

Safe Routes for Seniors Pilot Neighborhood Plan

EXPOSITION/ CRENSHAW



Acknowledgements

Council District 1

Council District 5

Council District 8

Council District 10

Council District 14

Council District 15

**Los Angeles
Department of Aging**

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Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change.



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Chapter 1

Executive Summary

Why Safe Routes for Seniors?

Safe Routes for Seniors (SRFS) is a proactive response to the mobility and safety needs of older adults in urban environments. The needs of older adults are not typically reflected in the way sidewalks, bike lanes, and roadway crossings are designed and built. When hit by a vehicle traveling 20 mph, pedestrians aged 65 and older face a fatality risk triple that of pedestrians aged 25–64.¹ A 70-year-old pedestrian struck at 20 mph experiences the same likelihood of severe injury as a 30-year-old struck at 32 mph.² Traffic safety concerns can result in older adults choosing to stay home, which increases social isolation.

In 2022, Los Angeles Department of Transportation (LADOT) initiated the SRFS pilot program to address the needs of older adults. LADOT has produced five SRFS Neighborhood Plans with infrastructure recommendations for transportation safety improvements.

These recommendations are based on needs identified by older adults who live or frequently visit each neighborhood. They are designed to significantly enhance safety and accessibility, reduce the incidence of crashes involving older adults, and improve the overall quality of life in the pilot neighborhoods. This older adult-informed initiative is especially important, as the population of older adults in Los Angeles is projected to continue to grow significantly.

Safe Routes for Seniors not only addresses immediate concerns for older adults, but it also sets a precedent for future urban planning that centers the stated needs of older adults in order to support their overall well-being.



- 1 Leaf, W. A. & Preusser, D. F. (1999). Literature Review on Vehicle Travel Speeds and Pedestrian Injuries (DOT HS 809 021). Washington, DC: U.S. Department of Transportation. NHTSA.
- 2 Tefft, B. C. (2013) Impact speed and a pedestrian's risk of severe injury or death, Accident Analysis & Prevention, Volume 50, 871-878.

Neighborhood Mobility Opportunities and Challenges



Older adults who participated in project surveys stated they primarily move around in Exposition/Crenshaw by driving themselves (76%).



Key transportation safety concerns identified through community engagement were that **people drive too fast, intersections feel dangerous, and sidewalks are missing or in poor condition.**



Reported transportation safety issues were concentrated along **Martin Luther King Jr. Boulevard, Jefferson Boulevard, and Adams Boulevard.**



Collisions in the neighborhood that involved older adults walking and biking mainly occurred at intersections and during daytime hours, with 18% resulting in severe injuries or fatalities.

Pilot Neighborhood Plan: Exposition/Crenshaw

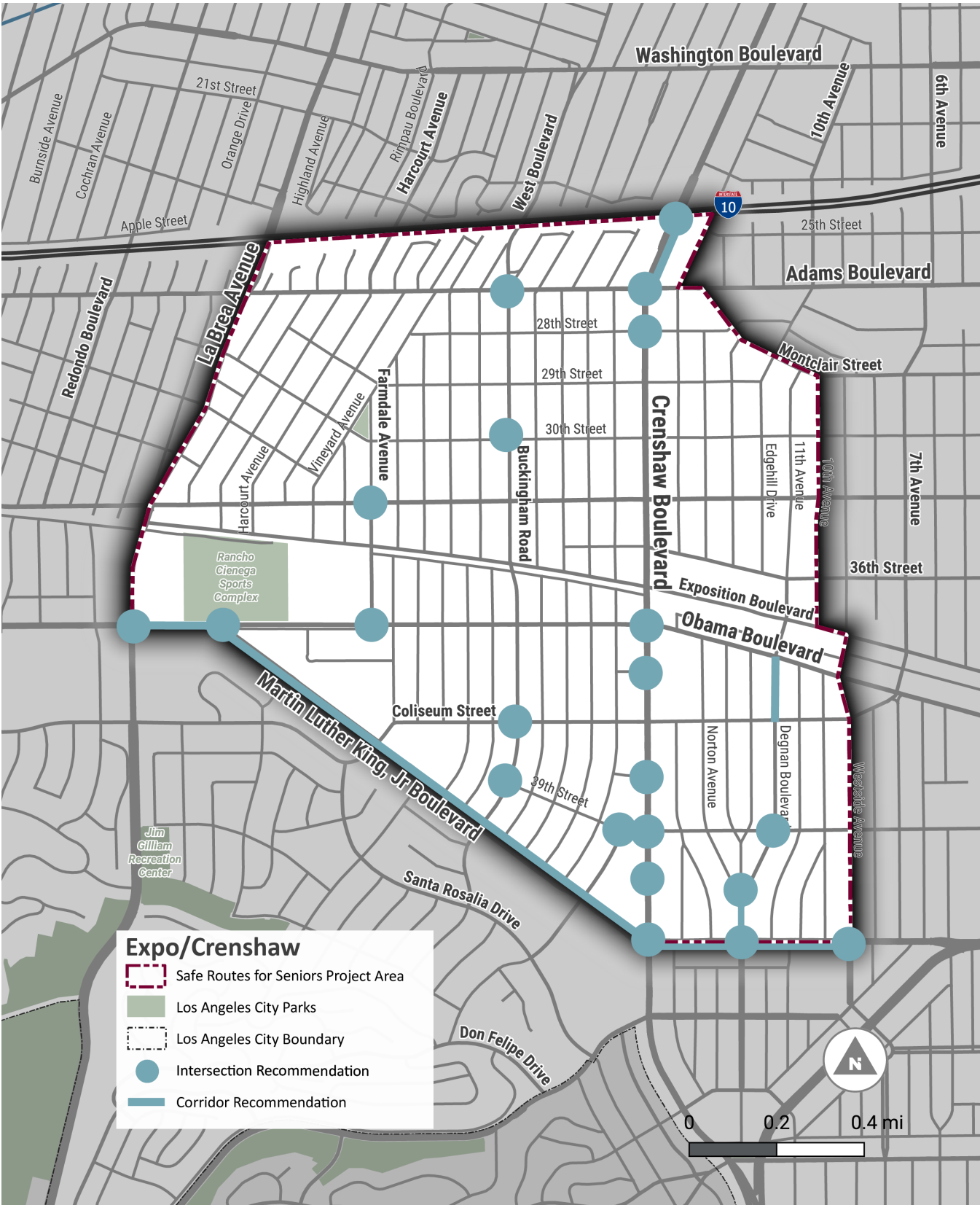
The Exposition/Crenshaw (Expo/Crenshaw) neighborhood is defined for this pilot as the area bordered by the I-10 freeway, Obama Boulevard/Martin Luther King Jr. Boulevard, La Brea Avenue, and Mont Clair Street/10th Street/Westside Avenue.

LADOT reviewed existing conditions and engaged deeply with the community by conducting surveys, workshops, and tours, and collaborating with a Community Leadership Committee of older residents to understand their experiences and needs.

Recommendations

Based on feedback, recommendations in Exposition/Crenshaw focus on the following corridors: Martin Luther King Jr. Boulevard, Jefferson Boulevard, Crenshaw Boulevard, Farmdale Avenue, and Buckingham Road. Recommendations for these areas include implementing traffic calming measures, enhancing pedestrian crossings, improving intersection safety, and making signal timing improvements (see Map 1).

MAP 1 Exposition/Crenshaw Neighborhood Recommendations





Chapter 2

What is Safe Routes for Seniors?

What is Safe Routes for Seniors?

The Los Angeles Department of Transportation (LADOT) created the Safe Routes for Seniors (SRFS) program to respond to traffic risks for older adults when walking in their neighborhoods. While making up 13% of the City's population in 2019, older adults accounted for 29% of traffic deaths. The City Controller predicts that one in four Angelenos will be 65 or older by 2030.³ The SRFS program proactively addresses this demographic shift and endeavors to reduce collisions that lead to deaths and severe injuries among older adults.

The program seeks to enhance safety, mobility, comfort, and social connectivity for older Angelenos by focusing on the most relevant changes identified through various community conversations and data analysis.

The Pilot Neighborhood Plans in Chinatown, Downtown, Exposition/Crenshaw, South LA, and Rancho Park were funded by Caltrans' Active Transportation Program. Plan coordination with other relevant local and regional plans and initiatives is detailed in Appendix A.

Who is an “older adult”?

The term “older adult” refers to individuals aged 65 and above. This phase of life encompasses a diverse range of abilities, needs, lifestyles, and life circumstances. The recommendations in the Plan are designed to address this diversity, serving both those who regularly integrate physical activity into their daily lives and those whose ability or interest in physically activity may be diminished.

Program Goals



Reduce isolation and improve health outcomes for older adults by enhancing access to direct social and health care services, jobs, healthy food, retail, and recreation.



Increase older adult walking and bicycling by addressing barriers including infrastructure disrepair, limited crossings, inaccessibility, and lack of shade and rest areas along travel routes.



Eliminate crashes that lead to deaths and serious injuries for older adults (those aged 65 and older) in Los Angeles.



Empower older adults to actively participate in identifying their transportation needs, desired program elements, and potential routes that would improve quality of life and establish ways to ensure their input is valued and addressed.

³ City Controller. (2018). Engaging Older Angelenos: Making L.A. the Age Friendliest City in America. <https://ladotliv-ablestreets-cms.org/uploads/935604672f6c414c9003431147b21f5c.pdf>

Why focus on older adults?

Older adults are affected by the design of their communities. Older adults spend more of their time at home and in their immediate neighborhoods than younger adults.	By 2030, one in every four Los Angeles residents will be an older adult.	Older adults are over-represented in traffic deaths.
	Streets should be safe for everyone!	Improving streets for older adults means making streets safer for people of all ages.

Selecting the SRFS Pilot Neighborhoods

All neighborhoods in Los Angeles were assessed using six criteria that reflect the need for safety, mobility, and accessibility improvements for older adults. These indicators, selected by LADOT, include high rates of collisions involving older adults, larger older adult population, presence of senior centers, high pollution and social vulnerability, hotter average temperatures, and low car ownership.

Five neighborhoods that consistently scored the highest across these indicators were selected for the pilot program: Chinatown, South LA, Rancho Park, Exposition/Crenshaw, and Downtown. See Appendix B for more details on the neighborhood selection process.



High collision rates involving older adults



High older adult population



Presence of senior centers



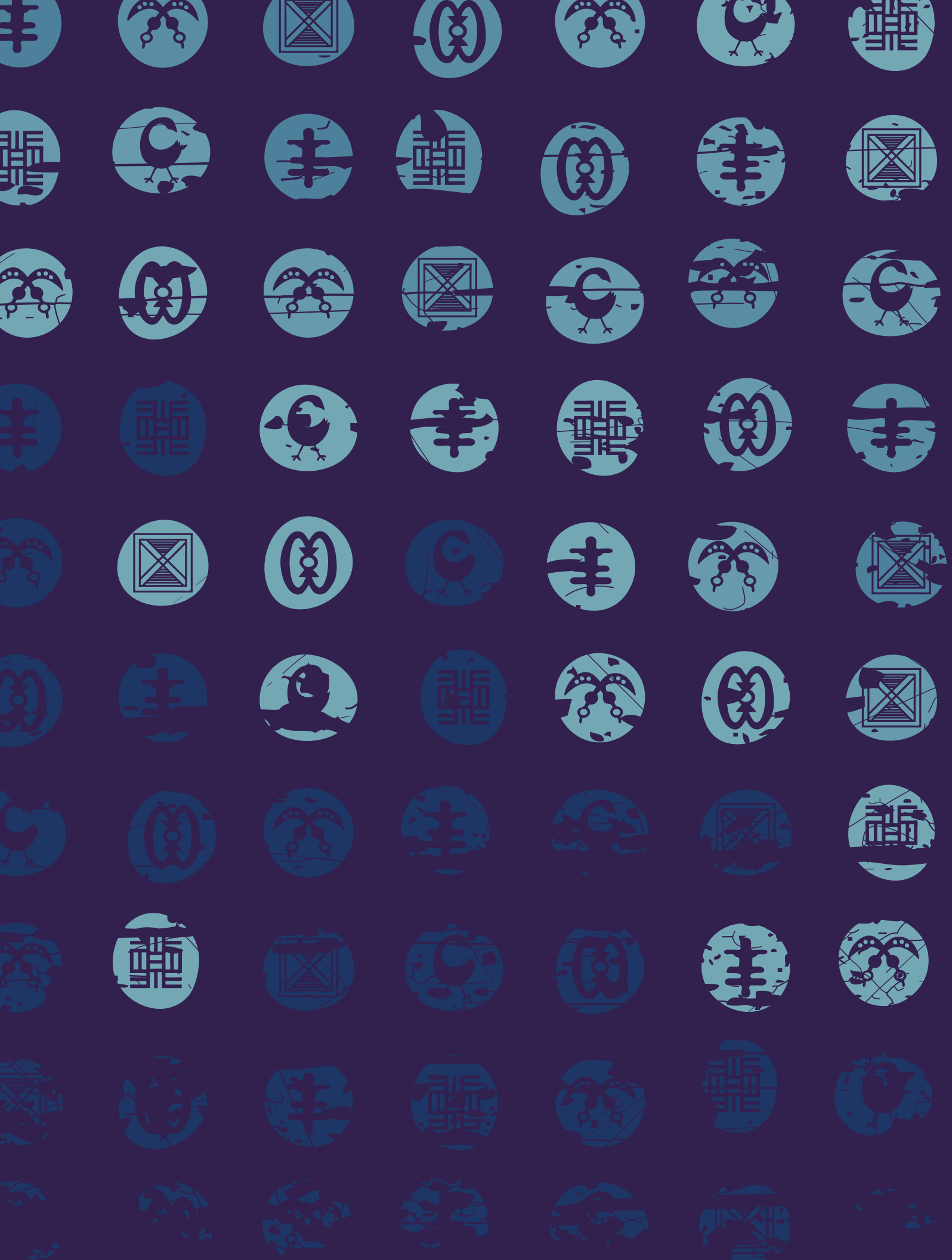
High pollution and social vulnerability



Hotter average temperatures



Low car ownership





Chapter 3

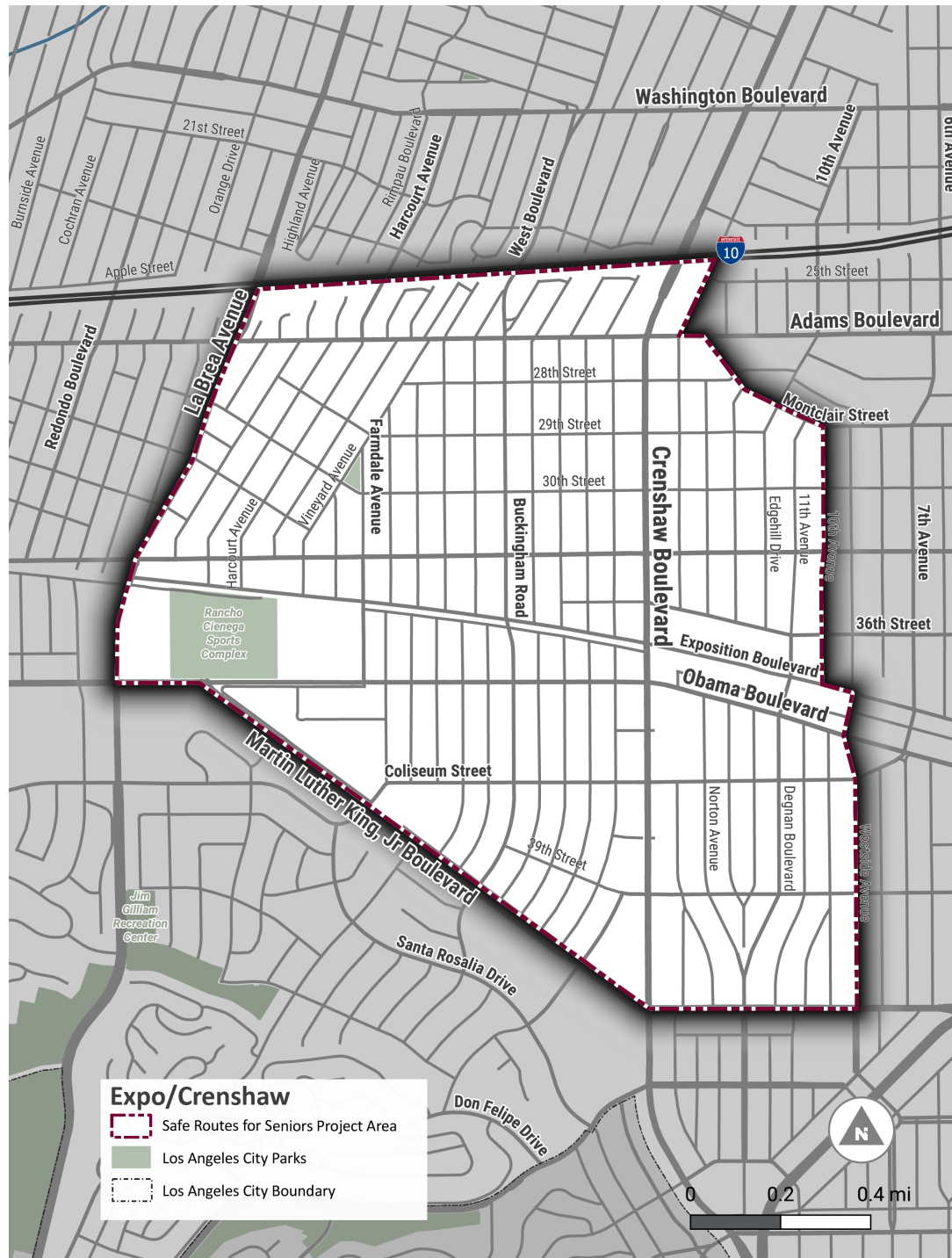
Exposition/ Crenshaw Neighborhood Profile

Project Area

The Exposition/Crenshaw neighborhood project area as defined by the SRFs team includes the I-10 freeway to the north, La Brea Avenue to the west, Obama Boulevard/Martin Luther King Jr. Boulevard to the south, and Mont Clair

Street/10th Street/Westside Avenue to the east (see Map 2). These boundaries were defined by Los Angeles Countywide Statistical Areas (CSAs) and slightly modified by the project team to best address neighborhood needs.

MAP 2 Exposition/Crenshaw Neighborhood Project Area



City of Los Angeles	Exposition/ Crenshaw
Median household income:	
\$69,778	\$31,825
Residents aged 65 and older:	
13%	15%
Renter households:	
63%	51%
Black population:	
8%	34%
Hispanic or Latino population:	
48%	46%
Residents proficient in English:	
75%	88%*

Source: U.S. Census Data, 2020



Vineyard Senior Citizen Center

Neighborhood History & Current Conditions

There are several neighborhoods that comprise the Exposition/Crenshaw project area, including the Crenshaw District, Baldwin Village, Leimert Park, and Jefferson Park.

- Baldwin Village was built in the 1940s and 1950s by architect Clarence Stein as apartments for young families.
- Leimert Park was developed in 1928 by Walter H. Leimert and designed by the Olmsted Brothers. It was one of Los Angeles's first planned communities, designed for low- and middle-income families.
- Jefferson Park started as farmland until the early 1900s. When trolleys began connecting it to downtown Los Angeles between 1903 and the 1920s, people started buying land and building homes.

For decades, redlining and racially restrictive housing rules kept non-white residents out of most Los Angeles neighborhoods. As a result, the communities along what became known as “the ‘Shaw” were mostly home to middle- and upper-class white residents. After World War II, the 1950s and 1960s brought a wave of Black and Japanese residents. Crenshaw became a hub for multicultural music and nightlife, with artists like Tina Turner and The Supremes performing at packed clubs, and the Holiday Bowl coffee shop served dishes from udon to grits. Many Japanese Americans formed close ties with the Black community due to shared experiences of discrimination. By the early 1970s, Black residents made up most of the population, making Crenshaw one of the largest Black communities in the western United States. By 1980, the Japanese population had dropped to 4,000.

Today, the area consists of single-story houses, bungalows, and low-rise apartments and condos, plus several commercial areas. While many parts of South Los Angeles saw a large increase in Latinx residents starting in the 1970s, the Crenshaw Boulevard corridor remained mostly a Black community. However, between 1990 and 2000, the Latinx population grew by nearly 50 percent, the Black population fell by 11 percent, and the white population declined by more than one-third. Since the 2000s, many middle- and working-class Black and Latinx residents have left the neighborhood for other areas in Southern California. This trend has continued into the 2010s and 2020s. Despite these changes, Exposition/Crenshaw remains a place of global cultural influence, known for its art, music, and community life. See Appendix C for a neighborhood land use map.

Older Adults in Exposition/Crenshaw

According to 2020 Census data, 15 percent of residents in Exposition/Crenshaw are age 65 or older. There are several hubs of activity for older adults in the study area, including several senior housing developments and senior centers. Churches also play an important role in the older adult community.

Community members have expressed concerns of increasing gentrification among the older populations, and the City of Los Angeles Community Plan for the area prioritizes the development of adequate housing units for older adults, particularly near the senior centers. Another community priority includes the support of transportation programs and services aimed at enhancing the mobility of older adults, disabled persons, and the transit-dependent population.

Transportation

While there are many commercial corridors within walking distance of homes, much of the transportation environment prioritizes vehicular travel.

Transit

The neighborhood is well-served by a variety of rail and bus transit options. The Expo/Crenshaw Metro Station, located in the center of the neighborhood, provides E Line and K Line light rail service to Santa Monica, Downtown Los Angeles, Inglewood, and other regional destinations. The Farmdale Metro Station, located on the neighborhood's western edge, provides additional E Line service between Santa Monica and East Los Angeles.

Metro buses 38, 209, 210, and 37 also run on major corridors such as Jefferson Boulevard, Crenshaw Boulevard, and Adams Boulevard, connecting to Culver City, the South Bay, and Hollywood. DASH service includes the Crenshaw route along Coliseum Street and the Leimert Park/Slauson route along Martin Luther King Jr. Boulevard.

Paratransit service is available through Access Services and CityRide Dial-a-Ride. The nearest permanent Access pick-up stand is located southwest of the neighborhood in Culver City. See Appendix D for a map of transit stops and destinations.



Bus stop for Metro and LADOT DASH

Bicycle Facilities

The most central bicycle facility within the neighborhood is the Exposition Boulevard Class II striped bike lane. It runs from USC/Expo Park in the east, ending at Harcourt Avenue, where another Class II lane begins on Jefferson Boulevard. Near the northern project border, a buffered bike lane runs along Adams Boulevard. In the southern area, a signed bike route runs along 39th Street. See Appendix E for a map of bike facilities and bikeshare stations.

Multimodal Volumes and Speeds

Motor vehicles traveled at average speeds between 12 and 15 miles per hour in Exposition/Crenshaw (according to 2019 StreetLight data). The highest average vehicle speeds (20-25 mph) are seen at on- and off-ramps connecting to the I-10 freeway at La Brea Avenue. Table 1 lists streets with the highest volumes of pedestrians, bicyclists, and motor vehicles; see Appendix F for more detail.

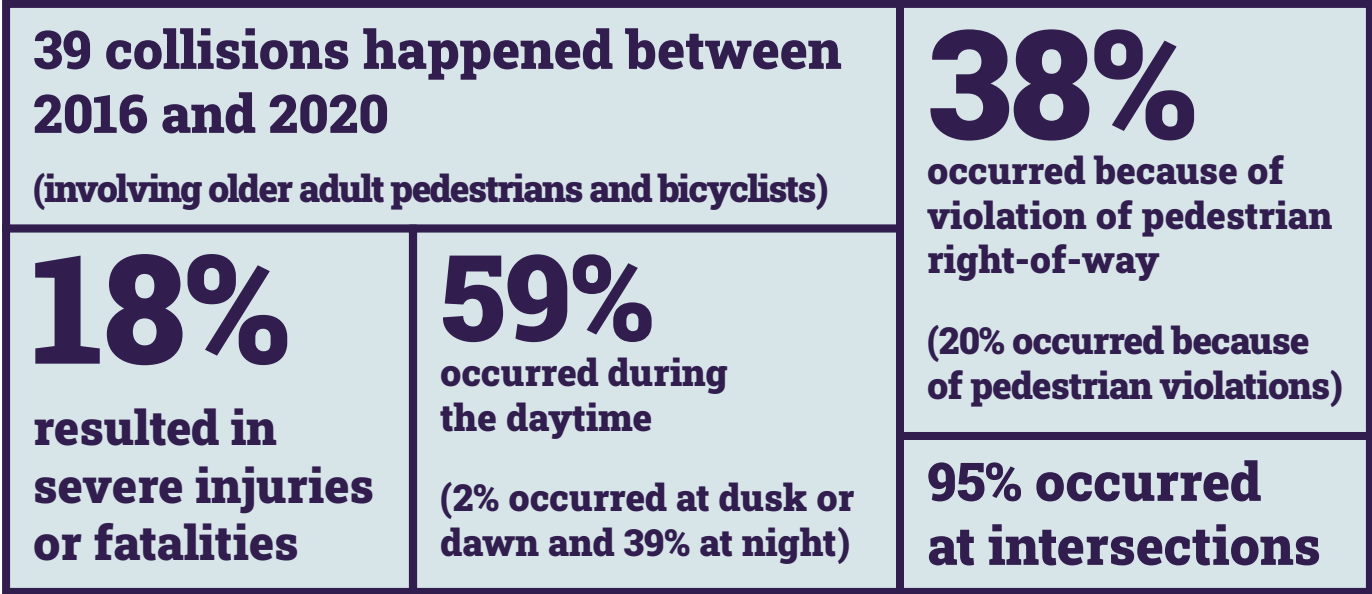
TABLE 1 Multimodal volumes

Multimodal Volumes	Streets
Highest pedestrian volumes	Crenshaw Boulevard (near the Metro rail stations), Farmdale Avenue (near Dorsey High School)
Highest bike volumes	Crenshaw Boulevard, Adams Boulevard, Coliseum Street
Highest motor vehicle volumes	Crenshaw Boulevard, Adams Boulevard

Collisions and Injuries

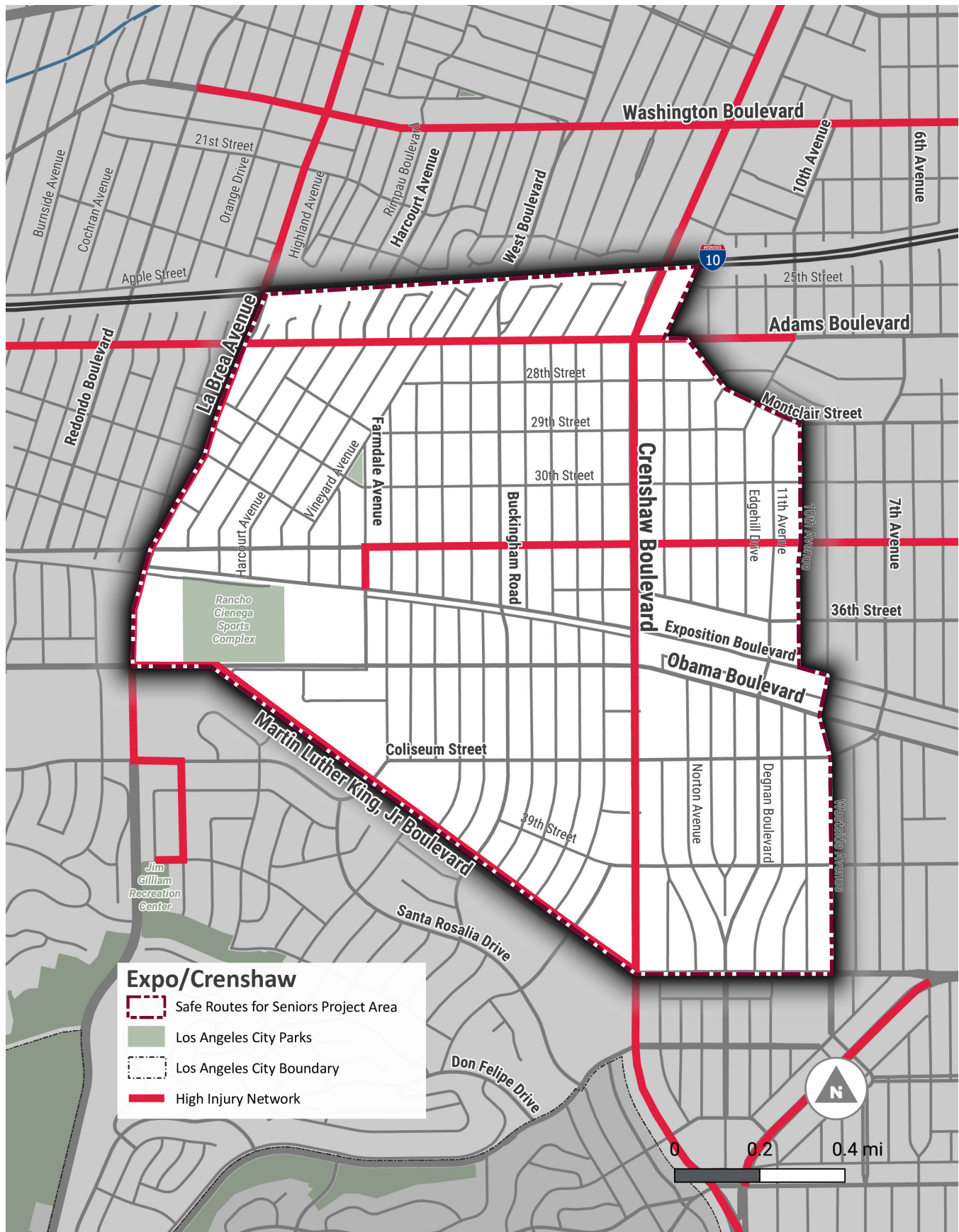
The City of Los Angeles’ City’s [High Injury Network](#) (HIN) identifies identifies the 6% of city streets where 70% of severe injuries and fatalities involving people walking occur. In the Exposition/Crenshaw project area, the HIN streets, shown in Map 3, are all multi-lane arterials that serve key commercial destinations in the neighborhood.

Between 2016 and 2020, 39 older adults in Exposition/Crenshaw were involved in traffic collisions in the neighborhood, including seven crashes that resulted in fatal or severe injuries (KSIs).



Source: Transportation Injury Mapping System (TIMS), 2016-2020. See Appendix G for a KSIs map.

MAP 3 High-Injury Streets in Exposition/Crenshaw





Chapter 4

Outreach and Engagement

Authentic, meaningful community engagement is a core principle of LADOT’s approach to all planning processes. Community members bring insights from their lived experiences and personal knowledge of their neighborhood’s built environment and social context.

In-person outreach was prioritized to address the digital divide and accessibility challenges, though online options for feedback were also created. During the six-month planning process, LADOT engaged in-person with a Community Leadership Committee made up of local older adults, as well as more than 80 older adults throughout Exposition/Crenshaw.

Residents had multiple avenues to share where and how they travel through the neighborhood, from community events at the Rancho Cienega Sports Complex and Vineyard Senior Center to intercept surveys at the Rancho Cienega Rec Center. See Appendix H for the full SRFS Outreach and Engagement Strategy.

Outreach, Promotion, & Incentives

The project team promoted public events through:

- **Flyers posted and distributed at sites** including the Vineyard Senior Center, the Watts Labor Community Action Committee, and the Rancho Cienega Rec Center.
- **Project Website** regularly updated with event information and a link to the survey.
- **Incentives** like gift cards to grocery stores and restaurants were provided to participants at events as a small way to compensate community members for sharing their valuable lived experience with the project team.



Community Workshop at Rancho Cienega Rec Center

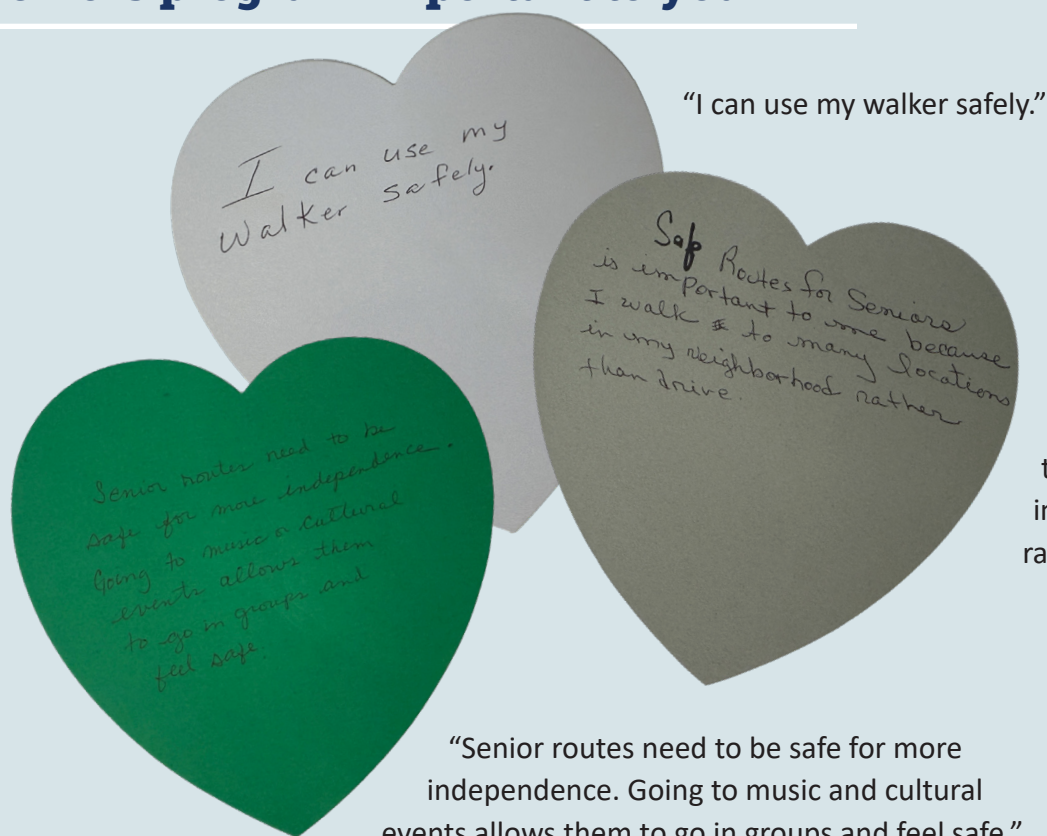
The Community Leadership Committee

Ongoing engagement with older adults who live, work, or spend time in Exposition /Crenshaw provided firsthand insight into their daily challenges, needs, and priorities. The Community Leadership Committee (CLC) was comprised of nine older adults from Exposition/Crenshaw who played a key role in the planning process . CLC members met multiple times over the course of the project and shared in-depth insights about their personal experiences getting around in Exposition/Crenshaw.

The CLC also served as project ambassadors by promoting the program and events within their communities. CLC members were recruited through outreach to senior housing facilities, neighborhood councils and community organizations, as well as an intercept survey.



Why is LADOT's Safe Routes for Seniors program important to you?



"I can use my walker safely."

"Safe Routes for Seniors is important to me because I walk to many locations in my neighborhood rather than drive."

"Senior routes need to be safe for more independence. Going to music and cultural events allows them to go in groups and feel safe."

Community Engagement Activities

For a full detailed list of engagement activities, refer to Appendix I.



August 2024:

Intercept survey: More than 30 older adults shared their top travel locations and describe their transportation safety issues.



September 2024:

Senior Center Site Visit: A group of more than 25 individuals gathered at the Vineyard Senior Center to learn about possible roadway improvements, and discussed issues such as speeding, poor driver behavior, and uneven sidewalks in popular locations.



Community Workshop: Members shared their vision for Exposition/Crenshaw as a pedestrian-friendly neighborhood, as well as their experiences of traveling in the community. They learned about the goals and strategies for Safe Routes for Seniors.



November 2024:

Planning Lab and Mapping Activity: Participants used sticky notes to identify common issues and desires in the project area such as sidewalk gaps, the need for pedestrian lighting.



Luncheon Pop-up: Over the Vineyard Senior Center's Thanksgiving lunch, 25 people discussed and mapped their top transportation issues in Exposition/Crenshaw.

Community Leadership Committee Meeting: Members provided updates on their outreach activities and learned about some of the tools available for safety improvements.



March 2024:

Community Leadership Committee Meeting: Committee members heard a summary of ongoing and planned projects, reviewed the recommendations for the neighborhood, and opportunities to support and advance them and stay engaged.



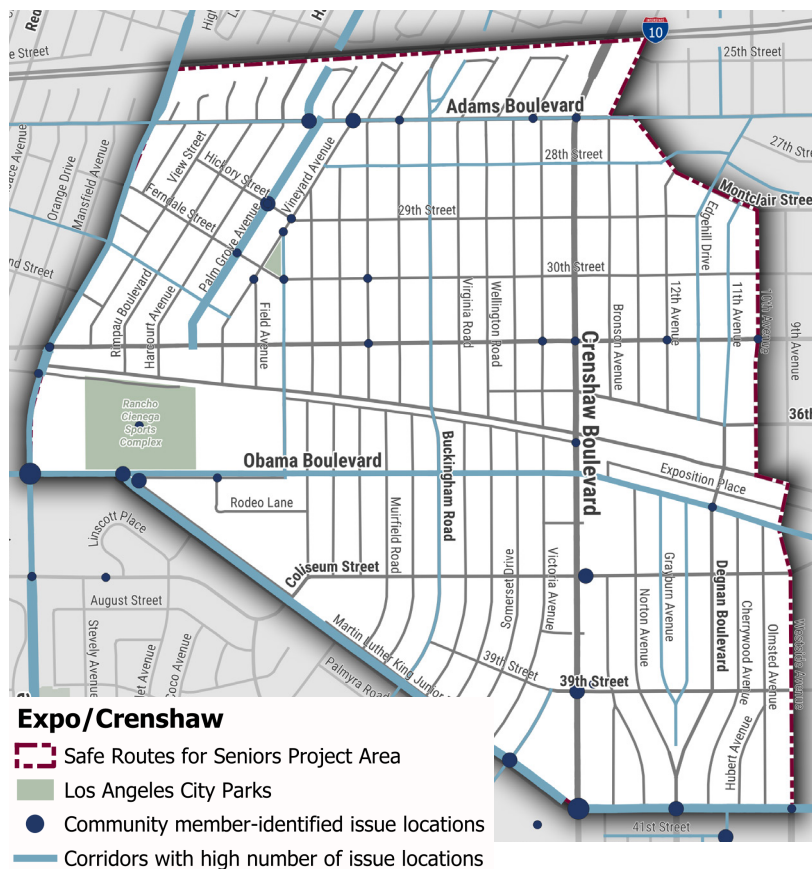
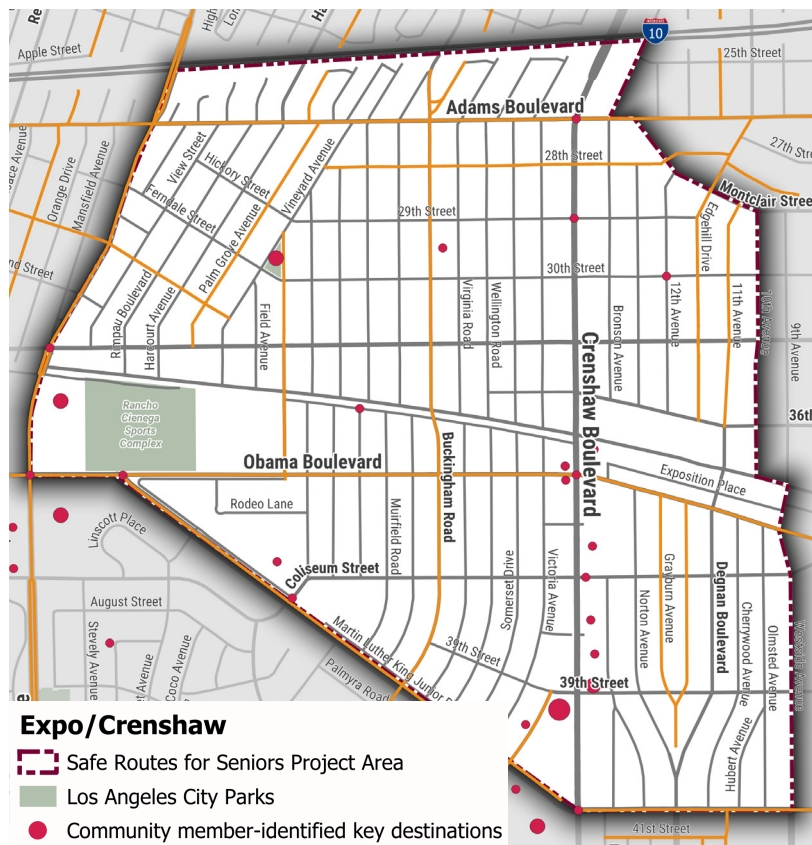
Town Hall: 13 Exposition/Crenshaw residents gathered for lunch and a discussion of the recommended safety improvements in the neighborhood, asked questions, and provided additional feedback.



Chapter 5

Neighborhood Mobility Opportunities and Challenges

MAP 4 Community-identified issues and destinations



Key Destinations, Issue Locations, and Modes Used

Destinations and Issue Locations: To help understand mobility opportunities and challenges in Exposition/Crenshaw, older adults were asked to share locations they frequent as well as areas where they experience transportation safety issues. Popular destinations included grocery stores, retail, and restaurants along Crenshaw Boulevard. The Rancho Cienega Recreation Center on Rodeo Road and the Vineyard Senior Citizen Center on Vineyard Avenue were also major destinations. Transportation issues reported by older adults in the neighborhood were distributed across the neighborhood, with clusters along Martin Luther King Jr. Boulevard, Jefferson Boulevard, and Adams Boulevard.

Many older residents reported that they enjoyed walking along quiet streets in the neighborhood, many of which often already have consistent sidewalks and marked crosswalks. These, however, often did not connect to one another, or required uncomfortable crossings of major arterials.

Transportation Modes: Responses from project surveys indicated that older adults in Exposition/Crenshaw primarily drive themselves (see Figure 1). Surveys also revealed that many older adults in Exposition/Crenshaw experience ambulatory difficulties related to walking and balance (see Figure 2).

FIGURE 1 Survey Responses on Preferred Mode

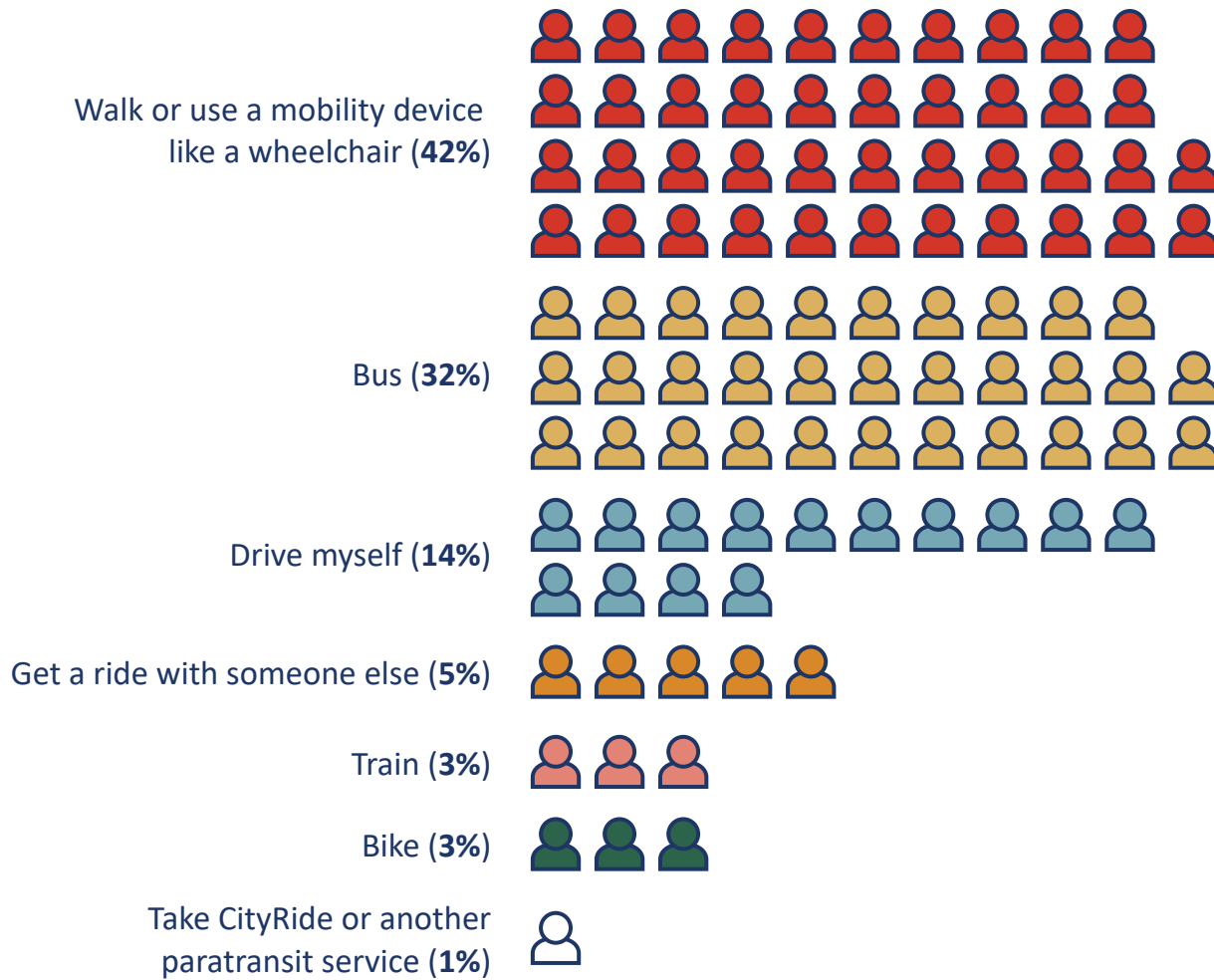
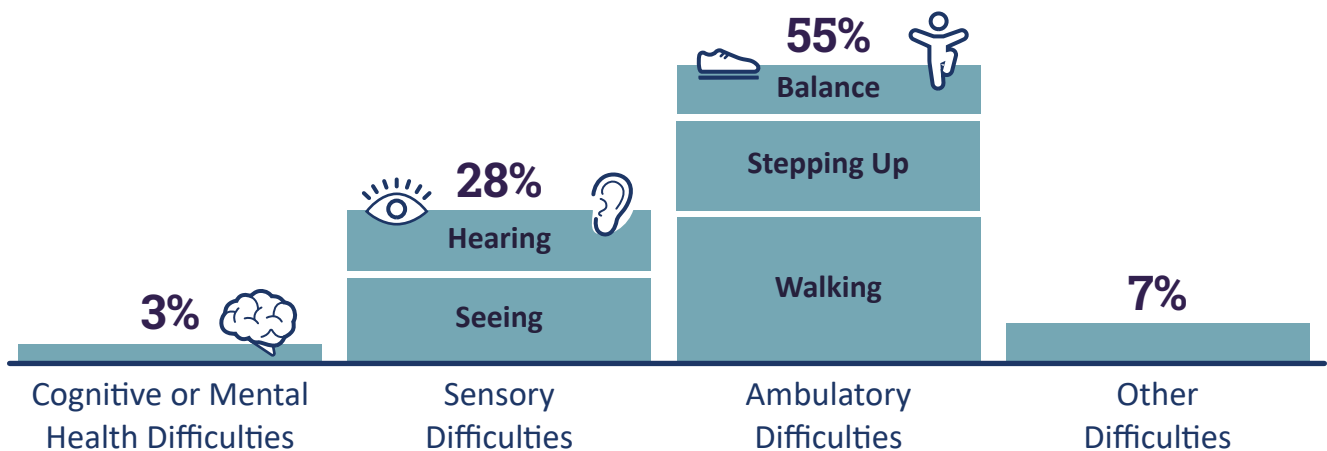


FIGURE 2 Survey Responses for Daily Life Difficulties



Mobility Opportunities and Challenges

The project team combined insights from community engagement activities, existing conditions analysis, and data from neighborhood field visits to identify mobility opportunities and challenges for older adults in Exposition/Crenshaw.

Crossing conflicts at intersections

Crossing safety is a major concern. Older adults highlighted poor visibility, inadequate signal timing, and a lack of driver yielding at many intersections along major corridors (including Crenshaw Boulevard, Jefferson Boulevard, and Martin Luther King Jr. Boulevard).



Intersection of Crenshaw Boulevard and Adams Boulevard

Long distances between safe crossings

Wide streets, including Martin Luther King Jr. Boulevard and Crenshaw Boulevard, contain long gaps between controlled crossings. This forces pedestrians to walk significant distances to find a safe place to cross, which can discourage walking and increase exposure to vehicle traffic.



Intersection of Obama Boulevard and Martin Luther King Jr. Boulevard

Driver speeding

High vehicle speeds, especially on wide corridors like Martin Luther King Jr. Boulevard, were identified as a significant hazard. Residents commented that these roads are often “treated like a freeway,” making them intimidating for pedestrians and increasing risk for collisions.



Drivers traveling on Martin Luther King Jr. Boulevard

Transit stop conditions

Older adults noted that some stops lack adequate seating, shade, or safe connections to sidewalks and crossings, making it harder to use transit for daily trips.

Limited bike infrastructure and connections

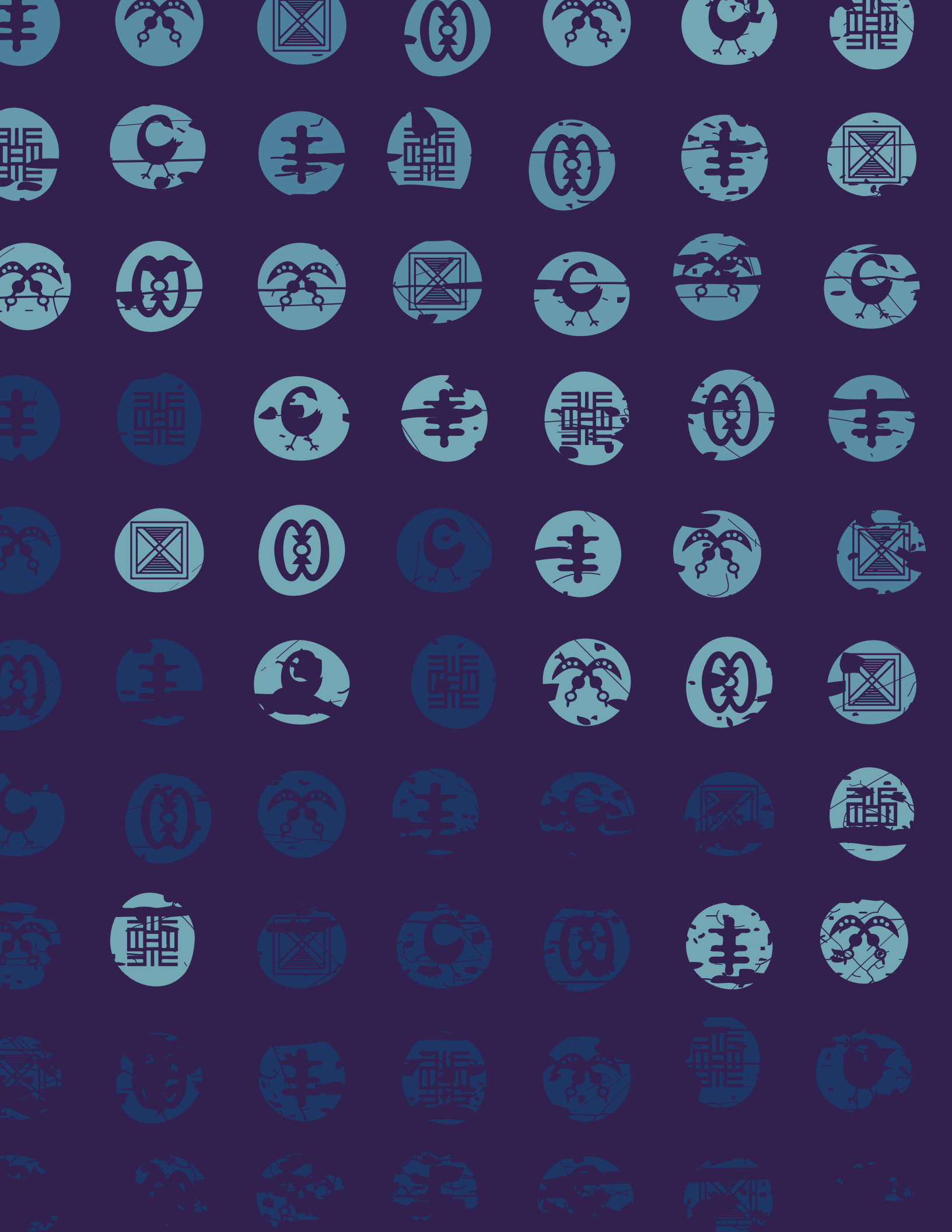
While less common than pedestrian concerns, older adults noted gaps in safe bike connections, particularly for first/last-mile trips to the Expo/Crenshaw station. Planned bike improvements along Buckingham Road, Exposition Boulevard, Crenshaw Boulevard, Martin Luther King Jr. Boulevard, and Coliseum Street will create safer conditions for people biking in the future.



LADOT DASH stop without shelter or seating



Bike lane gap on Martin Luther King Jr. Boulevard, east of Crenshaw Boulevard.





Chapter 6

Recommendations

Recommendations

The infrastructure recommendations in this plan aim to maximize positive impacts on the mobility, safety, and health of older adults. Research shows that multimodal infrastructure investments are associated with increases in walking and biking trips across age groups, including older adults.⁴ These improvements not only support active transportation, but also contribute to physical and mental well-being by encouraging regular activity and reducing isolation among older populations.

Based on community feedback and analysis of existing conditions, the project team developed recommendations to improve safety along **Martin Luther King Jr. Boulevard, Jefferson Boulevard, Crenshaw Boulevard, Farmdale Avenue, and Buckingham Road**. Recommendations focus on improving low-stress walking and biking routes in the neighborhood, focusing on Farmdale Avenue, Buckingham Road, and 39th Street. They were informed by and complement other planned projects for walking and biking improvements in the neighborhood.

While many of the recommended improvements could be made at additional locations throughout the neighborhood, the corridors selected in this plan reflect the following priorities:

- Locations where analysis and outreach identified transportation safety issues
- Popular destinations for older adults who live, work, or frequent the project area

Project prioritization typically involves an assessment of key factors such as safety, demand, connectivity, and equity. In the SRFS project, those factors were considerations in

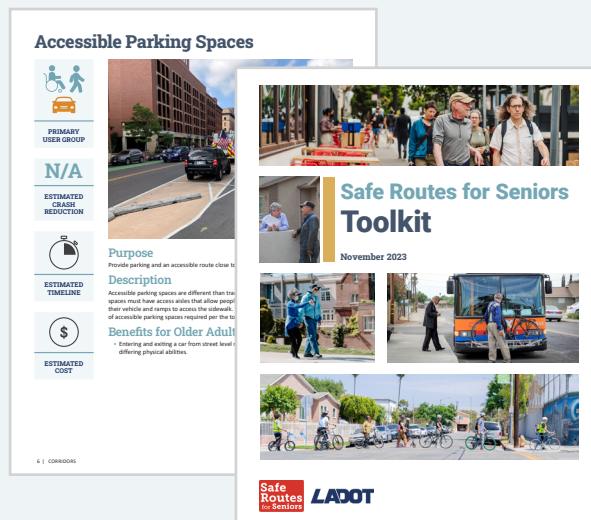
4 Stoker, P., Ewing, R., Wineman, J., & Handy, S. (2015). Proactive planning for healthy communities: Integrating age-friendly community planning and active transportation. *Journal of Aging and Health*.

both selecting the study area and the planning process; hence all included recommendations reflect those factors. The following pages map out the recommendations (see Map 5) and include a detailed table of all recommendations across the project area.

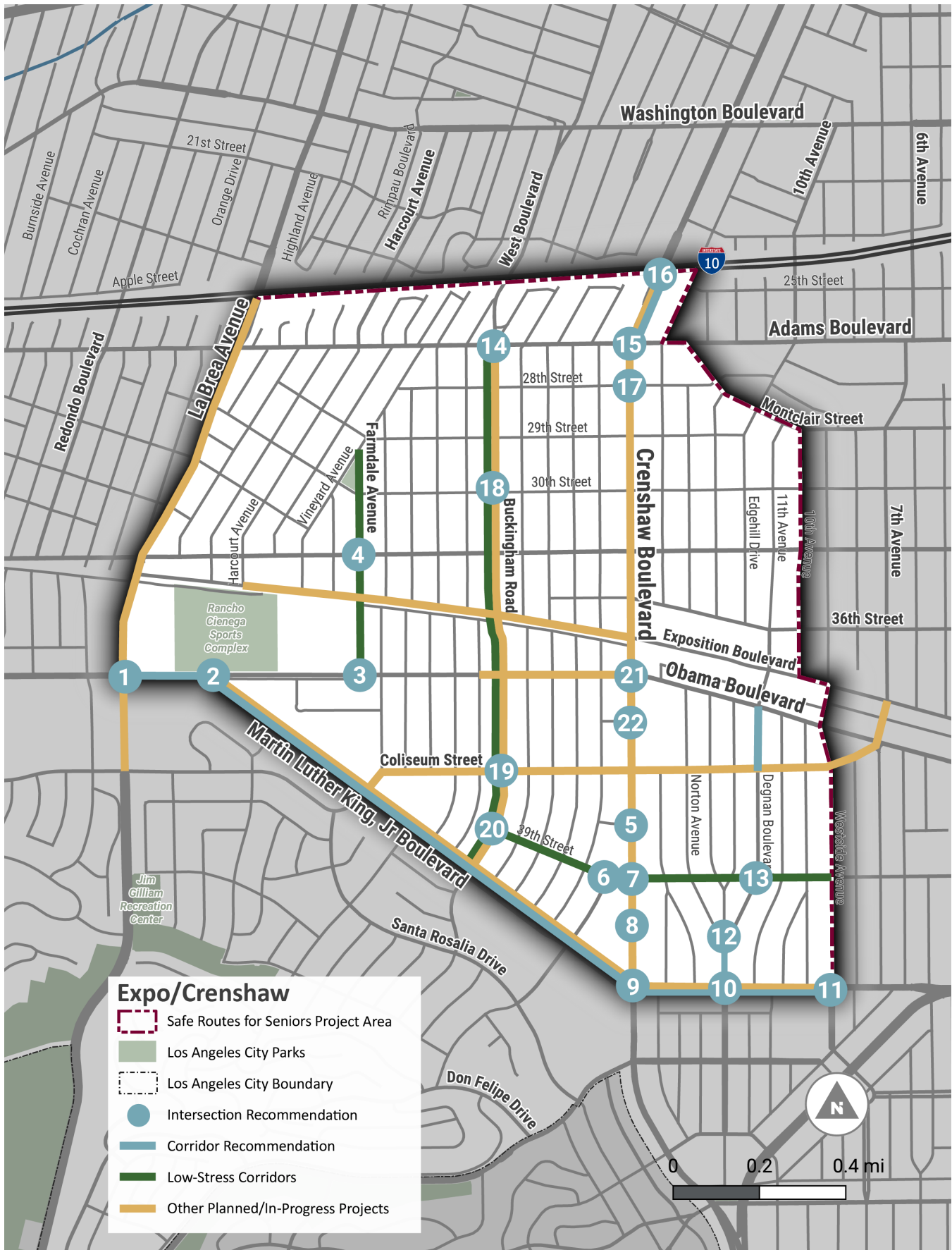
Safe Routes for Seniors Toolkit

Recommendations draw from infrastructure treatments in the [Safe Routes for Seniors Toolkit](#), which was developed to illustrate elements that improve safety, mobility, and accessibility for older adults who walk, bike, and roll.

The toolkit is organized into five topic areas: Corridors, Crossings and Intersections, Transit, Bicycle Facilities, and Street Elements (example pages included below). The estimated crash reduction, cost, and timeline is included for each treatment. Drawing on best practices from city, state, and national resources, the toolkit was used to develop recommendations in the Plans and is intended to serve as an ongoing resource for communities and LADOT planning and engineering teams.



MAP 5 Exposition/Crenshaw Recommendations

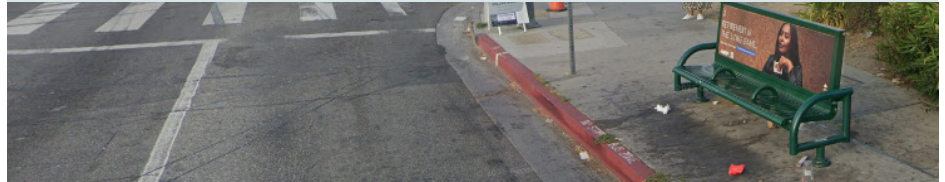


Recommendations: Project Area West



1 Obama Boulevard and La Brea Avenue

- Install transit shelter on northwest corner with seating and lighting
- Set all pedestrian signals to automatically activate and add leading pedestrian intervals to east and west legs
- Reconstruct all curb ramps
- Add pedestrian lighting between La Brea Avenue and Martin Luther King, Jr Boulevard



2 Obama Boulevard and Martin Luther King, Jr Boulevard

- Add new curb extensions to Obama Boulevard
- Revise right-turn lane and add a red right-turn arrow
- Add new crosswalk and curb ramps across the west leg
- Set north-south pedestrian crossings to automatically activate, extend east-west crossing times
- Add a raised crosswalk across the northbound slip lane and minor street crossing



3 Farmdale Avenue and Obama Boulevard

- Upgrade all curb ramps
- Add high-visibility crosswalk to southern leg
- Install accessible concrete waiting area on southwest corner



4 Farmdale Avenue and Jefferson Boulevard

- Reconstruct curb ramps
- Resurface crosswalk

Recommendations: Project Area South



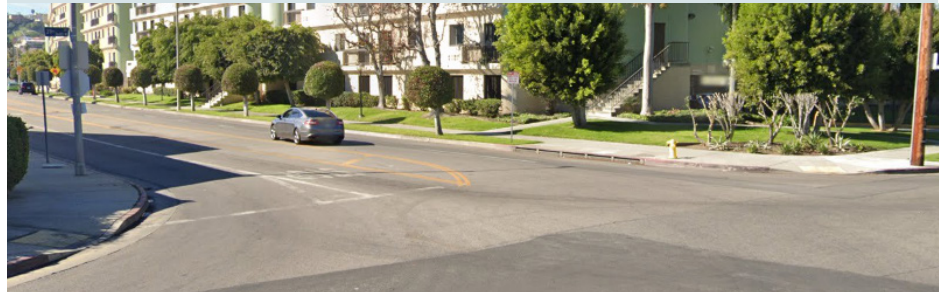
5 Crenshaw Boulevard and Coliseum Place

- Study for installation of new pedestrian crossing with Pedestrian Hybrid Beacon



6 39th Street and Marlton Avenue

- Add high visibility crosswalk to south leg
- Study for addition of curb extension, or add pedestrian refuge



7 Crenshaw Boulevard and 39th Street

- Study addition of new crosswalk across north leg; realign service road and north approach to meet intersection
- Increase east-west pedestrian crossing time
- Add protected left-turn signals to north, south, and east approaches
- Add shelters to bus stops on northwest and northeast sides; add raised crossing to reach boarding island on northeast corner, expand island
- Add signage and markings to better designate accessible loading zone on northeast corner





8 Crenshaw Boulevard and Crenshaw Plaza Driveway

- Add curb extension in minor street
- Add crosswalk and yield markings to minor street crossing



9 Crenshaw Boulevard and Martin Luther King, Jr Boulevard

- Study removal of right-turn lane from eastbound Martin Luther King, Jr Blvd
- Remove slip lane at northwest corner
- Increase pedestrian crossing times
- Study traffic calming to reduce speeds along Martin Luther King, Jr Blvd



10 Martin Luther King, Jr Boulevard and Degnan Boulevard

- Upgrade all curb ramps
- Add curb extensions on north and south legs
- Add leading pedestrian intervals and set pedestrian signals to automatically activate
- Relocate DASH stop from northwest corner to Metro stop on northeast corner





11 Martin Luther King, Jr. Boulevard and Westside Avenue/9th Avenue

- Add protected left-turn signals to north and south approaches
- Improve northeast corner bus stop with concrete pad and transit shelter



12 Degnan Boulevard and Edgehill Drive

- Add high-visibility crosswalks and curb ramps across the streets approaching the circle
- Add roundabout signage, channelize traffic into roundabout
- Consider addition of traffic calming south of circle

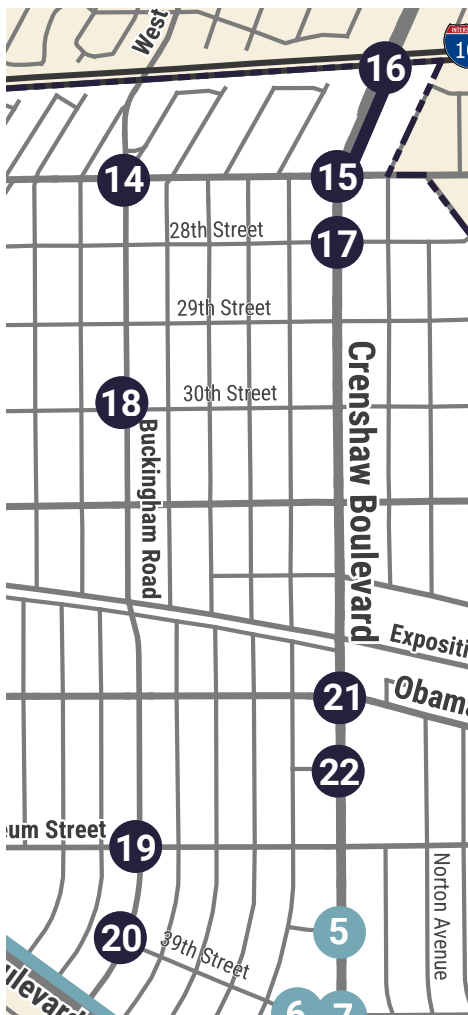


13 Degnan Boulevard and 39th Street

- Install traffic circle
- Extend speed humps north of Coliseum Street to Obama Boulevard



Recommendations: Project Area Central/North



14 Adams Boulevard/West Boulevard and Buckingham Road

- Upgrade all curb ramps
- Mark crosswalks to island along West Boulevard, shrink corner radius on southeastern corner



15 Adams Boulevard and Crenshaw Boulevard

- Convert east- and westbound signals to protected-only left turns
- Study for addition of shelter on northeast bus stop; add wayfinding signage for stop north of Adams Boulevard



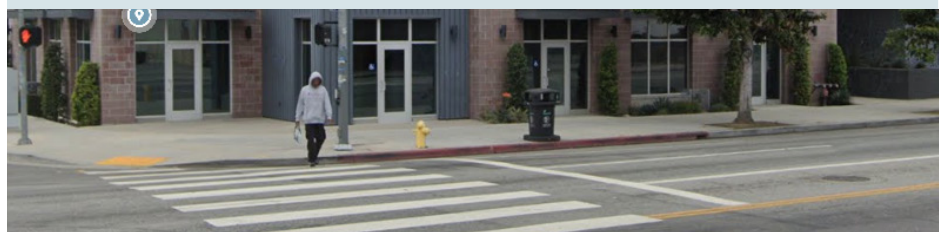
16 Crenshaw Boulevard and I-10 Ramp

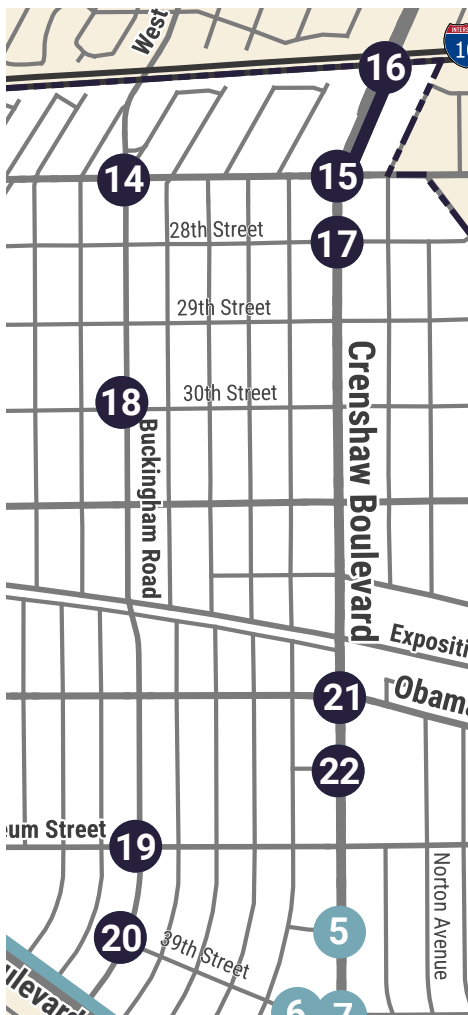
- Prohibit right turns on red for northbound traffic turning onto the I-10 freeway
- Add shade trees south along Crenshaw Boulevard



17 Crenshaw Boulevard and 28th Street

- Study to confirm adequate east-west pedestrian crossing time





18 Buckingham Road and 30th Street

- Upgrade all curb ramps
- Install new high-visibility crosswalks



19 Buckingham Road and Coliseum Street

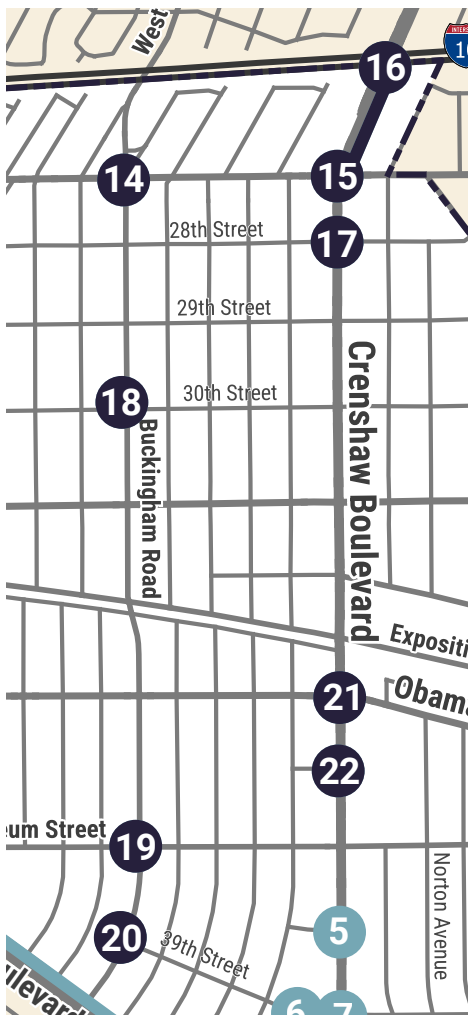
- Upgrade all curb ramps



20 Buckingham Road and 39th Street

- Upgrade all curb ramps
- Add high-visibility crosswalk on east leg





21 Crenshaw Boulevard and Obama Boulevard

- Prohibit right turns on red for eastbound traffic
- Extend east-west crossing time, set pedestrian signals to automatically activate



22 Crenshaw Boulevard and Coliseum Place

- Study for installation of crossing with Pedestrian Hybrid Beacon



Detailed Recommendations List

Table 2 includes details about each location’s specific issues and proposed recommendations. To support future implementation, Table 2 also provides planning-level cost opinions, a rating of implementation complexity, and includes whether or not external funding through grants or other sources and partnerships outside of LADOT is required for implementation. See Appendix J for information on maintenance responsibilities for the recommended improvements.

The cost opinions included in Table 2 represent high-level estimations based on the type and

quantity of recommended improvements, with contingencies included to reflect additional costs such as design and mobilization. Costs will be further refined as projects as developed. Opinions are grouped into three categories corresponding with the following ranges: low (lower than \$50,000), medium (50,000 - \$200,000) and high (more than \$200,000).

LADOT will leverage ongoing/future projects or apply for grant funding for implementation of recommendations with medium or long-term complexity.

TABLE 2 Recommendations List

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/Long Term)	External Funding / Coordination Required
Obama Blvd, between La Brea Ave and Martin Luther King Jr. Blvd					
Lack of pedestrian-scale lighting	Lighting	Install lighting on Obama Blvd’s north side; add lighting to the memorial island at Obama Blvd and Martin Luther King Jr. Blvd	High	Long	Yes
Sidewalk uneven, lifted or cracked	Sidewalk, corridor	Level the sidewalk and driveway aprons on Obama Blvd’s south side	High	Long	Yes
Martin Luther King Jr. Blvd					
Concerns about driver speeds	Traffic calming	Study traffic calming treatments to complement planned bike improvements	Low	Medium	No
Martin Luther King Jr. Blvd and Obama Blvd					
Long crossing distance, inadequate crossing time	Curb Extension	Extend curbs on the SW and SE corners to shorten crossing distances	Medium	Long	Yes

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/Long Term)	External Funding / Coordination Required
Concerns about motorists yielding to pedestrians at crossings	Traffic operations	Remove Obama Blvd's eastbound shared right turn lane, add a right-turn arrow; convert MLK Jr's southbound receiving lanes into a single lane	High	Medium-Long	Yes
Long crossing distances	Crosswalk	Add a crosswalk and curb ramps on the intersection's western leg to cross Obama Blvd	Medium	Medium	Yes
Long crossing distances, inadequate crossing time	Signal timing improvement	Add auto-recall to north-south pedestrian crossings	Low	Short	No
Concerns about motorists yielding to pedestrians at crossings	Crosswalk enhancement	Add raised crosswalk to slip lane and to minor crossing of Martin Luther King Jr. Blvd and Rodeo Rd	Low	Medium	No
Pedestrian signal not accessible; long crossing distances	Signal timing improvement	Add audible pedestrian signal; remove extra pedestrian signal button; extend east-west crossing times	Low	Short	No
Farmdale Ave and Obama Blvd					
Curb ramps not aligned to crossings, lack detectable warning surfaces	Crossing enhancement	Reconstruct all ramps; add a high-visibility crosswalk to the southern leg; install accessible waiting area on the southwest corner	High	Long	Yes
Obama Blvd and La Brea Ave					
Lack of facilities for transit users	Transit	Install a bus stop shelter on the northwest corner; add seating and lighting	Low	Medium	Yes
Pedestrian signal does not activate automatically	Signal timing improvement	Place all signal legs on auto-recall; add leading pedestrian interval to east and west legs	Low	Short	No
Curb ramps are not aligned to crossing; no detectable warning surfaces	Curb ramp	Reconstruct all curb ramps as perpendicular; add detectable warning surfaces	High	Long	Yes

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/Long Term)	External Funding / Coordination Required
Crenshaw Blvd and Coliseum Pl					
Concerns about drivers not yielding to pedestrians at crossings	Crossing Enhancement	Study for installation of PHB on north side of intersection	High	Long	Yes
Crenshaw Blvd and 39th St					
Crosswalk missing on north side of street	Crosswalk	Study addition of a new crosswalk	Low	Short	No
Inadequate time for long crossing on south leg	Crosswalk	Increase east-west pedestrian crossing time	Low	Short	No
Pedestrians cannot cross the north leg	Signal timing improvement	Realign the service road to meet the intersection; move through lanes south to meet the crosswalk	High	Long	Yes
Concerns about drivers not yielding to pedestrians	Traffic operations	Add protected left-turn signals to north, south, and east approaches	High	Long	Yes
Concerns about visibility	Crossing Enhancement	Extend curb on east side and add raised crossing to transit stop; expand island	High	Long	Yes
Lack of facilities for transit users	Transit	Add shelter to bus stop on expanded island; add seating and lighting	High	Medium	Yes
Lack of facilities for transit users	Transit	Add shelter to bus stop on northwest side	Medium	Medium	Yes
Accessible loading location often blocked	Traffic operations	Add signage and markings to better designate accessible loading space	Low	Short	No
Marlton Ave and 39th St					
Missing crosswalk	Crosswalk	Add high visibility crosswalk to south leg	Low	Short	No
Long crossing distances	Curb extension	Study curb extension to shorten crossing distances; if infeasible, consider adding pedestrian refuge	Medium	Medium	Yes

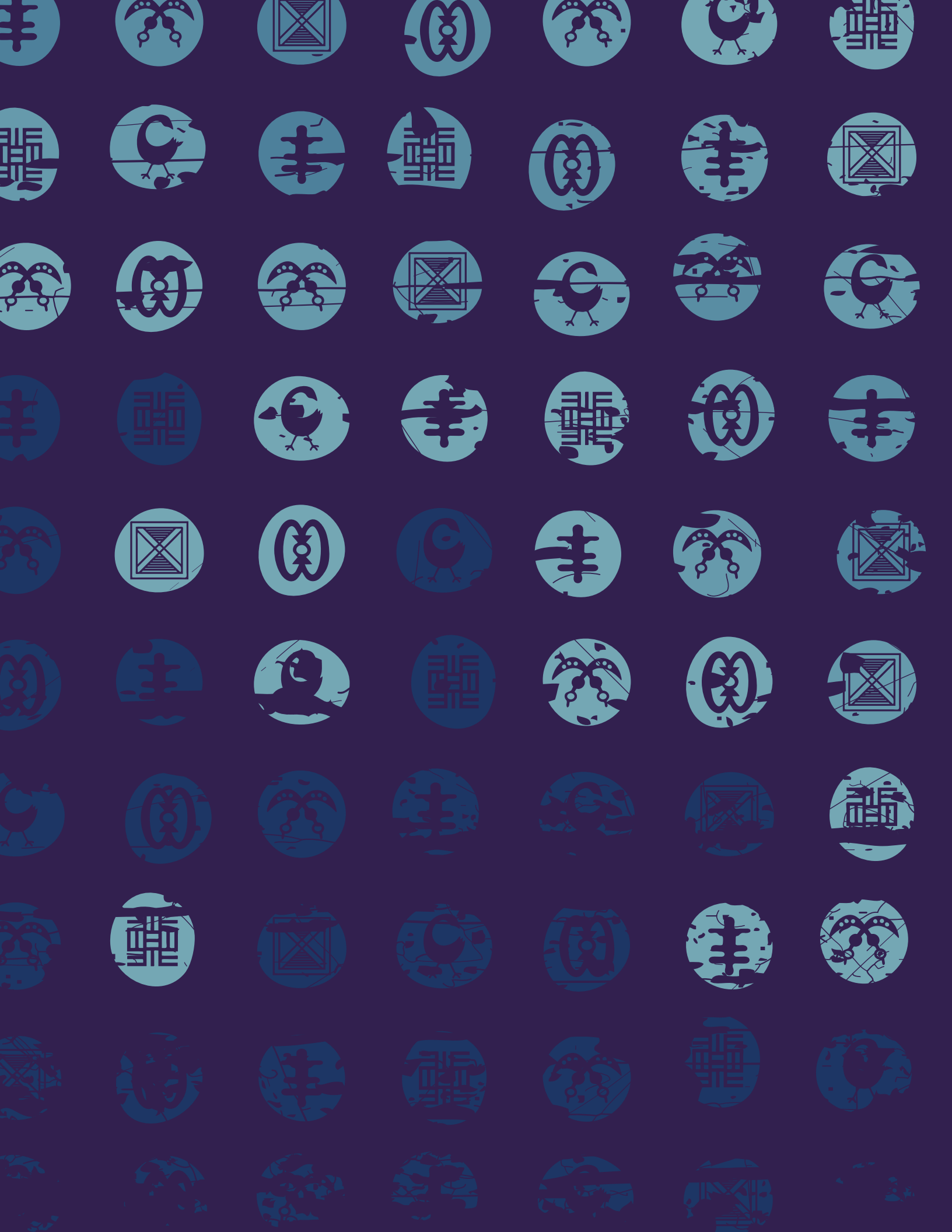
Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/Long Term)	External Funding / Coordination Required
Crenshaw Blvd and Mall Driveway					
Concerns about pedestrian visibility	Crossing Enhancement	Extend curb on east side of minor street; add crosswalks with yield sign and markings	High	Long	Yes
Crenshaw Blvd and Martin Luther King Jr. Blvd					
Concerns about drivers not yielding to pedestrians	Traffic operations	Study removal of right-turn lane from eastbound Martin Luther King Jr. Blvd to Crenshaw Blvd	Medium	Medium	Yes
Concerns about drivers not yielding to pedestrians	Traffic operations	Remove slip lane at northwest corner	Medium	Medium	Yes
Long crossing distances	Signal timing improvement	Increase pedestrian crossing times on east and west legs	Low	Short	No
Martin Luther King Jr. Blvd and Westside Ave/9th Ave					
Concerns about drivers not yielding to pedestrians	Traffic operations	Add protected left-turn signal to north and south approaches	Medium	Medium	No
Bus stop alights on grass, not accessible	Transit	Add a concrete pad to connect to northeast bus stop; add transit shelter	Medium	Long	Yes
Martin Luther King Jr. Blvd and Degnan Blvd					
Curb ramps are not aligned to crosswalks	Curb ramp	Reconstruct all curb ramps as perpendicular ramps; add detectable warning surfaces	High	Long	Yes
Concerns about drivers not yielding to pedestrians	Curb extension	Extend curbs on north and south legs	High	Long	Yes
Concerns about drivers not yielding to pedestrians	Signal timing	Add leading pedestrian interval to all legs; set east and west legs pedestrian signals to automatically activate	Low	Short	No
Bus stop not at accessible location	Transit	Move DASH stop from NW to NE corner to co-locate with Metro stop	Medium	Medium	Yes

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/Long Term)	External Funding / Coordination Required
Crenshaw Blvd and Rodeo Pl					
Concerns about pedestrian safety	Crossing Enhancement	Study for full signal or pedestrian hybrid beacon	High	Long	Yes
Crenshaw Blvd and Obama Blvd					
Concerns about drivers not yielding to pedestrians	Traffic operations	Prohibit right turns on red for eastbound Obama Blvd	Low	Short	No
Concerns about pedestrian convenience and safety	Signal timing	Set north and south legs to auto-recall; extend north leg crossing time	Low	Short	No
Crenshaw Blvd and Adams Blvd					
Difficult to identify bus stop	Transit	Add wayfinding signage for northeast Crenshaw bus stop; study addition of shelter	Medium	Medium	Yes
Concerns about drivers not yielding to pedestrians	Traffic operations	Convert eastbound and westbound signals to protected-only left turns: remove permissive left turn phasing	Medium	Medium	Yes
Crenshaw Blvd and I-10 on-ramp					
Concerns about drivers not yielding to pedestrians	Traffic operations	Prohibit right turns on red for northbound traffic turning onto I-10	Low	Short	Yes
Crenshaw Blvd, between I-10 and Adams Blvd					
Concerns about sun exposure along route to senior center	Shade	Add shade trees on east side of Crenshaw Blvd	Medium	Long	Yes
28th St and Crenshaw Blvd					
Long crossing distances	Signal timing improvement	Study to confirm inadequate east-west crossing time; increase time	Low	Short	No
Buckingham Rd and West Blvd					
Missing crosswalk	Crosswalk	Mark crosswalk to island; install flex posts on southern side to shrink corner radius	Low	Short	No

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/Long Term)	External Funding / Coordination Required
Buckingham Rd and Adams Blvd					
Curb ramps are not aligned to crosswalks	Curb ramp	Upgrade all ramps to perpendicular	High	Long	Yes
Edgehill Dr and Degnan Blvd					
Missing crosswalk	Crosswalk; curb ramp	Add high visibility crosswalk on north leg; add curb ramps at circle's three northern approaches as feasible	High	Long	Yes
Degnan Blvd circle and Norton Ave					
Concerns about pedestrian safety	Traffic calming	Eliminate the counterflow lane on Norton (northbound); add roundabout signage	Low	Short	No
Degnan Blvd circle (NE corner)					
Concerns about pedestrian safety	Traffic calming; crosswalk	Channelize traffic into roundabout; add crosswalk	Low	Long	Yes
Degnan Blvd circle (southern end)					
Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/Long Term)	External Funding / Coordination Required
Concerns about driver confusion	Traffic calming	Add signage to direct drivers through roundabout; consider bollards in median to prevent wrong-way northbound turns	Low	Short	No
Degnan Blvd, between Martin Luther King Jr. Blvd and Edgehill Dr					
Concerns about driver speeds	Traffic calming	Consider speed hump installation or addition of short center medians	Medium	Long	No
Degnan Blvd and 39th St					

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/Long Term)	External Funding / Coordination Required
Concerns about driver speeds	Traffic calming	Install traffic circle	High	Long	Yes
Farmdale Ave and Jefferson Blvd					
Curb ramps not aligned to crossings	Curb ramp; crosswalk	Reconstruct curb ramps as perpendicular; add detectable warning surfaces; resurface crosswalk	High	Long	Yes
Buckingham Rd and Coliseum St					
Curb ramps not aligned to crossings	Curb ramp	Reconstruct curb ramps as perpendicular; add detectable warning surfaces	High	Long	Yes
Buckingham Rd and 39th St					
Curb ramps not aligned to crossings	Curb ramp	Reconstruct curb ramps as perpendicular	Medium	Long	Yes
Missing crosswalk	Crosswalk	Add crosswalk on east leg	Low	Short	No
Buckingham Rd and 30th St					
Curb ramps not aligned to crossings	Curb ramp	Install perpendicular curb ramps on all corners	High	Long	Yes
Missing crosswalks	Crosswalk	Add crosswalk to south and west legs	Low	Short	No
Degnan Blvd, between Obama Blvd and Coliseum St					
Concerns about driver speeds	Traffic calming	Extend existing speed humps on Coliseum St north to Obama Blvd; consider other traffic calming such as bollards at Obama and Degnan Blvds	Medium	Medium	No

*Cost opinions were developed based on sources available at the time of plan completion.





Chapter 7

Next Steps

Funding and Implementation

The Exposition/Crenshaw neighborhood plan will support implementation by underpinning infrastructure grant applications. The document summarizes the comprehensive planning process that analyzed data, engaged the community, and produced project recommendations. Table 3 provides a list of potential grant funding opportunities for LADOT to pursue.

The infrastructure recommendations included in this Plan are within census tracts scoring between the 48th and 52nd percentile of CalEnviroScreen 4.0 and are not within disadvantaged communities under Senate Bill 535.

Older adults are essential members of the Exposition/Crenshaw community. The ability to age in place and live safely, comfortably, and

meaningfully in one’s own home and community depends profoundly on the quality of the public realm. Safe crossings, shaded sidewalks, adequate lighting, and places to rest support autonomy and social participation. This plan provides a framework for building neighborhoods where aging in place is not only possible, but celebrated.

LADOT will continue to assess opportunities for implementation, coordinate across city departments, and pursue grants and partnerships to bring these improvements to life. Through these efforts, Los Angeles affirms its dedication to creating safer, more inclusive streets, ensuring that Angelenos can remain active, connected, and at home in their neighborhoods for years to come.

TABLE 3 Funding Opportunities

Funding Source	
Available Funding and Timeline	Eligible SRFS Pilot Neighborhood Plan Recommendations
AARP Community Challenge Grant, AARP	
In 2025, AARP provided \$4.2 million in funding across 383 grantees. Applications open annually.	Infrastructure recommendations in this Plan are eligible for Flagship Grant funding.
Active Transportation Program (ATP), California Transportation Commission (CTC)	
In 2025, the CTC provided \$169 million in ATP funding. Applications open annually.	Infrastructure recommendations are eligible for Infrastructure Only Grants.
Local Highway Safety Improvement Program (HSIP), Caltrans	
In 2025, Caltrans provided \$300 million in available funding. Calls for projects are made every two years.	Infrastructure recommendations are eligible for HSIP funding. The minimum grant amount is \$100,000, and the maximum grant amount is \$10 million. The majority of available funding goes to projects that have a Benefit to Cost Ratio of over 3.5.

Funding Source	
Available Funding and Timeline	Eligible SRFS Pilot Neighborhood Plan Recommendations
Metro Active Transport, Transit, and First/Last Mile (MAT) Program, Los Angeles Metro	
\$857 million is available over the course of 40 years; \$75 million was available for Cycle 2 (implementation during FY2026-2030).	Infrastructure recommendations within a ½ mile of the Expo/Crenshaw and Farmdale Metro stations are eligible for FLM grants.
Sustainable Communities Program – Active Transportation & Safety, Southern California Association of Governments (SCAG)	
In 2024, SCAG provided \$8.2 million in available funding. Applications open annually.	Infrastructure recommendations that require minor construction activity (e.g., does not require excavation) and uses durable, low-to-medium cost materials to pilot and iterate through project designs are eligible for Quick-Build Project funding. The maximum award per project is \$900,000.
Safe Streets and Roads for All (SS4A) U.S. Department of Transportation	
\$5-\$6 billion is available between 2022 and 2026. Applications open annually.	Infrastructure recommendations on corridors identified in the city's Vision Zero Plan are eligible for Implementation Grant funding.
Transformative Climate Communities, California Strategic Growth Council and Department of Conservation	
In 2023, \$88.5 million was available for three Implementation Grant awards. Applications open annually.	Infrastructure recommendations are eligible and the SRFS project area meets funding requirements for an Implementation Grant (51% of project area must overlap with census tracts designated as disadvantaged). Multiple co-applicants are required.
Better Utilizing Investments to Leverage Development (BUILD), U.S. Department of Transportation	
\$1.5 billion available yearly. Applications open annually.	Infrastructure recommendations are eligible for BUILD grants.