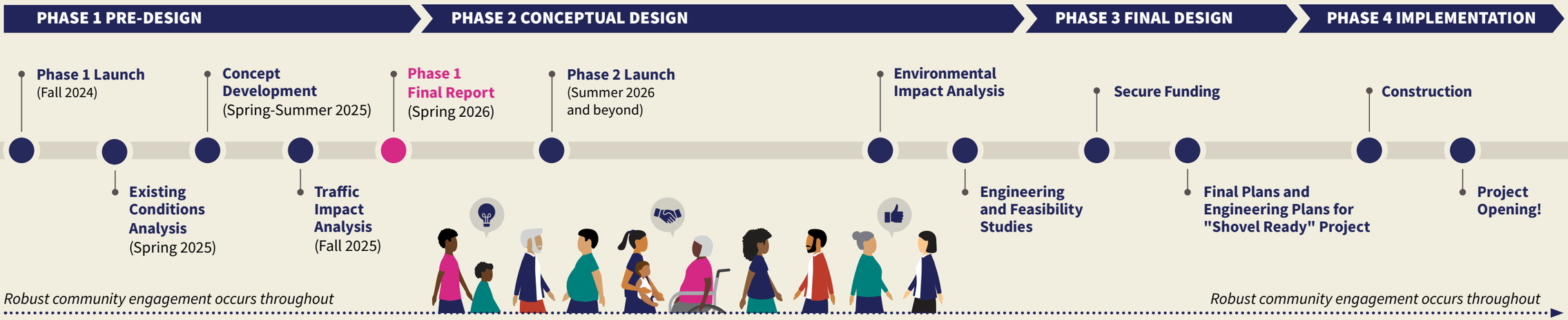
PHASES 3 & 4 FINAL DESIGN AND IMPLEMENTATION

Phase 3 determines the final park design and includes conceptual and final engineering plans, management plans, and results in a "Shovel Ready" project. Phase 4 includes construction the opening of the project.

> ***All concepts developed in Phase 1 will move forward into Phase 2 to maintain flexibility and preserve options, with continued engagement ensuring the community helps shape and select the best path forward for MacArthur Park.***

FUNDING

- **PHASE 1:** SCAG's Sustainable Communities Program - Civic Engagement, Equity, and Environmental Justice (SCP CEEEJ) for transportation impact analysis.
- **PHASE 2:** US Department of Transportation's (USDOT) Reconnecting Communities Pilot (RCP) Program for conceptual design, engineering, cost estimation, environmental impact analysis, and community outreach.
- **PHASES 3 & 4:** Currently not funded. City partners will work together to identify funding sources.



CONCEPT SUMMARY

The project team developed five concepts summarized below:

NEIGHBORHOOD TRANSFORMATION

The Neighborhood Transformation concept would remove Wilshire Boulevard and the pedestrian tunnels underneath between Park View Street to Alvarado Street and close the road one block between Park View Street and Carondelet Street. Wilshire Boulevard and its pedestrian tunnels would be removed to add park space and eliminate the steep grades within the park. The park space would be expanded and reimagined with park amenities.

PERMANENT PLAY STREET

The Permanent Play Street concept would close Wilshire Boulevard between Carondelet Street and Alvarado Street to all vehicles, including transit, permanently. Wilshire Boulevard would be transformed into a car-free space. The permanent road closure would allow more frequent community programming and activities throughout the week, and more permanent park amenities and barriers to ensure vehicles do not enter Wilshire Boulevard.

PARK TRANSFORMATION

The Park Transformation is similar to the Neighborhood Transformation concept and would remove Wilshire Boulevard and its pedestrian tunnels between Park View Street to Alvarado Street. However, the block between Park View Street to Carondelet Street would remain open to vehicles. The park space would be expanded and reimagined with park amenities.

BUS PRIORITY

The Bus Priority concept restricts Wilshire Boulevard between Carondelet Street and Alvarado Street to transit vehicles only, improving bus speed and reliability. Pedestrian and bicycle safety would be enhanced due to wider sidewalks and a new midblock crossing. However, restricting vehicle access diverts vehicles to surrounding streets around MacArthur Park.

WEEKEND PLAY STREET

The Weekend Play Street concept closes Wilshire Boulevard between Carondelet Street and Alvarado Street to all vehicles, including transit, on weekends. Transit services and stops may be rerouted on Saturdays and Sundays. Vehicle and transit access remain unchanged during the weekdays.

RECOMMENDED CONCEPT AND STRATEGY

RECOMMENDED CONCEPT

NEIGHBORHOOD TRANSFORMATION

The Neighborhood Transformation concept best achieves the goals of the Reconnecting MacArthur Park project and reflects the community's vision of addressing the long-standing barriers to access, safety, and connectivity. Removing Wilshire Boulevard and pedestrianizing the segment from Park View Street to Carondelet Street enhances connectivity for pedestrians and users of mobility devices throughout the community, expands green space, increases safety, and creates opportunities for recreation, gathering, and socializing.

The team recommends an approach to implementation that authentically engages the community throughout Phases 2, 3 and 4 of the project, delivering near-term improvements to reinforce community trust, and conducting demonstrations to build momentum to advance the long-term vision. Early phases would introduce temporary closures of Wilshire Boulevard, transforming the road into a play street and functioning as part of the park. Additional park improvements such as improving and reopening the tunnels under Wilshire Boulevard and adding lighting and restrooms can occur in advance of the full Neighborhood Transformation build-out to address immediate safety and comfort needs while keeping capital investments to a minimum. Ongoing programming would play a critical role in any temporary closures in order to ensure the space is activated. These early actions are similar to the Weekend Play Street and would provide opportunities to test new programming, observe travel behavior changes, and build public support, leading the way for the full Neighborhood Transformation. Trialing a Play Street allows the City to minimize infrastructure and labor costs while maximizing programming opportunities.

MACARTHUR PARK PERIMETER FENCING PROJECT

In October 2025, the Board of Recreation and Parks Commissioners approved a $2.3 million proposal to install a wrought-iron fence around each half of MacArthur Park. The project intends to address ongoing community concerns about safety and quality of life by limiting entry and exit points during the day and securing the park at night. This will support field crews in making needed improvements, including repairing irrigation systems, replanting trees and landscaping, and maintaining overall cleanliness. Future phases of the Reconnecting MacArthur Park Project will incorporate the fence into the final designs and cost estimates.

Chapter 2

EXISTING CONDITIONS

The Westlake neighborhood surrounding MacArthur Park is a vibrant home to some of Los Angeles' most diverse communities. Mobility, land use, demographics, and environmental conditions in Westlake tell a story of how people near MacArthur Park live and move.

An existing conditions analysis of the project area illustrates the need for increased investment in park space and amenities, transportation safety, shade trees, and park and roadway maintenance.

For Westlake families and individuals, MacArthur Park is not just a destination but a daily part of life; survey data shows that MacArthur Park functions as a neighborhood connector, with many respondents passing through as part of their daily routines.

This chapter provides the key challenges and opportunities that the team identified from the existing conditions analysis that inform design concepts in Chapter 4. The full Existing Conditions Report can be found in Appendix A.

PARK NEED

Although three additional parks, Lafayette Park, Shatto Recreation Center, and Hope and Peace Park, are within one mile of MacArthur Park, Westlake and its surrounding neighborhoods are some of the most park-poor areas in Los Angeles County. The City of Los Angeles' Park Needs Assessment ranked these areas as a top priority for future investment.[1] Although most Westlake residents live within a 10-minute walk to a park, there are only 0.43 acres of parkland per 1,000 residents as compared to the citywide average of 3.3 acres per 1,000 residents. Parks and open spaces offer multiple social and health benefits to communities: people who live closer to parks are more likely to exercise, have better mental health, maintain strong social ties, and have longer life expectancy.

Additional shade is crucial for many places in Los Angeles, where hot and dry summers can leave many people exposed to the elements. The area surrounding MacArthur Park has sparse

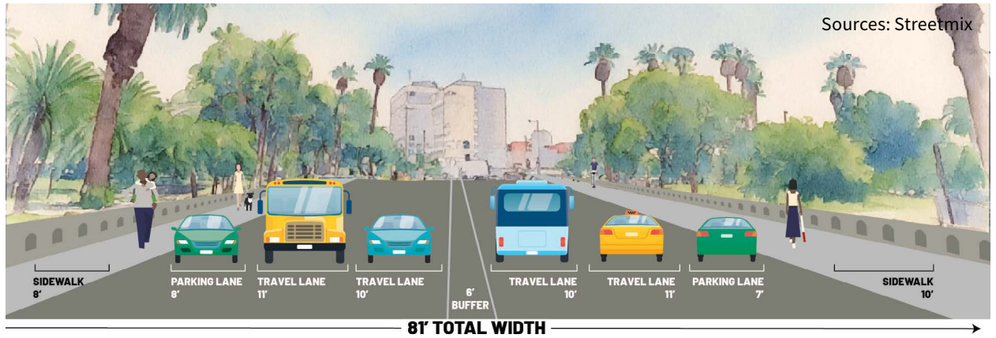


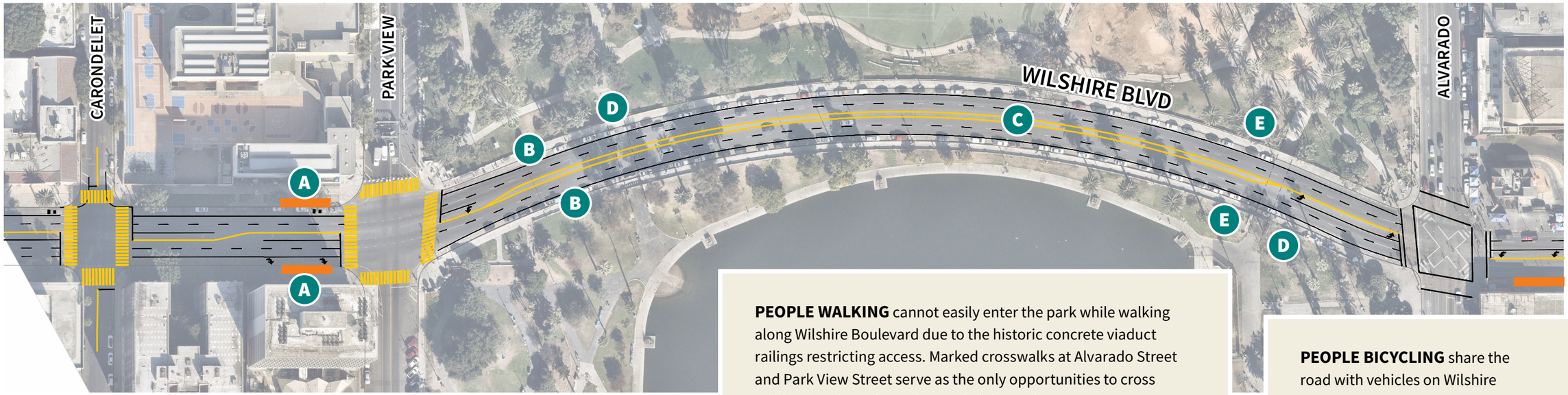
tree canopy with coverage ranging from 4-18%, which is lower than the city's average of 24% coverage. Adding tree canopy to the Westlake neighborhood would help keep neighbors cool and contribute to equitable shade coverage in the city. MacArthur Park is situated close to environmental areas that are hazardous to people's health. The park is approximately one mile from both the 101- and 110-freeways, some of the busiest highways in the country. Vehicle emissions contribute to poor air quality and lead to adverse health effects like asthma and cancer.

[1] City of Los Angeles Department of Recreation and Parks. (2025). Park Needs Assessment. https://needs.parks.lacity.gov/

WILSHIRE BOULEVARD TODAY

Wilshire Boulevard is a Priority Safety Corridor adjacent to many sensitive uses in Westlake. It is adjacent to many schools and senior populations including Charles White Elementary School and St. Barnabas Senior Center along Carondelet Street. In MacArthur Park, it is an elevated roadway that divides the park and is a mobility barrier for many people walking, rolling, and riding bicycles and scooters. Beyond the park, Wilshire Boulevard is unsafe and uncomfortable for people walking or biking due to speeding vehicles, cracked sidewalks, and the lack of shade trees that leave people exposed to sun and heat.





- A Bus stops
- B Curbside parking in both directions
- C Two vehicle travel lanes in each direction
- D Pedestrian tunnel
- E Concrete railing

EXISTING TRAVEL FLOW THROUGH MACARTHUR PARK AND SURROUNDING COMMUNITY

METRO BUS ROUTES 20 AND 720 currently operate along Wilshire Boulevard, one of the busiest transit corridors in the nation. Buses share the road with vehicles and current road design prioritizes fast vehicular movement rather than pedestrians and bicyclists.

PEOPLE WALKING cannot easily enter the park while walking along Wilshire Boulevard due to the historic concrete viaduct railings restricting access. Marked crosswalks at Alvarado Street and Park View Street serve as the only opportunities to cross Wilshire Boulevard at either end of the park. Two pedestrian tunnels under Wilshire Boulevard once connected the north and south halves of the park but are closed to the public today. The Mobility Plan 2035 identifies all major streets surrounding MacArthur Park as Pedestrian Enhanced Districts, arterials identified to receive pedestrian safety improvements that could be prioritized to provide better walking connections to and from major destinations within communities.[2]

[2] Mobility Plan 2035, LADOT. (2016). https://planning.lacity.gov/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

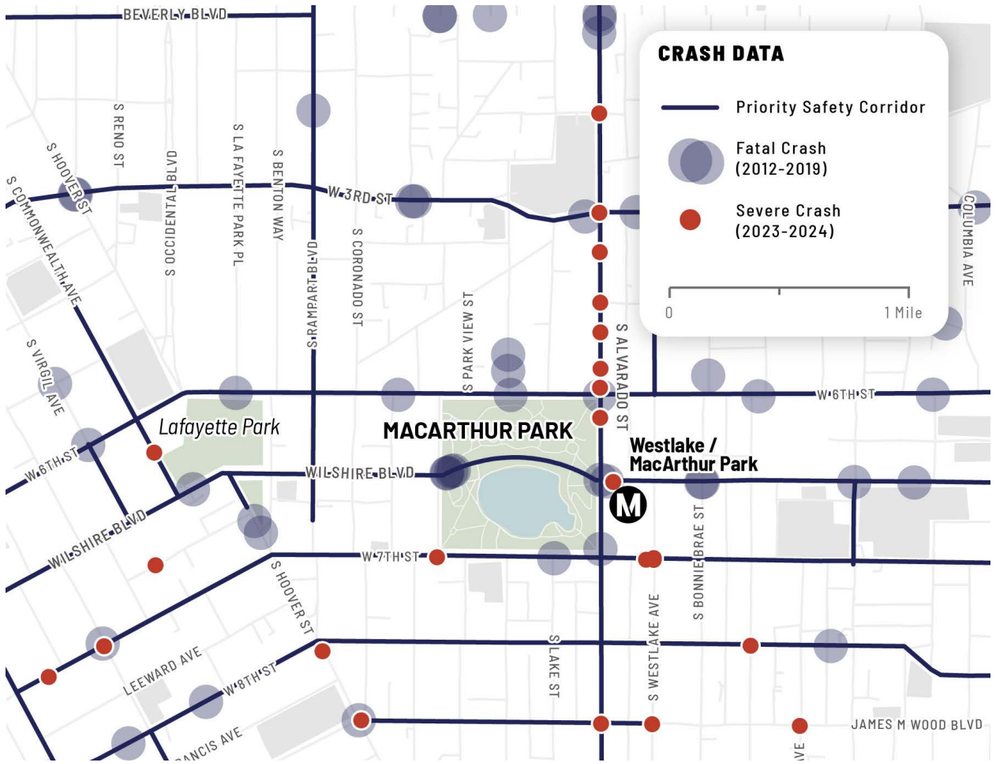
PEOPLE BICYCLING share the road with vehicles on Wilshire Boulevard. Some bicyclists use the sidewalk to avoid conflicts with cars, exacerbating already overcrowded sidewalks. The City's Mobility Plan 2035 proposes Wilshire Boulevard as a Tier 2 bicycle lane, a Class II bikeway or bus/bike lane, to be part of the Bicycle Lane Network.[3]

[3] Ibid.

TRANSPORTATION SAFETY

Improving transportation safety on streets surrounding MacArthur Park is a top priority for the City – just one traffic death is one too many. Most major streets surrounding MacArthur Park are designated Priority Safety Corridors by LADOT, defined as the top 7.5% of City streets where fatal and severe injury collisions are most likely to occur. Collision data demonstrate the incidence of severe and fatal crashes immediately adjacent to MacArthur Park and the streets that surround it, including 5 pedestrian deaths since 2010. The intersection of Wilshire Boulevard and Park View Street represents a hotspot for fatal crashes. Similarly, the intersection of Wilshire Boulevard and Alvarado Street has experienced multiple fatal or severe injury crashes. At the busy southeast corner of MacArthur Park, at 7th Street and Alvarado Street, there have also been fatal crashes. Across all of these intersections, crashes have involved people walking and biking.

Figure 2 Bicycle and Pedestrian Crash Data, Priority Safety Corridor



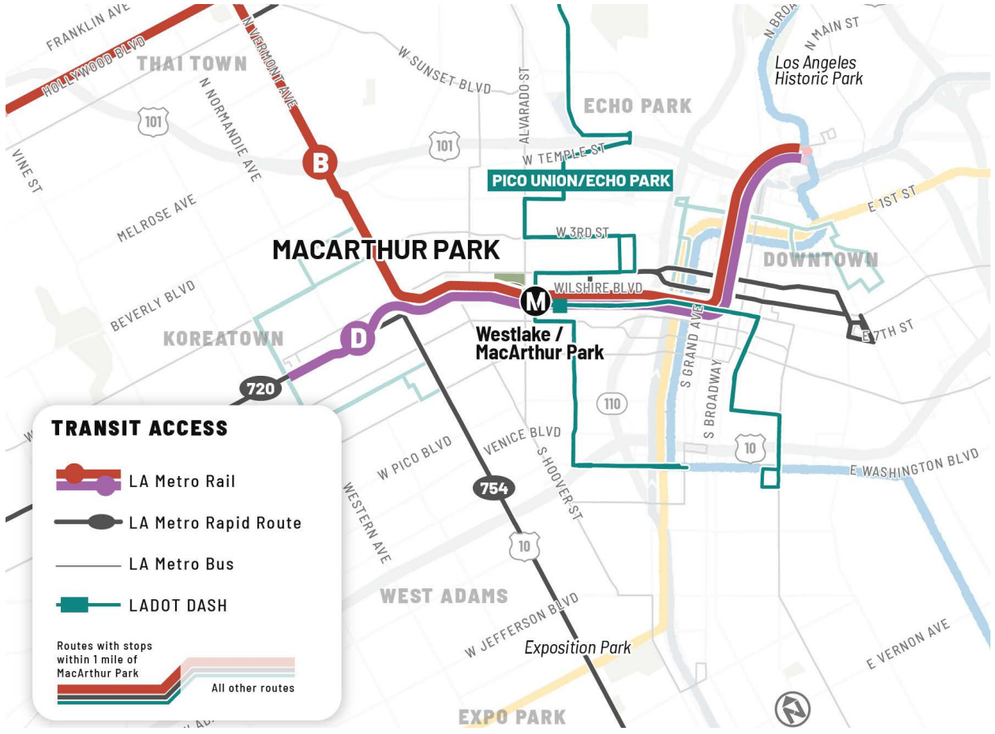
Sources: LADOT's Vision Zero and Safe Routes to School programs, Los Angeles Police Department

TRANSPORTATION NETWORK

Many community members use buses and trains to travel to and from the area. About 13% of Westlake residents rely on transit to get to work, significantly higher than the citywide average of 3%. The Westlake/MacArthur Park Metro Station is one of the busiest in the system, serving the B and D Lines as well as regular and frequent bus routes that connect the neighborhood to destinations across the city.

Major changes are coming to LA's transit network over the next few years as the City prepares for major world events including the 2026 FIFA World Cup and 2028 Summer Games. Metro plans to build a bus rapid transit line along Vermont Avenue to create a key north-south transit connection, and to extend the D Line under Wilshire Boulevard to Westwood/UCLA and the Veteran's Administration Hospital by 2028. Section 1 of the D Line extension opens in May 2026 with three new stations: Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega.

Figure 3 Transit Access to MacArthur Park



Sources: LADOT's Vision Zero and Safe Routes to School programs, Los Angeles Police Department

SOCIOECONOMIC CHARACTERISTICS

Westlake is one of the densest and most culturally diverse neighborhoods in Los Angeles, home to 63 people per acre, compared to the rest of the city, which averages about eight people per acre. 30% of Westlake residents experience overcrowding, significantly higher than the city average of 12%. In an area where open space is limited, MacArthur Park is a community destination with ample space for residents to socialize and gather. The neighborhood serves as a landing stop for many immigrants coming to the United States and nearly 95% of residents in the neighborhood identify as non-white, significantly higher than the city average of 71%. Demographic information (below) paints a more holistic comparison of the MacArthur Park Study Area compared to the rest of the city.

BIPOC POPULATION

MacArthur Park Study Area: 94%

City of Los Angeles: 71%

FOREIGN BORN POPULATION

MacArthur Park Study Area: 53%

City of Los Angeles: 35%

PERSONS WITH POOR ENGLISH PROFICIENCY

MacArthur Park Study Area: 30%

City of Los Angeles: 13%

RENTERS

MacArthur Park Study Area: 37%

City of Los Angeles: 23%

HOUSEHOLDS LIVING BELOW 200% OF POVERTY LINE

MacArthur Park Study Area: 57%

City of Los Angeles: 34%

PERSONS LIVING WITH A DISABILITY

MacArthur Park Study Area: 6%

City of Los Angeles: 5%

COMMUTERS BY PUBLIC TRANSIT

MacArthur Park Study Area: 13%

City of Los Angeles: 3%

OLDER ADULTS

MacArthur Park Study Area: 12%

City of Los Angeles: 14%

ZERO-VEHICLE HOUSEHOLDS

MacArthur Park Study Area: 13%

City of Los Angeles: 4%

YOUTH

MacArthur Park Study Area: 21%

City of Los Angeles: 20%

Sources: ACS 5-Year Estimates, 2023 and OnTheMap, LEHD



COUNCIL DISTRICT 1 (CD1) PARK EFFORTS

While the Reconnecting MacArthur Park project focuses on long-term infrastructure improvements, many of the challenges in and around the park require ongoing, on-the-ground work. The Office of Councilmember Eunisses Hernandez is working with a coalition of public and private partners to address homelessness, public safety, cleanliness, and public health in a comprehensive way. To date, CD1 has helped secure over $27 million in state, federal, and private funding to invest in the infrastructure and overall health of MacArthur Park. CD1 has invested in Peace Ambassadors to reduce and prevent violence, Clean Teams that removed over 2,000 bags of trash from the surrounding area in the last year, and mobile overdose response teams providing life-saving care in real time. CD1 has also partnered with the USC Street Medicine team to deliver wraparound health services to people experiencing homelessness, and invested in solarized streetlights to improve visibility and safety throughout the neighborhood.

Chapter 3

COMMUNITY ENGAGEMENT

Continuous, meaningful engagement with community members and stakeholders has been at the heart of the Reconnecting MacArthur Park project.

In this diverse, multicultural neighborhood where many residents face economic hardship, the project team understood from the outset that the community needed to be involved at every step.

What the team heard from community was a deep desire for tangible changes in the park, concerns about car congestion and gentrification, and ultimately a profound appreciation for the park as a place for gathering, play, and connection to nature. Engagement was a labor of care and commitment led by Central City Neighborhood Partners (CCNP) – including the promotoras and youth ambassadors they recruited and trained. Community insight shaped the project, and the engagement team ensured the process and recommendation reflected the perspectives of people who know the park and Westlake neighborhood best. Near the project's conclusion, the team conducted stakeholder and city staff interviews to gain technical perspectives on making the vision a reality. More details on community engagement findings and events can be found in Appendix B.



PROMOTORAS

Promotoras are trained community liaisons who provide residents with insight into the project. They are trusted representatives who bridge language barriers, answer questions about the project, and support the survey respondents in navigating questions. They participated in the CAC meetings by briefing the team and CAC on what they are hearing from community members.

ENGAGEMENT BY THE NUMBERS



13

COMMUNITY ADVISORY COMMITTEE (CAC) MEETINGS

- A panel of 11 neighborhood leaders advised on the project and uplifted community voices



12

COMMUNITY PROMOTORAS AND YOUTH LEADERS

- A trained team of CCNP's promotoras and youth leaders worked over 1,400 outreach hours



2

COMMUNITY SURVEY WITH 2,520 RESPONSES

- Surveys were available in English and Spanish
- Survey 1 focused on how people used the park and park needs
- Survey 2 evaluated design alternatives for Wilshire Boulevard



62

EVENTS TO COLLECT SURVEYS

- Promotoras and youth ambassadors attended events in MacArthur Park and the surrounding neighborhoods to reach broad audiences



2

FOCUS GROUPS WITH 28 YOUTH AND OLDER ADULT PARTICIPANTS

- Conversations were held with participants at two community-based organizations near to MacArthur Park, Heart of Los Angeles (HOLA) and St. Barnabas Senior Services



2

IN-PERSON OPEN HOUSES AND 1 VIRTUAL OPEN HOUSE

- Open houses were developed as an alternative to Open Streets demonstrations, including Community Boulevard Day which was cancelled due to immigration raids
- Open house events were open to the community to give feedback on design concepts









ENGAGEMENT FINDINGS

WHAT DOES THE COMMUNITY WANT FOR RECONNECTING MACARTHUR PARK?

The Neighborhood and Park Transformation concepts (described further in Chapter 4) emerged as the top preferred options (64% support). Both concepts would fully remove Wilshire Boulevard to create a unified park space. “No change,” or leaving the park as-is, was the least popular option. Community members liked how the Bus Priority, Permanent Play Street, and Weekend-only Play Street concepts would enhance pedestrian safety, accessibility, and park amenities, illustrating the desire for change from current conditions. However, community members also raised concerns about how all concepts would impact vehicular patterns in the neighborhood.

WHAT ARE THE COMMUNITY’S OTHER TOP PRIORITIES?

Survey respondents consistently prioritized safety, park maintenance, and basic amenities over new programming and amenities, signaling that addressing those central concerns should accompany any major modifications of Wilshire Boulevard. Visitors care more about safety and personal comfort than programming or amenities. The lack of usable restrooms is a critical gap; these facilities are essential for families, older adults, people with disabilities, vendors, and those spending extended time in the park.

Feedback from both open houses and through survey responses show a desire for more park space and greenery. Many participants indicate that they would like to see gardens, expanded tree canopy, and improvements to the lake when reimagining MacArthur Park. When describing their favorite aspect of the park, many respondents cite the lake and existing green spaces.



WHO RESPONDED TO THE SURVEYS?

Demographic findings indicate that the engagement reached community members whose daily lives intersect with MacArthur Park. Most respondents spend significant time at the park (over 50% of respondents visit weekly), walk to and around the neighborhood, and often use the park as a connector to other destinations. The majority of survey takers responded in Spanish or identified Spanish as their primary language (84% for Survey 1 and 70% for Survey 2.)

WHAT DO COMMUNITY MEMBERS THINK OF OTHER INFRASTRUCTURE AND PARK CHANGES?

People expressed interest in cultural programming, along with basic amenities such as benches and lighting. Community members expressed both interest and concerns that new programs, like a farmers market, could bring benefits but also contribute to gentrification.

There is overwhelming community consensus (89% support) for reopening and improving the park’s tunnels. Community members also supported reopening the pedestrian tunnels under Wilshire Boulevard if there were additional security measures, improved ventilation to address odors, and public art to enhance placemaking.

RESPONDING TO IMMIGRATION ENFORCEMENT ACTIVITY

During this project, Los Angeles – like many other cities across the country – has been impacted by federal immigration raids. In response, the Reconnecting MacArthur Park team reassessed how to conduct community engagement efforts and made the difficult decision to cancel Community Boulevard Day, the first of three open street events that would have closed Wilshire Boulevard to vehicles within MacArthur Park. The event, originally scheduled for June 21, 2025, was indefinitely postponed and other engagement activities for this project were moved indoors to secure locations or held online. The dignity and wellbeing of the Westlake and MacArthur Park community continue to be the highest priority for this project. Future street activations for the FIFA World Cup 2026 and 2028 Summer Games will provide opportunities for the community to experience a Wilshire Boulevard closure in and around MacArthur Park. Safety for community members attending future events should be a key consideration in event planning.

Chapter 4

CONCEPT DEVELOPMENT AND EVALUATION

The project team planned **five concepts** for Reconnecting MacArthur Park through visioning and development workshops with city and regional partners and engagement activities with community members.

The team conducted a multimodal transportation assessment to examine how each concept can improve transportation safety, enhance transit connections, and support community use of the park. We grounded the analysis in project goals and community feedback of balancing mobility, livability, and equity in and around MacArthur Park. This chapter describes each concept as well as its benefits and tradeoffs. Appendix C provides a full evaluation for each concept and Appendix D provides more details on the transportation analysis.

THE FIVE RECONNECTING MACARTHUR PARK CONCEPTS:

RECOMMENDED CONCEPT



NEIGHBORHOOD TRANSFORMATION



PARK TRANSFORMATION



WEEKEND PLAY STREET



PERMANENT PLAY STREET



BUS PRIORITY

NEIGHBORHOOD TRANSFORMATION

The Neighborhood Transformation concept removes Wilshire Boulevard entirely from Alvarado Street to Park View Street and closes the street between Park View Street to Carondelet Street to expand open space and reconnect the community.

The road closure from Park View Street to Carondelet Street would provide safer pedestrian and bicycle connections by removing conflicts with vehicles. This concept would open 117,650 square feet for new amenities, street furniture, and programming. The Neighborhood Transformation concept would require the most time and upfront funding to build, due to the capital and infrastructure improvements required to remove the street and rebuild that section of the park. However, this concept would require less long-term funding and staff time to maintain compared to other concepts due to the removal of the roadway and creation of new park infrastructure ensuring the most lasting impact. The Neighborhood Transformation concept is recommended for Phase 2 as it best reflects community priorities such as, expanding green space, removing the presence of vehicles within the park boundary, and improving opportunities for recreation and programming. More details on this recommendation are in Chapter 5.

PROPOSED CHANGES

RECOMMENDED CONCEPT



- **A** Intersection and signal modifications to restrict vehicle movements
- **B** 70-feet between curbs for permanent placemaking or multiuse path
- **C** Relocated or removed bus stops
- **D** Intersection closed; Park View St dead ends north and south of Wilshire Blvd
- **E** Roadway removed
- **F** Pedestrian tunnel removed
- **G** Concrete railing removed



Sources: Streetmix

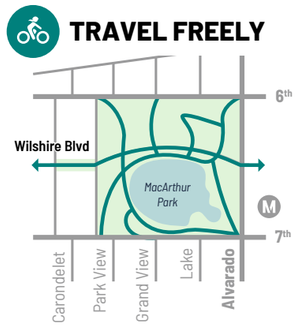
Park 81'

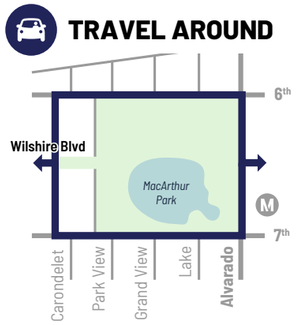
GOALS	BENEFITS	TRADEOFFS
TRAVEL AND CONNECTIVITY	• Would eliminate a segment of the City's Priority Safety Corridors • Would reduce conflicts between drivers and people walking and biking	• Buses and vehicles would be rerouted to neighboring streets
COMMUNITY HEALTH AND WELLBEING	• Complete removal of Wilshire Blvd and concrete railings would maximize park space for recreation and community connection • Would improve air quality with added greenery and no vehicles on Wilshire Blvd	• N/A
PARK AND STREET DESIGN	• Wilshire Blvd, pedestrian tunnels, and concrete railings would be removed to level the ground and reconnect the park • Closure of Wilshire Blvd from Carondelet St and Alvarado St would expand open space and create connections to surrounding areas	• Would remove street parking on Wilshire Blvd
FEASIBILITY	• Would require less long-term funding and staff time to maintain once implemented, similar to the Park Transformation concept	• Would require the most money and time up front relative to other concepts

TRAVEL FLOW CHANGES NEAR THE PARK

Under the Neighborhood Transformation concept, pedestrians and bicyclists would travel freely throughout the park. Metro Bus Routes 20 and 720 would be rerouted. However, Route 720 service may end when the Metro D Line expansion is completed. Cars would travel on streets around MacArthur Park.









COMMUNITY FEEDBACK

Many survey respondents strongly support reuniting MacArthur Park into a continuous park space that enhances walkability, improves environmental quality, and expands recreational amenities. Respondents emphasize that this option's success depends on addressing homelessness, safety, cleanliness, transit access, and vehicle congestion.

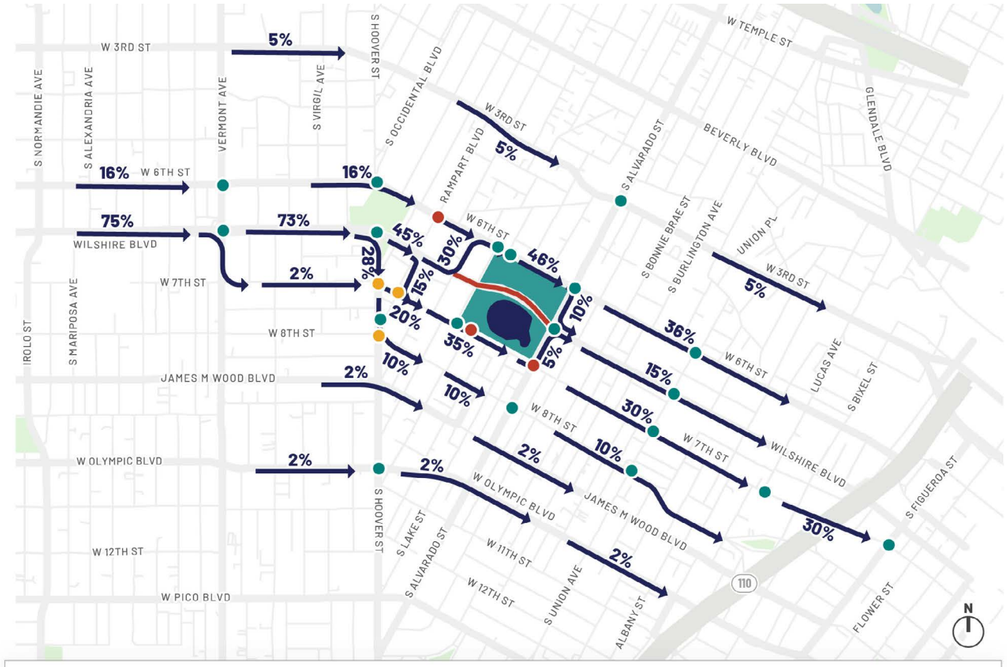
> ***This is great as it contributes to green space and prioritizes pedestrians.***
>
> -Survey Respondent



TRANSPORTATION ANALYSIS

With Wilshire removed from Alvarado to Park View and closed between Park View and Carondelet, drivers would use surrounding streets to travel to, from, and around MacArthur Park. LADOT's transportation model predicts 46% of detour trips would use 6th Street, about 35% of detour trips use 7th Street, and the rest of the trips would use a variety of routes further from the park. Change in delay times are highest at three intersections, notably at 7th and Park View east leg (22 seconds during AM peak time and 15 seconds at PM peak times, 7th and Alvarado (38 seconds at PM peak period), and 6th and Rampart (20 seconds at PM peak period). The model predicts decrease in delay at Wilshire and Alvarado by 15 seconds or more across all time periods. Compared to the Park Transformation concept, this option performs better at 6th and Park View as vehicles disperse earlier rather than concentrating near the park edge.

Figure 4 Project Detoured Trips (Eastbound)



PARK TRANSFORMATION

The Park Transformation concept would remove Wilshire Boulevard between Alvarado Street to Park View Street to create 100,220 square feet of new space to reimagine park amenities.

Similar to the Neighborhood Transformation concept, the Park Transformation concept would require more time and upfront funding compared to other concepts. Once capital changes are made, however, these improvements would require less funding and staff time to maintain. Unlike the Neighborhood Transformation concept, Wilshire Boulevard between Park View Street and Carondelet Street would remain open to vehicle transportation.

PROPOSED CHANGES



- **A** Intersection and signal modifications to restrict vehicle movement
- **B** Bus stops (existing)
- **C** Roadway removed
- **D** Pedestrian tunnel removed
- **E** Concrete railing removed



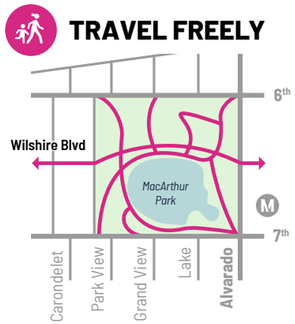
Sources: Streetmix

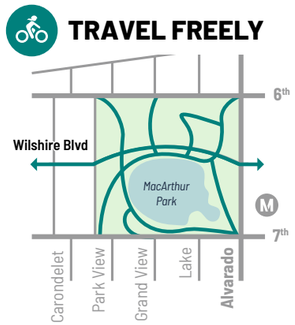
Park
81'

GOALS	BENEFITS	TRADEOFFS
TRAVEL AND CONNECTIVITY	• Would eliminate a segment of the City's Priority Safety Corridors • Would reduce conflicts between drivers and people walking and biking	• Buses and vehicles would be rerouted to surrounding streets
COMMUNITY HEALTH AND WELLBEING	• Complete removal of Wilshire Blvd would maximize park space for recreation and community connection • Would improve air quality with added greenery and no vehicles on Wilshire Blvd	• N/A
PARK AND STREET DESIGN	• Wilshire Blvd, pedestrian tunnels, and concrete railings would be removed to level the ground and reconnect the park	• Would remove parking spaces along Wilshire Blvd
FEASIBILITY	• Would require less long-term funding and staff time to maintain once implemented, similar to the Neighborhood Transformation concept	• Would be expensive and time intensive relative to other design options

TRAVEL FLOW CHANGES NEAR THE PARK

Under the Park Transformation concept, pedestrians and bicyclists would travel freely throughout the park. Metro Bus Routes 20 and 720 would be rerouted. However, Route 720 service may end when the Metro D Line expansion is completed. Cars would travel on streets around MacArthur Park.









COMMUNITY FEEDBACK

Similar to the Neighborhood Transformation concept, many respondents strongly support reuniting MacArthur Park into a continuous park space. Community members emphasized that this option's success depends on addressing homelessness, safety, cleanliness, transit access, and vehicle congestion.

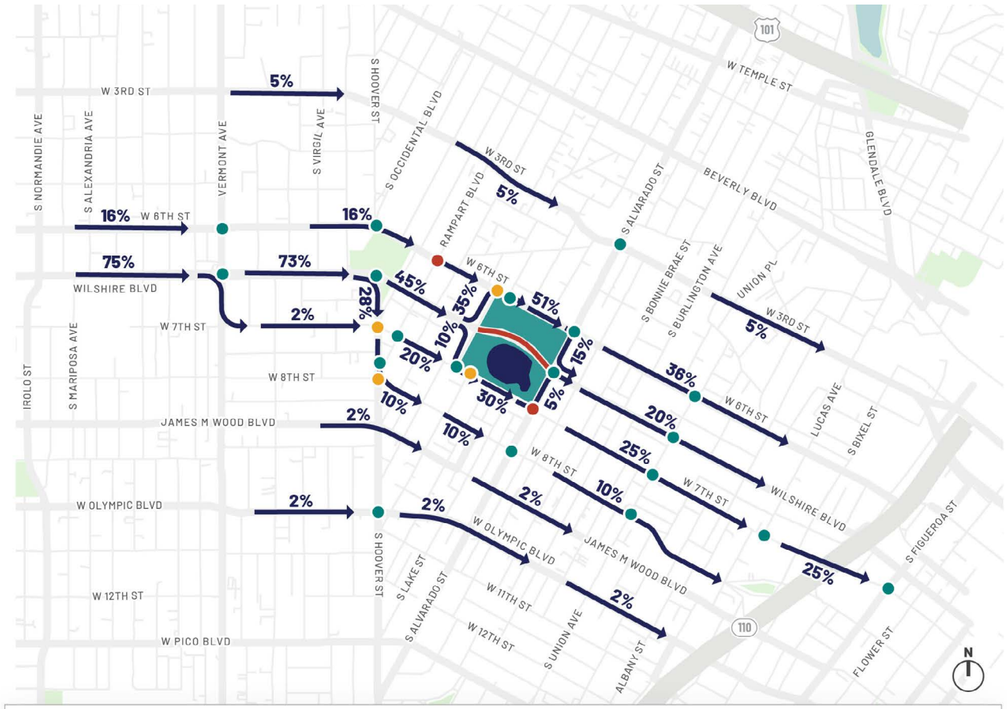
> ***I like more open space to relax and recreate.***
>
> -Survey Respondent



TRANSPORTATION ANALYSIS

With Wilshire Boulevard removed between Alvarado and Park View, drivers would still use surrounding streets to travel to, from, and around MacArthur Park. LADOT's transportation model predicts 51% of detour trips would use 6th Street, about 30% of detour trips would use 7th Street, and the rest of the trips would use a variety of routes further from the park. The model predicts delay times for some intersections along 7th Street could increase during PM peak times, most notably at 7th and Alvarado (33 seconds). 6th and Rampart could see an increase in delay (21 seconds at PM peak). The model predicts decrease in delay by 8-17 seconds at the intersections of Wilshire and Alvarado, and Wilshire and Vermont during both AM and PM peak periods.

Figure 5 Project Detoured Trips (Eastbound)



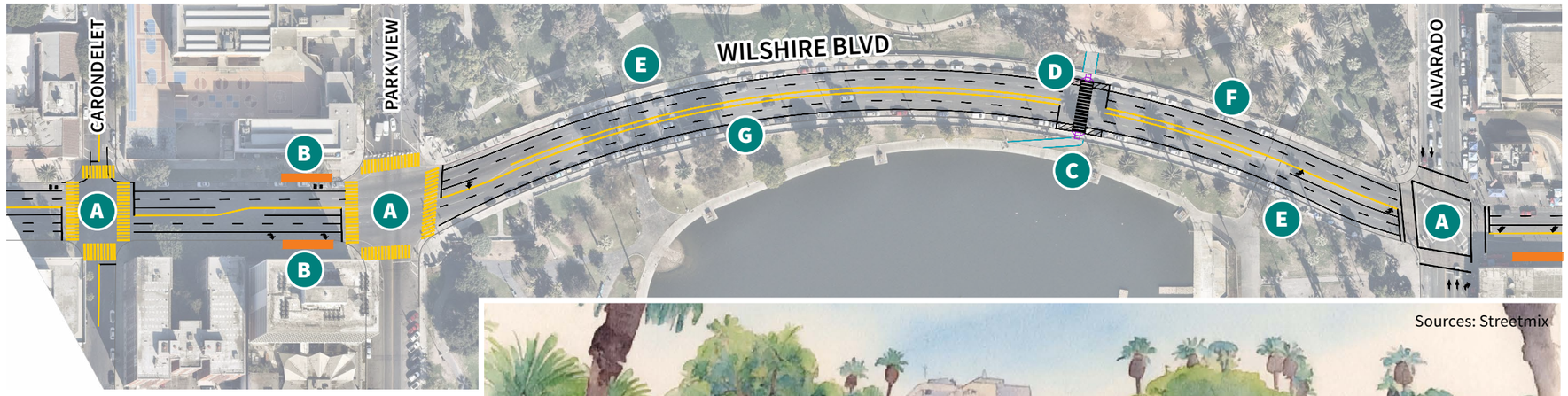
WEEKEND PLAY STREET

The Weekend Play Street concept would temporarily close Wilshire Boulevard between Carondelet Street and Alvarado Street to all vehicles, including buses, on weekends only.

During the roadway closures, Wilshire Boulevard would be open to the community and programmed with temporary street furniture and events. All elements would be removed after the weekend, returning the street to regular vehicle use by Monday. The only permanent infrastructure changes would be a midblock crossing to help parkgoers cross Wilshire Boulevard safely when the street is open to cars. The pedestrian tunnels under Wilshire Boulevard could reopen but would need additional coordination to address cost, maintenance, and safety. This concept would be the most expensive and require ongoing budget commitment due to long-term workforce requirements for weekly programming and transportation closures. Aspects of this temporary Play Street concept are recommended as an interim step to the Neighborhood Transformation concept. This is an opportunity for targeted closures of Wilshire Boulevard to demonstrate the potential of reconnection. More details on this recommendation are in Chapter 5.

PROPOSED CHANGES

RECOMMENDED INTERIM CONCEPT



- **A** Signal modifications and barriers on weekends to restrict vehicle movement
- **B** Bus stops (existing)
- **C** Removed concrete railing segment and ramp on both sides of street
- **D** Midblock crosswalk with pedestrian hybrid beacon
- **E** Potential tunnel reopening
- **F** Concrete railing (existing)
- **G** Curbside parking(existing)



Sources: Streetmix

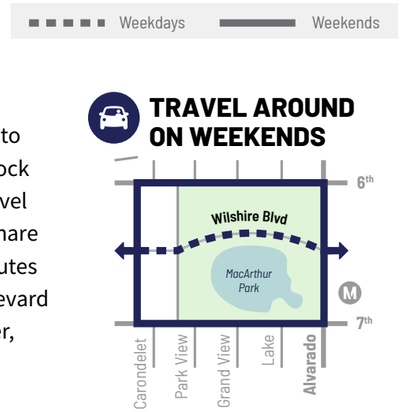
Sidewalk	Parking Lane	Travel Lane	Travel Lane	Buffer	Travel Lane	Travel Lane	Parking Lane	Sidewalk
8′	7′	11′	10′	6′	10′	11′	7′	10′

81′ TOTAL WIDTH

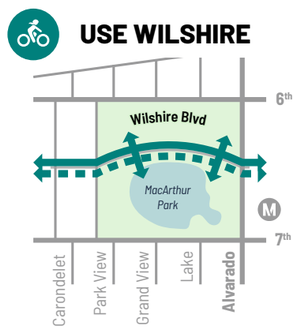
GOALS	BENEFITS	TRADEOFFS
TRAVEL AND CONNECTIVITY	• Crossing Wilshire Blvd would be easier for pedestrians with the midblock crossing and pedestrian beacon • No change to vehicle access on weekdays • Pedestrian tunnels, with added lighting and placemaking, would reopen. Tunnels would provide additional opportunities to connect both sides of the park	• Buses would be rerouted on weekends, possibly causing confusion for riders • Vehicles would be rerouted on weekends, increasing congestion on surrounding streets • Pedestrian tunnels, with added lighting and placemaking, could be reopened with additional funding, and would provide additional opportunities to connect both sides of the park
COMMUNITY HEALTH AND WELLBEING	• More space to walk, bike, stroll, play, and relax on weekends • Better air quality on weekends	• Wilshire Blvd and MacArthur Park would remain as-is on weekdays • Physical barrier of Wilshire Blvd and concrete railings would remain and disconnect the park
PARK AND STREET DESIGN	• Street design would add midblock crossing	• No other changes to park design
FEASIBILITY	• Lowest improvements cost relative to other concepts	• Most costly in long-term due to frequent moving, removing, and maintaining street furniture and park amenities

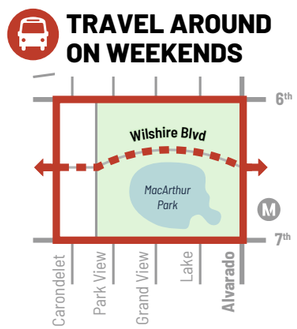
TRAVEL FLOW CHANGES NEAR THE PARK

Under the Weekend Play Streets concept, pedestrians would walk on Wilshire Boulevard freely on weekends but are limited to designated sidewalks, crosswalks at intersections and a midblock crossing during weekdays. Bicyclists would likely be able to travel freely on Wilshire Boulevard on weekends but would need to share a lane with general purpose traffic on weekdays. Metro Bus Routes 20 and 720 would maintain current service along Wilshire Boulevard during weekdays but would be rerouted on weekends. However, Route 720 service may end when the Metro D Line expansion is completed. Vehicles can continue on Wilshire Boulevard as-is on weekdays but would be diverted around MacArthur Park to surrounding streets, such as 6th Street or 7th Street, on weekends.









COMMUNITY FEEDBACK

Many respondents like the idea of closing Wilshire Boulevard to create more space for walking, community events, and family activities. At the same time, there are repeated concerns about vehicle congestion, safety, cleanliness, and the potential for increased homelessness and drug activity. Some respondents wonder why not commit to a full removal if the goal is reconnection.

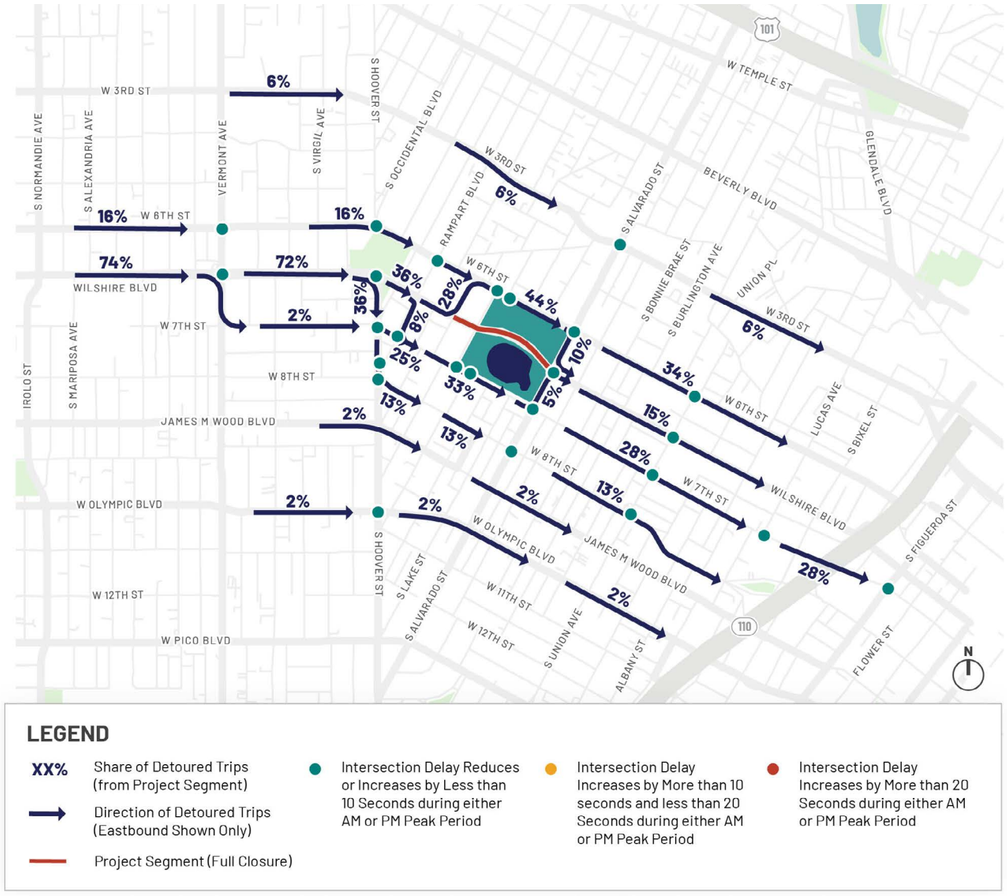
> ***This is a logistical commitment that requires long-term maintenance.***
>
> -Survey Respondent

TRANSPORTATION ANALYSIS

With Wilshire closed on weekends, drivers would use surrounding streets to travel to, from, and around MacArthur Park. LADOT's transportation model predicts 44% of detour trips would use 6th Street, about 33% of detour trips use 7th Street, and the rest of the trips will use a variety of routes further from the park.

The model predicts minimal increase in delay times for intersections around the park, with 7th and Hoover experiencing the highest delay of 6 seconds. The model predicted some decrease in delays, most notably at Wilshire and Alvarado (-15.4 seconds). Weekday transportation would remain as-is.

Figure 6 Project Detoured Trips (Eastbound)



PERMANENT PLAY STREET

The Permanent Play Street concept would close Wilshire Boulevard between Alvarado Street and Carondelet Street to vehicles.

Unlike the Weekend Play Street concept, this portion of Wilshire Boulevard would be closed every day. Transit services and cars would be rerouted to surrounding streets. The permanent road closure would allow more frequent community programming and activities throughout the week. Park amenities and street furniture could be added to the road, and permanent barriers like additional sidewalk and transportation signage would be installed to ensure vehicles do not enter Wilshire Boulevard. There is an opportunity to reopen the gated pedestrian tunnels under Wilshire Boulevard, but this would need additional coordination to address cost, maintenance, and safety.

> ***I like the potential of mixed use of the space, from cultural events to farmers markets.***
>
> -Survey Respondent

PROPOSED CHANGES



- **A** Intersection and signal modifications to restrict all movement
- **B** 70-feet between curbs for permanent placemaking
- **C** Relocated or removed bus stops
- **D** 63-feet between curbs for permanent placemaking, multi-use path, and programming
- **E** Potential tunnel reopening
- **F** Concrete railing (existing)



Sources: Streetmix

Sidewalk	Outdoor Dining	Food Truck	Buffer	Planting Strip	Buffer	Parklet	Sidewalk
10′	8′	15′	7.5′	15′	7.5′	8′	10′

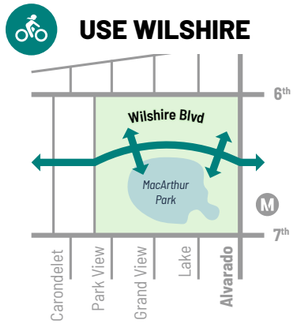
81′ TOTAL WIDTH

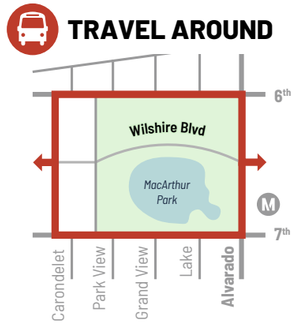
GOALS	BENEFITS	TRADEOFFS
TRAVEL AND CONNECTIVITY	• Pedestrians and bicyclists could freely cross Wilshire Blvd • Removes this segment of Wilshire Blvd from the City's designated Priority Safety Corridors	• Buses and drivers would be rerouted to neighboring streets, increasing vehicle travel on surrounding streets
COMMUNITY HEALTH AND WELLBEING	• More open space for programmed activities and walking, biking, and playing • Improved air quality with no vehicles on Wilshire Blvd	• Parking spaces removed along Wilshire Blvd
PARK AND STREET DESIGN	• Parkgoers could travel freely across Wilshire Blvd	• Wilshire Blvd and concrete railings would remain and disconnect the park
FEASIBILITY	• Moderate to high-cost relative to other design options	• Would require installation and regular maintenance of vehicle barriers and street furniture

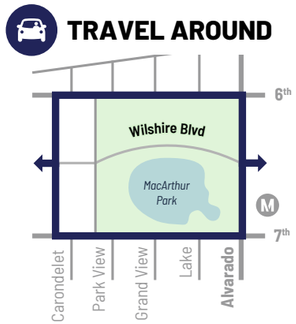
TRAVEL FLOW CHANGES NEAR THE PARK

Under the Permanent Play Streets concept, pedestrians and bicycles would use Wilshire Boulevard freely. Metro Bus Routes 20 and 720 and vehicles would be diverted around MacArthur Park to surrounding streets, such as 6th Street or 7th Street. However, Route 720 service may end when the Metro D Line expansion is completed.









COMMUNITY FEEDBACK

Like the Weekend Play Street concept, community members liked the idea of more space for community events and family activities. However, frequent programming, additional street furniture, and shade will be needed to make the open asphalt on Wilshire Boulevard more inviting. Many respondents would want to see a strong commitment to ongoing maintenance, security, lighting, and a plan to address homelessness.

Me gusta que vaya a ver mas espacio al aire libre para caminar y/o descansar. También me gusta que puedan usar el espacio para eventos comunitarios. Me preocupa que se quede igual el parque o que estos espacios sean usados para actividades ilícitas.

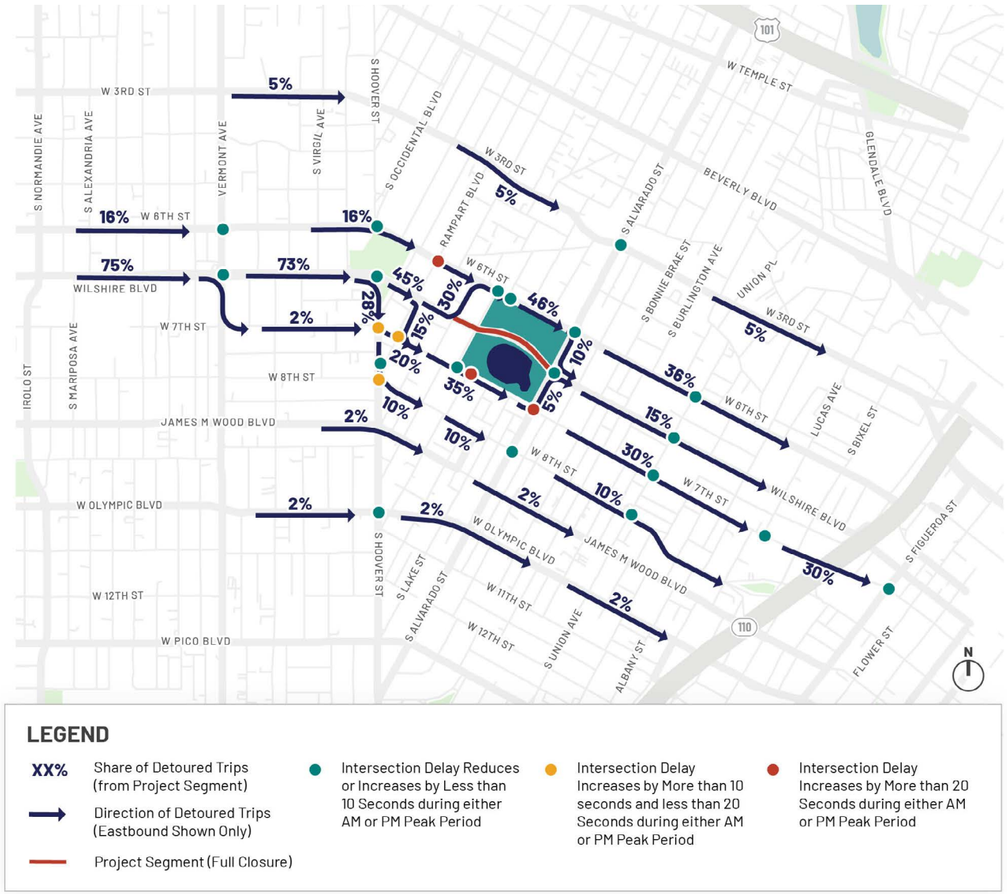
I like that there will be more open space for walking and/or relaxing. I also like that they can use the space for community events. I'm worried that the park will stay the same or that these spaces will be used for illegal activities.

-Survey Respondent

TRANSPORTATION ANALYSIS

With Wilshire closed, drivers would use surrounding streets to travel to, from, and around MacArthur Park. LADOT's transportation model predicts 46% of detour trips would use 6th Street, about 35% of detour trips use 7th Street, and the rest of the trips would use a variety of routes further from the park. Delay times for intersections near the park show an increase, notably 7th and Park View's east leg (22 seconds at AM peak), and 7th and Alvarado (38 seconds at PM peak), and 6th and Rampart (20 seconds at PM peak). At the same time, the model shows a decrease in delay at Wilshire and Alvarado of 15 seconds or more at AM and PM peaks.

Figure 7 Project Detoured Trips (Eastbound)



BUS PRIORITY

The Bus Priority concept would restrict Wilshire Boulevard between Carondelet Street and Alvarado Street to transit vehicles only.

Dedicated bus lanes would improve transit speed and reliability and upgraded transit amenities would improve the transit waiting experience. Pedestrian and bicycle travel and comfort would improve with wider sidewalks, a new midblock crossing, and some segments of the concrete railings removed. Restricting vehicle access would divert cars to surrounding streets in the Westlake neighborhood. There is an opportunity to reopen the pedestrian tunnels under Wilshire Boulevard, but this would require additional coordination to address cost, maintenance, and safety.

> ***This corridor has a very high ridership for buses. I think this mode should be prioritized. Without any shade in the street, I am not sure how well used it would be as a pseudo plaza.***
>
> -Survey Respondent

PROPOSED CHANGES



- **A** 26-foot sidewalk extension
- **B** Curb extensions shorten crossing distances
- **C** Removed conrete railing segment and ramp on both sides of street
- **D** Midblock crosswalk with pedestrian hybrid beacon
- **E** Potential tunnel reopening
- **F** Concrete railing (existing)

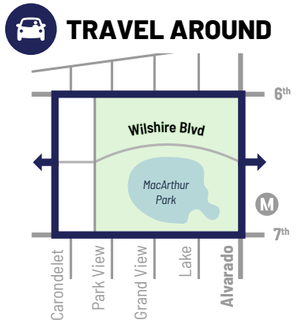


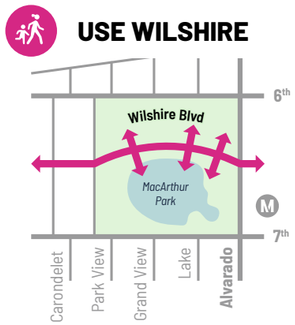
Sources: Streetmix

GOALS	BENEFITS	TRADEOFFS
TRAVEL AND CONNECTIVITY	• Crossing Wilshire Blvd would be easier for pedestrians with a midblock crossing and pedestrian beacon • Quicker, more reliable bus travel • Reduced conflicts between travel modes	• Drivers would be rerouted to neighborhood streets, increasing vehicle travel on surrounding streets • People walking and biking must be cautious of buses when crossing Wilshire Blvd
COMMUNITY HEALTH AND WELLBEING	• New connections into the park with segment of concrete railing removed • Improved accessibility for people walking, rolling, or using mobility devices on sidewalks	• No new programming or public activation is proposed for this concept • Parking spaces removed along Wilshire Blvd
PARK AND STREET DESIGN	• New connections into the park with segment of concrete railing removed • Improved accessibility for people walking, rolling, or using mobility devices on sidewalks	• Wilshire Blvd and concrete railings would remain and disconnect the park
FEASIBILITY	• Moderate cost relative to other design options	• Requires road restriping, transit signal enhancement, improved bus stops, widened sidewalks with additional engineering and utility work

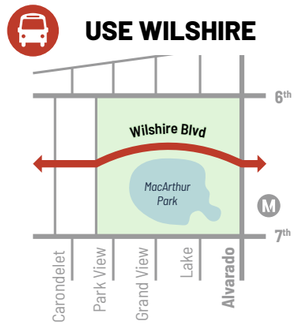
TRAVEL FLOW CHANGES NEAR THE PARK

Under the Bus Priority concept, pedestrian access and flow would remain mostly unchanged except for a signalized midblock crossing which would provide a safer opportunity to cross Wilshire Boulevard and enter MacArthur Park. Bicyclists could have a dedicated space through a shared-use path as part of the sidewalk extension and would not have to share space with buses or pedestrians. Metro Bus Routes 20 and 720 could maintain current service along Wilshire Boulevard. However, Route 720 service may end when the Metro D Line expansion is completed. Vehicles would be diverted around MacArthur Park to surrounding streets, such as 6th Street or 7th Street.









COMMUNITY FEEDBACK

Many respondents support the bus priority lane for transit access, pedestrian safety, and park connectivity, but there are repeated concerns about transportation impacts, homelessness, and safety. Many respondents mentioned the importance of public transportation in the area, but that this concept does not reconnect the park or provide additional green space.

> ***If the full idea is to make the park connected, family friendly and to give more green spaces, this [bus priority concept] misses the mark.***
>
> -Survey Respondent

TRANSPORTATION ANALYSIS

With Wilshire Boulevard closed, drivers would use surrounding streets to travel to, from, and around MacArthur Park. LADOT's transportation model predicts 48% of detour trips would use 6th Street, about 33% of detour trips would use 7th Street, and the rest of the trips would use a variety of routes further from the park. Some intersections around the park see increases in delay that are considered tolerable, including 7th and Hoover (21 seconds during AM peak, considered an acceptable delay), and 7th and Alvarado (32 seconds at PM peak).

Figure 8 Project Detoured Trips (Eastbound)



EVALUATION

The evaluation found that:

1

The **NEIGHBORHOOD TRANSFORMATION** and **PARK TRANSFORMATION** concepts provide the most benefit to community health, play, and green space.

2

The **PERMANENT PLAY STREET** concept offers a balance of feasibility and benefits.

3

The **BUS PRIORITY** concept enhances transit operations and reduces conflicts between different travel modes.

4

The **WEEKEND PLAY STREET** provides the least benefit because of its temporary nature.



GOAL AND CRITERIA	★ NEIGHBORHOOD TRANSFORMATION	PARK TRANSFORMATION	WEEKEND PLAY STREET	PERMANENT PLAY STREET	BUS PRIORITY
TRAVEL AND CONNECTIVITY: Improve bus, bike, and pedestrian connections to, from, and around the park and neighborhood.					
Transportation safety	Significant improvement	Significant improvement	Neutral/minimal improvement	Significant improvement	Improvement
Biking and walking	Significant improvement	Significant improvement	Neutral/minimal improvement	Improvement	Improvement
Transit access	Improvement	Improvement	Negative impact	Neutral/minimal improvement	Significant improvement
Vehicle congestion	Negative impact	Negative impact	Neutral/minimal improvement	Negative impact	Negative impact
Vehicle miles traveled	Significant improvement	Significant improvement	Neutral/minimal improvement	Significant improvement	Significant improvement
Transit operations	Negative impact	Negative impact	Neutral/minimal improvement	Negative impact	Significant improvement
COMMUNITY HEALTH AND WELLBEING: More opportunities for gathering, socializing, and playing					
Green space	Significant improvement	Significant improvement	Neutral/minimal improvement	Improvement	Neutral/minimal improvement
Recreation and social activity	Significant improvement	Significant improvement	Neutral/minimal improvement	Improvement	Neutral/minimal improvement
Public space activation	Significant improvement	Significant improvement	Neutral/minimal improvement	Improvement	Neutral/minimal improvement
PARK AND STREET DESIGN: Create a unified and accessible park space.					
Park connectivity	Significant improvement	Significant improvement	Neutral/minimal improvement	Improvement	Neutral/minimal improvement
Park space design	Significant improvement	Significant improvement	Neutral/minimal improvement	Improvement	Neutral/minimal improvement
Accessible/universal design	Significant improvement	Significant improvement	Neutral/minimal improvement	Improvement	Improvement
FEASIBILITY: Ability to secure funding and ensure timely project completion.					
Cost to construct	$$$$	$$$$	$	$$	$$$
Cost to maintain	$$	$$	$$$	$$	$$
Time spent to construct	4+ years	2-4+ years	6 months or less	1-2 years	1-2 years

Chapter

5

RECOMMENDATIONS

Phase 1 of the Reconnecting MacArthur Park project included the development and evaluation of five concepts for reconnecting the park.

For each concept, the project team defined key physical components, assessed high-level transportation impacts, gathered community input, and evaluated performance relative to established project goals.



All five concepts will advance into Phase 2 and will be subject to further study under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Maintaining flexibility at this stage preserves the City's ability to pursue any of the concepts as environmental review and design are refined.

At the close of Phase 1, however, it is important to synthesize the findings of technical analysis and community engagement to identify a preferred direction. While maintaining future flexibility, distinguishing a recommended concept elevates the work completed to date, reflects the level of community support expressed through engagement activities, and provides focus for the next phase of the project.

Identifying a preferred concept does not eliminate other options from consideration. Rather, it establishes a clear end goal that can guide Phase 2 analysis, supports continued engagement, and allows the City to begin building support and momentum around the concept that most comprehensively meets the project and community's goals while creating safe and connected streets that enhance the quality of life.

PHASE 1 RECOMMENDATION

Based on the combined findings of transportation analysis, community engagement, and performance evaluation, the **NEIGHBORHOOD TRANSFORMATION** concept is recommended as the preferred concept moving into Phase 2.

RECOMMENDED CONCEPT

The Neighborhood Transformation concept includes:

- Full removal of Wilshire Boulevard between Alvarado Street and Park View Street
- Permanent closure of Wilshire Boulevard between Park View Street and Carondelet Street
- Reunification of the north and south portions of MacArthur Park into a continuous open space
- Rerouting of vehicular travel to surrounding streets



This concept most directly restores the physical continuity of the park and expands usable green space in the Westlake neighborhood. Study findings which contribute to this recommendation include:

ADVANCEMENT OF PROJECT GOALS

Across goal areas - safety, connectivity, environmental quality, and community vitality - the Neighborhood Transformation concept demonstrates the greatest overall benefit. It most directly addresses the historic condition of Wilshire Boulevard dividing the park, reunifying the space in a way that responds to the project's core purpose. It expands green space, removes the presence of vehicles within the park boundary, and improves opportunities for recreation and programming.

COMMUNITY SUPPORT

This concept received the highest level of support of the five options listed in the second community survey and received positive support from many CAC members. Elevating this concept reflects the expressed preferences of community members. Community concerns with this concept were focused on existing conditions, including current day safety and cleanliness, which can be improved prior to the project implementation, and potential transportation impacts, which are expected to be nominal.

TRANSPORTATION FINDINGS

Transportation analysis indicates that while the Neighborhood Transformation concept results in traffic redistribution and localized delay increases, impacts are reasonable and manageable within the surrounding street network. While some delay increases occur on adjacent corridors, overall network performance remains functional. This option performs better at 6th and Park View than the Park Transformation because vehicles disperse earlier rather than concentrating near the park edge. The safety benefits associated with removal outweigh the measured operational impacts.

SAFETY BENEFITS

There are substantial safety benefits associated with this concept, including:

- Removing a segment designated as a Priority Safety Corridor from within the park
- Eliminating the fatal collision hotspot at Park View Street and Wilshire Boulevard
- Slowing of cars on 6th Street and 7th Street, both Priority Safety Corridors and adjacent to elementary schools and neighborhood destinations



While the benefits of the Neighborhood Transformation concept are substantial, a number of key issues should be considered as the concept moves forward in Phase 2:

- Higher construction cost relative to other concepts
- Longer implementation timeline
- Concerns about expanding park area if safety and maintenance challenges are not addressed
- Potential rerouting of local bus service, (currently the 720 Rapid, though that service may not operate at implementation because the Metro D Line extension to the west side will be complete)

IMPLEMENTATION STRATEGY

The Neighborhood Transformation concept involves the most extensive construction and therefore carries the longest anticipated implementation timeline. More advanced cost estimates and phasing strategies will be developed in a future phase.

Because implementation will require a longer lead time, this period should be used strategically to build and maintain community support.

Community engagement indicated that safety, cleanliness, maintenance, and amenities are immediate priorities. Addressing these concerns in advance of full reconnection can reinforce trust and build momentum toward long-term transformation.

INTERIM ACTIONS

Several near-term actions can be prioritized ahead of the reconnection:

- **COMPLETE PLANNED CAPITAL INVESTMENTS ALREADY IN DEVELOPMENT** including the fence, rehabilitation of park amenities, stormwater capture project that will create wetlands and a treatment feature, and increased investment in maintenance and park operations.
- **REOPEN AND IMPROVE PEDESTRIAN TUNNELS**, which received community support and could restore connectivity in advance of full removal. Coordinate tunnel improvements with fence construction to maximize safety and maintain connectivity.
- **LEVERAGE PLANNED FENCING** to improve maintenance, add amenities, and ensure visible reinvestment.

Significant permanent capital investments should not be made to Wilshire Boulevard if the long-term vision remains full removal. Roadway or bike/pedestrian improvements that would later be removed could create controversy or delay implementation. If interim treatments are deployed, they should use temporary or quick-build materials.

TEMPORARY PLAY STREETS DEMONSTRATIONS

Aspects of the Weekend Play Street concept provide an opportunity to conduct targeted closures of Wilshire Boulevard to demonstrate the potential of reconnection.

These activations can:

1. Test programming concepts
2. Build public familiarity with closure
3. Gather additional feedback
4. Build support for long-term removal

A weekly recurring Play Street as studied in Phase 1 could create ongoing operational costs. Instead, targeted deployments aligned with events or Phase 2 outreach milestones are recommended and can be further explored in future phases of study.

OTHER CONSIDERATIONS AND SUPPORTIVE ACTIONS

The engagement process surfaced a key takeaway: while this study focuses on transportation and physical reconnection, community feedback underscored that these changes cannot be considered in isolation from broader neighborhood conditions. For the project to have its intended impact, supportive actions beyond the direct scope of this study will be necessary to reinforce safety, stability, and long-term community benefit.

FENCING OF MACARTHUR PARK

Unrelated to this study, the City is planning to construct a wrought iron fence around both halves of MacArthur Park. The stated intention is to address safety and maintenance challenges by closing the park at night.

This action presents considerations for Reconnecting MacArthur Park. At night, fencing will create an impermeable barrier for neighborhood travel, forcing pedestrians onto 6th Street, 7th Street, Wilshire Boulevard, and Alvarado Street – all designated Priority Safety Corridors by LADOT. If the park were to be fully reconnected, as recommended by the Neighborhood and Park Transformation concepts, pedestrians would be further inconvenienced to circumvent the fence barrier.

Close coordination with the Department of Recreation and Parks will be necessary to ensure future reconnection plans are considered in fence design. The fence along Wilshire Boulevard would ultimately need to be removed and reconstructed if full reconnection is implemented.

GENTRIFICATION AND DISPLACEMENT

Community members expressed concerns that park investment could contribute to gentrification and displacement in the Westlake neighborhood.

For the Reconnecting MacArthur Park Project to achieve its intended outcome, expanding park access, improving health and safety, and enhancing quality of life for existing residents, it is critical that anti-displacement strategies advance in step with implementation. Unmitigated displacement would repeat patterns of injustice associated with the original division of the park.

Westlake experiences high displacement risk, particularly among low-income renters. Displacement is complex, multi-dimensional, and occurs in both residential & non-residential contexts, including:

- Indirect Displacement: Residents and businesses no longer remain in or can move into the neighborhood because of evolving economic market and culture shifts (e.g., rent is too expensive.)

- Cultural: Market shifts create loss of core local customers and/or cultural institutions are no longer supported (e.g., small businesses close.)

Research indicates that a combination of protection, preservation, and production strategies is most effective in mitigating displacement:

- Protection: tenant protections, counseling, cash assistance, rent stabilization
- Production: market-rate and subsidized housing
- Preservation: restrictions on conversion, community land trusts, tenant opportunity to purchase

The longer implementation timeline for the Neighborhood Transformation concept provides an opportunity to develop a comprehensive anti-displacement strategy in advance of construction.

VENDORS

Vendor presence in and around MacArthur Park is a defining characteristic of the area. As reconnection planning continues, thoughtful integration of vendors into the long-term vision for the park should be explored in future outreach and design phases.

COUNCIL DISTRICT 1 360° CARE-FIRST APPROACH

The Council Office is currently delivering ongoing initiatives in the area to address homelessness, safety, and cleanliness, including:

- Respite Center services
- USC Field Medicine Team coordination
- Mobile Overdose Response Team
- Peace Ambassadors
- Community Clean Teams

These efforts align with community concerns identified during engagement and can support broader project goals.

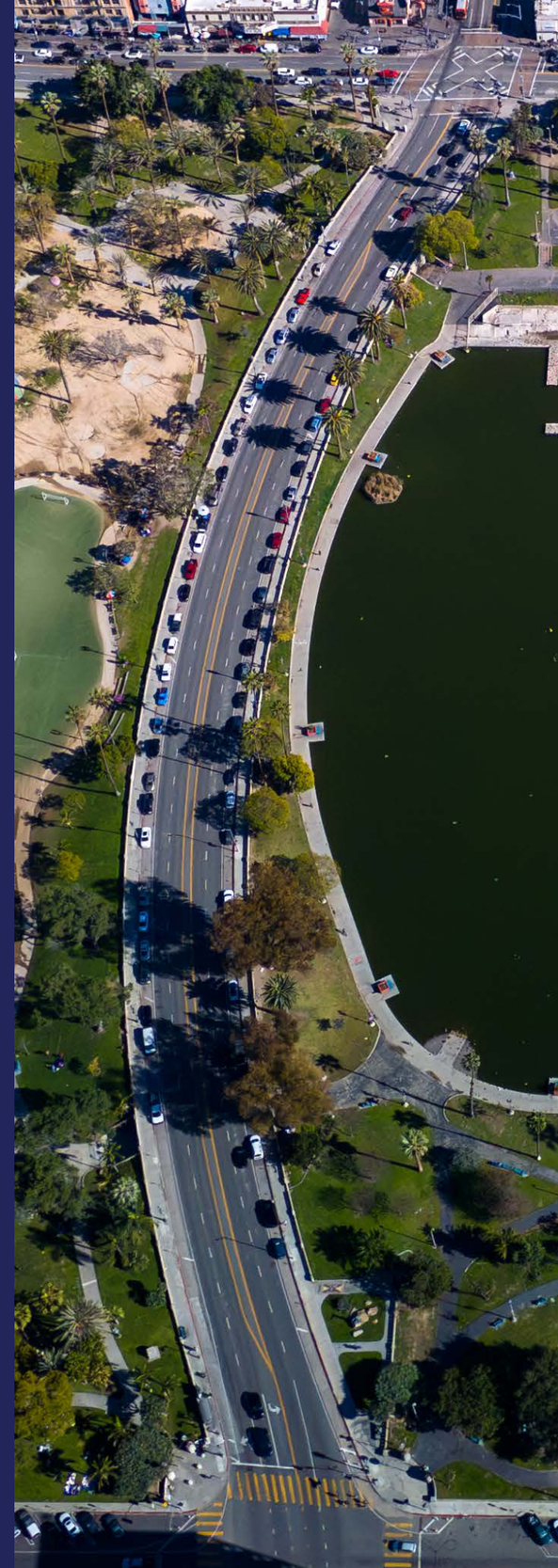
NEXT STEPS

All five concepts, including a no-build concept, will advance into environmental review during Phase 2 under National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA).

PHASE 2 WILL INCLUDE:

- Comprehensive environmental impact analysis of permanently closing Wilshire Boulevard between Alvarado Street and Carondelet Street
- Evaluation of redesigning and reengineering MacArthur Park as a whole park between Alvarado Street and Park View Street
- Development of a preliminary conceptual design for permanent closure between Park View Street and Carondelet Street

This work, combined with Phase 1, will be used to pursue additional funding for further technical design development and construction.



Reconnecting

MACARTHUR PARK

APRIL 2026