

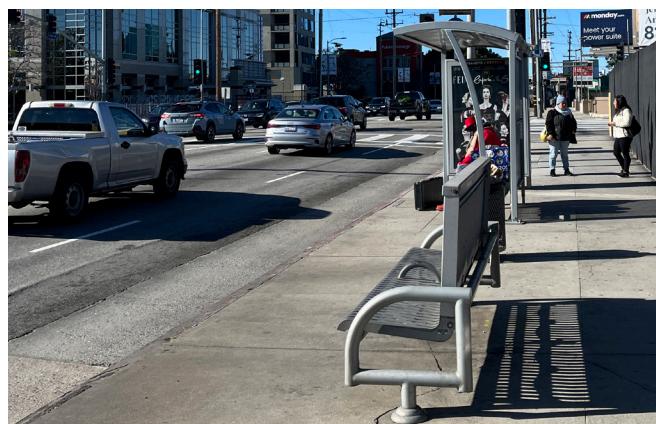
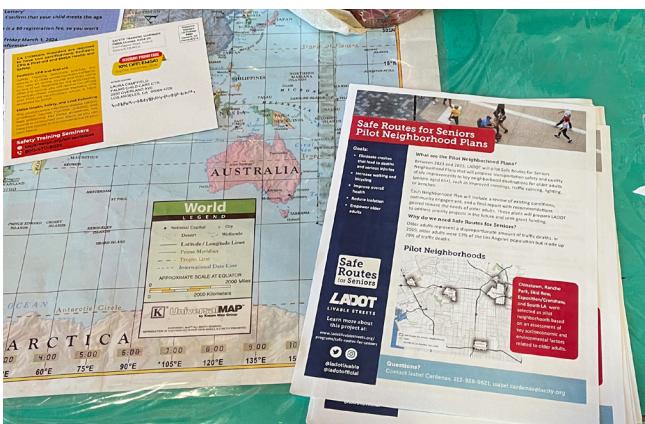


LADOT

**Safe
Routes
for Seniors**



Safe Routes for Seniors Pilot Neighborhood Plan **RANCHO PARK**



Acknowledgements

Council District 1

Council District 5

Council District 8

Council District 10

Council District 14

Council District 15

**Los Angeles Department
of Aging**

Prepared by

**TOOLE
DESIGN**

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 mph². 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



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



Older adults who participated in project surveys stated they primarily move around in Rancho Park by driving themselves (61 percent) or taking the bus (26 percent).



Respondents reported that transportation issues were most common on Overland Avenue, Pico Boulevard, Olympic Boulevard, and Westwood Boulevard.

Pilot Neighborhood Plan: Rancho Park

The Rancho Park neighborhood is defined for this pilot as the area bordered by Olympic Boulevard, Overland Avenue, the I-405 Freeway, and National Boulevard.

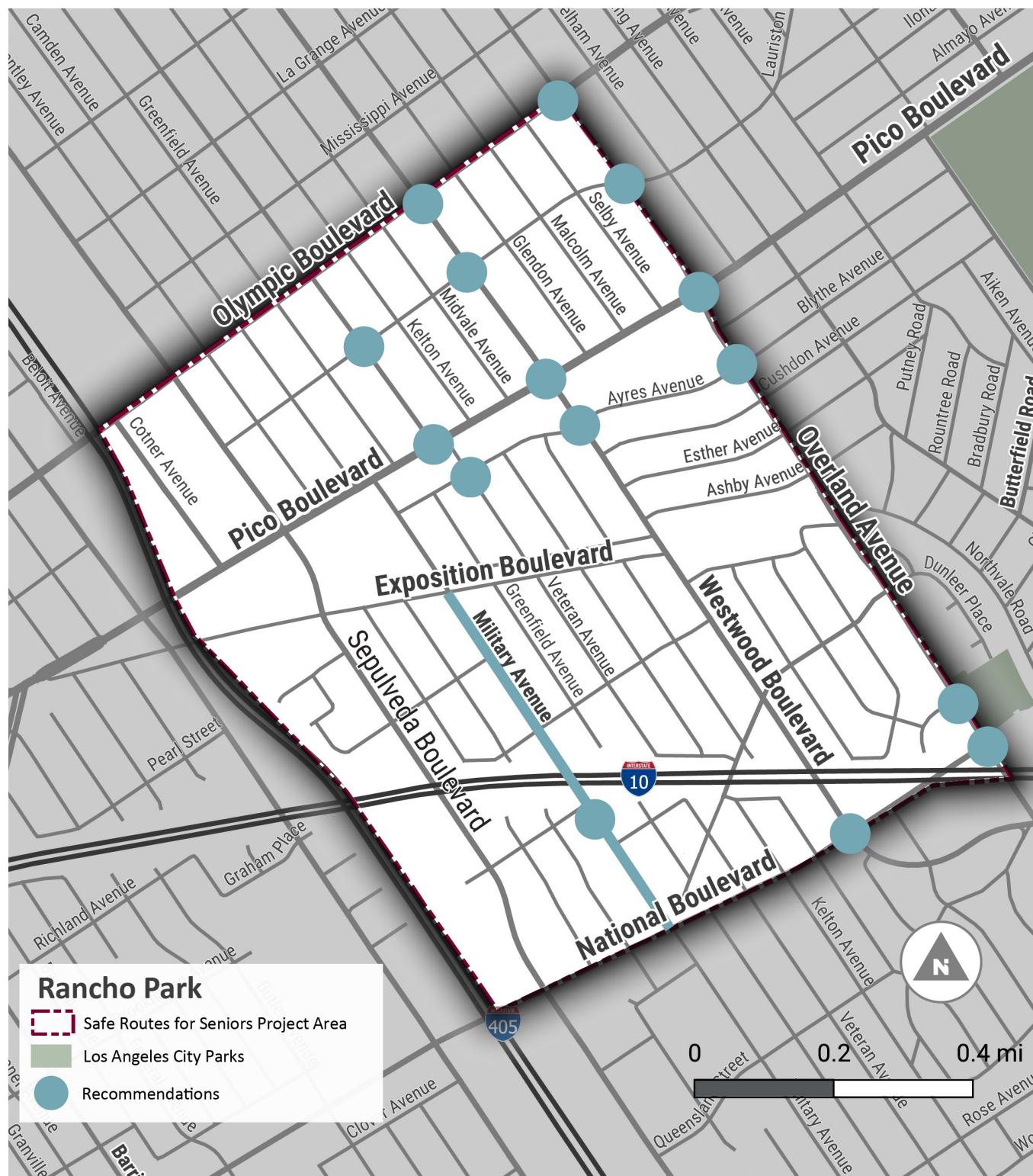
LADOT reviewed existing conditions and engaged deeply with the community by conducting surveys, workshops, and tours, and collaborating with a Community Leadership Committee of older residents to understand their experiences and needs.

Recommendations

Key recommendations in the Rancho Park area address uncomfortable and stressful crossings at major intersections that provide access to key destinations along streets such as Pico Boulevard and Westwood Boulevard (see Map 1).

Recommendations also focus on creating low-stress walking and bicycling routes within quiet, shady residential streets in the neighborhood, including Veteran Avenue, Tennessee Avenue, Ayres Avenue, and Military Avenue. Recommendations for these streets emphasize improved and simplified crossings through features such as Pedestrian Hybrid Beacons, new marked crosswalks, and traffic calming elements.

MAP 1 Rancho Park 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 percent of the City's population in 2019, older adults accounted for 29 percent 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://lacontroller.org/wp-content/uploads/2019/06/EngagingOlderAngelenos.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

Rancho Park Neighborhood Profile

Project Area

The Rancho Park neighborhood project area as defined by the SRFS team includes Olympic Boulevard to the north, the I-405 freeway to the west, National Boulevard to the south, and Overland 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 Rancho Park Neighborhood Project Area



City of Los Angeles

Rancho Park

Median household income:

\$69,778

\$71,914

Residents aged 65 and older:

13%

8%

Renter households:

63%

33%

Asian population:

12%

28%

Hispanic and Latino population

48%

13%

Residents proficient in English:

75%

97%*

Source: U.S. Census Data, 2020



Rancho Park Town Hall

Neighborhood History & Current Conditions

The community now known as Rancho Park once produced some of early Los Angeles's most famous exports, including cattle, beans, and citrus fruits. But the city's population boom in the 1920s led residential developers to turn their attention to the cheap agricultural land in the western reaches of the city, much of which they converted into housing intended for middle class families. The real estate boom consisted mostly of Spanish Colonial bungalows and ranch houses.

The area was part of the Westwood neighborhood until 1936, when Olympic Boulevard was extended westward. Residents south of the new extension decided to break away from Westwood and rebranded their community as Rancho Park.

Today, many of the original modestly sized homes have been rebuilt into larger single-family homes with more modern architecture and attract young professionals and families. Housing prices in the area have increased dramatically in recent decades given the neighborhood's proximity to major centers of employment, access to high-performing schools, and the quiet, tree-lined streets that define its suburban character. See Appendix C for a neighborhood land use map.

Older Adults in Rancho Park

According to 2020 Census data, 8 percent of Rancho Park residents are aged 65 or older. Approximately 9 percent of the Rancho Park population are military veterans, including one of the highest shares in the county of those who served during World War II or the Korean War. Within the study area, The Plaza at Westwood Senior Living provides 136 studios and one-bedroom apartments for older adults, and the Pico – Veteran Senior Housing includes 45 one-bedroom apartments with a community room where social events occur.



Site walk with the Community Leadership Committee.

Transportation

The single-family residential character of the neighborhood, tree-lined streets, and a mostly regular street grid pattern result in a walkable environment, although large multi-laned arterials like Pico Boulevard, National Boulevard, Westwood Boulevard, and Overland Avenue prioritize vehicular traffic.

Transit

Two Metro E Line stations, Westwood/Rancho Park and Expo/Sepulveda, offer transit riders the ability to commute east towards Downtown Los Angeles or west towards the Pacific Ocean. The Big Blue Bus Route 5 bus line operates east-west along Olympic Boulevard, and the LADOT Commuter Express 431 and Big Blue Bus Route 7 bus line runs east-west along Pico Boulevard. See Appendix D for a map of transit stops and destinations.



Surveying residents on Pico Boulevard.

Bicycle Facilities

Though on-street bicycle facilities are limited throughout Rancho Park, the Expo Bike Path provides an off-street route along Exposition Boulevard, connecting the area to Cheviot Hills and Palms to the east, and Sawtelle and Santa Monica to the west. Westwood Boulevard is designated as a bicycle route, although the street lacks consistent shared lane markings. Immediately south of the project area, at National Boulevard, the marked route transitions to a short bike lane on Westwood Boulevard. Rancho Park also has three Metro Bike Share stations, one at each Metro E line station along Exposition Boulevard and one at the intersection of National and Westwood Boulevards. See Appendix E for a map of bike facilities and bikeshare stations.

Multimodal Volumes and Speeds

Motor vehicles travel at average speeds between 12 and 20 miles per hour in Rancho Park (according to 2019 StreetLight data). The highest average vehicle speeds (25-28 mph) are seen at on- and off-ramps connecting to the adjacent freeways. 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	Corridors
Highest pedestrian volumes	Pico Boulevard, Westwood Boulevard
Highest bike volumes	Exposition Boulevard, Pico Boulevard, Westwood Boulevard
Highest motor vehicle volumes	Pico Boulevard, Sepulveda Boulevard, on- and off-ramps to the I-405 and I-10 freeways

Source: 2019 StreetLight Data

Collisions and Injuries

The City of Los Angeles' [High Injury Network](#) (HIN) identifies the 6 percent of city streets where 70 percent of severe injuries and fatalities involving people walking occur. In Rancho Park, these include Westwood Boulevard north of Pico Boulevard, Pico Boulevard, and the westernmost part of National Boulevard through the neighborhood area. These high-injury streets are all multi-lane arterials that serve key commercial destinations in the neighborhood (See Map 3).

Between 2016 and 2020, 10 older adults in Rancho Park were involved in traffic collisions in the neighborhood, including two 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 Rancho Park





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 100 older adults throughout Rancho Park.

Residents had multiple avenues to share where and how they travel through the neighborhood from community events at Pico-Veterans Senior Housing and the Palms-Rancho Park Branch Library to intercept surveys at the Apple Pan and along the Expo Bike Path. See Appendix H for the full SRFS Outreach and Engagement Strategy.

Outreach, Promotion, & Incentives

The project team promoted public events through:

- **Flyers posted at senior housing sites** including Pico – Veteran Senior Housing and The Plaza at Westwood. Flyers were also posted and passed out to older adults at the Expo/Sepulveda station, transit stops along Pico Boulevard, the Expo Bike Path, the Apple Pan, the Palms Recreation Center, and the Palms-Rancho Park Branch Library.
- **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.



Engagement event at the Pico-Veterans Senior Center.

The Community Leadership Committee CLC

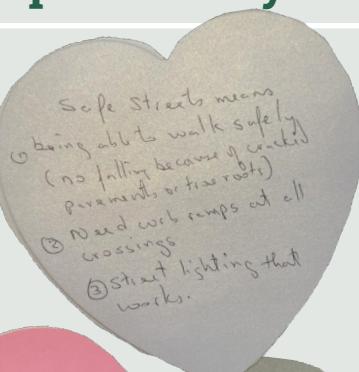
Ongoing engagement with older adults who live, work, or spend time in Rancho Park provided firsthand insight into their daily challenges, needs, and priorities. The Community Leadership Committee (CLC) was comprised of six older adults from Rancho Park who played a key role in the planning process. CLC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

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 through the first intercept survey.

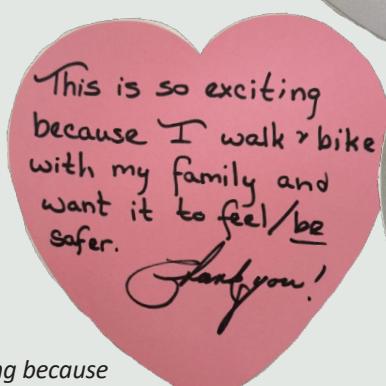
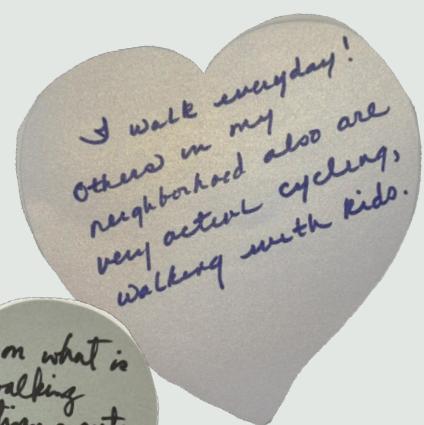


Why is LADOT's Safe Routes for Seniors program important to you?

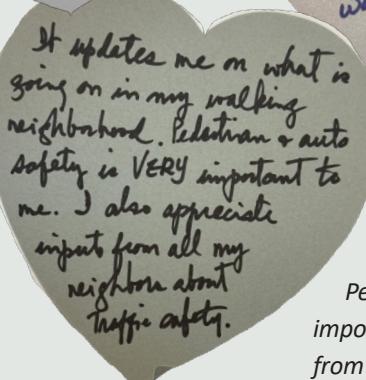
"Safe streets means being able to walk safely. 1) No falling because of cracked pavements or tree roots. 2) Need curb ramps at all crossings. 3) Street lighting that works."



"I walk everyday! Others in my neighborhood also are very active cycling/ walking with kiddo."



"This is so exciting because I walk and bike with my family and want to to feel/ be safer. Thank you!"



"It updates me on what is going on in my walking neighborhood. Pedestrian and auto safety is VERY important to me. I also appreciate input from all my neighbors about traffic safety."

Community Engagement Activities

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



February 2024:

Intercept survey: Despite low pedestrian activity, 20 older adults shared their top travel destinations as well as locations where they experience transportation safety issues.



March 2024:

Senior Housing Site Visit: Residents, family members, and staff at The Plaza at Westwood convened for a social hour to discuss safe and comfortable travel in the neighborhood.



Community Leadership Committee Orientation: Members shared their vision for Rancho Park, as well as their experiences of traveling in the community. They learned about the goals and strategies for Safe Routes for Seniors.



April 2024:

Community Leadership Committee Meeting: Members provided updates on their outreach activities and learned about the Safe Routes for Seniors Toolbox for traffic safety improvements.

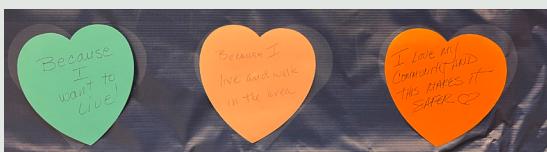


Planning Lab and Walking Tour: 33 participants, many of them residents at Pico—Veterans Senior Housing, took a walking tour of Rancho Park and mapped locations and destinations that pose travel challenges, such as uneven sidewalks and long crossings.



August 2024:

Community Leadership Committee Meeting: Members responded to a list of recommended actions and learned about ways to stay involved as the work advances.



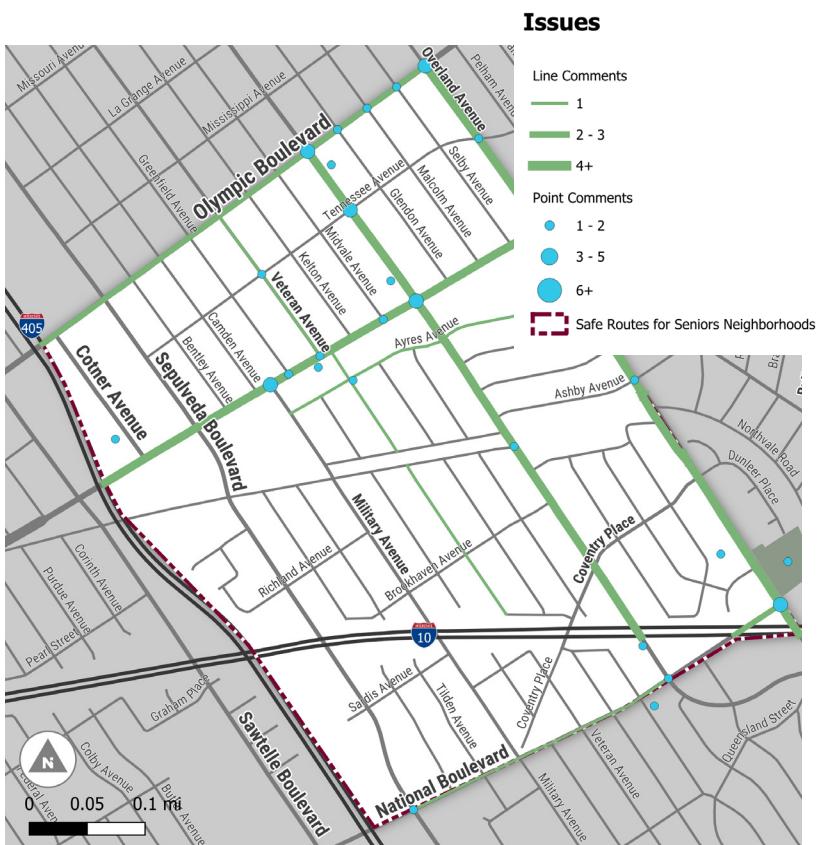
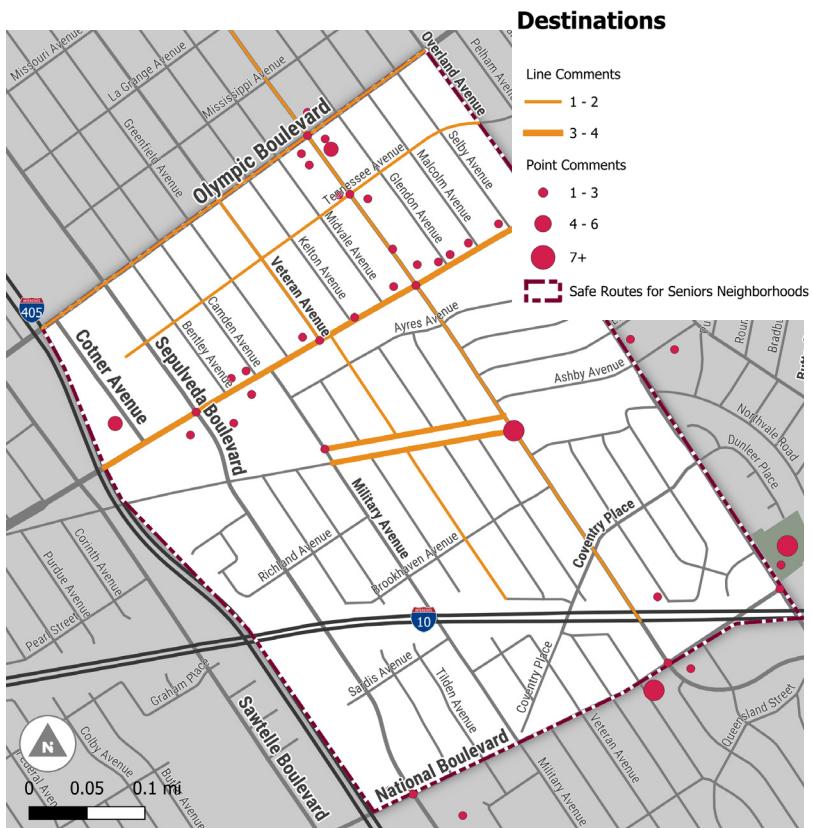
Town Hall: 12 community members learned about the traffic safety improvements recommended for Rancho Park and provided feedback as well as additional recommendations.



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 Rancho Park, older adults were asked to share locations they frequent as well as areas where they experience transportation safety issues. Popular destinations included grocery stores, pharmacies, banks, and restaurants along Westwood and Pico Boulevards. The Palms/Rancho Park Library and Recreation Center, located in the southeastern corner of the neighborhood, was also a major destination. These destinations often overlapped with transportation issues, especially along Westwood and Pico 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. However, these streets 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 Rancho Park often walk or use a mobility device to travel in the neighborhood. Residents often noted which streets felt most comfortable for walking and adjusted their trips to use those routes. About 60 percent of respondents also said they drive themselves, and some shared concerns about congestion and traffic speeds.

FIGURE 1 How do you usually get around in Rancho Park?

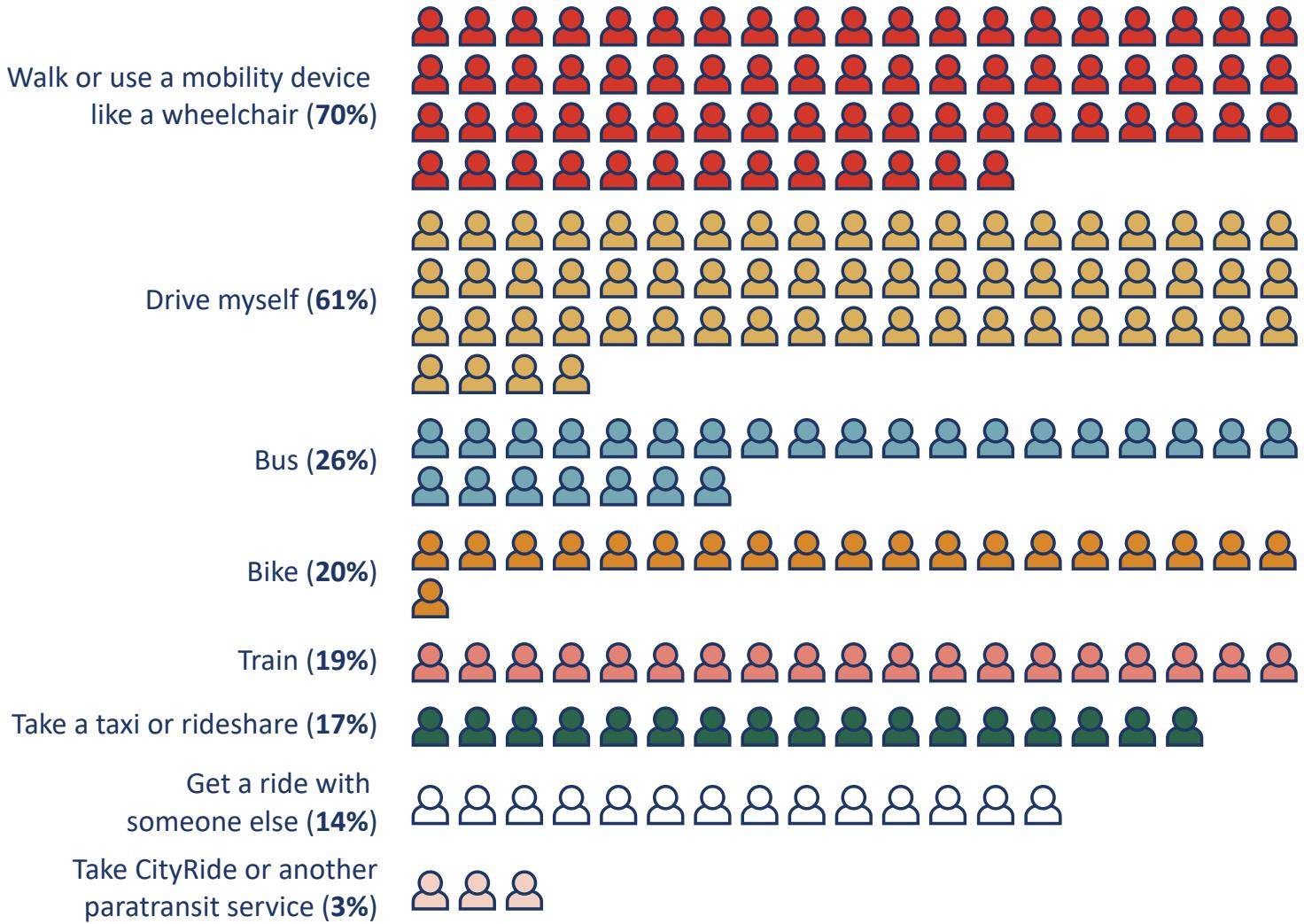
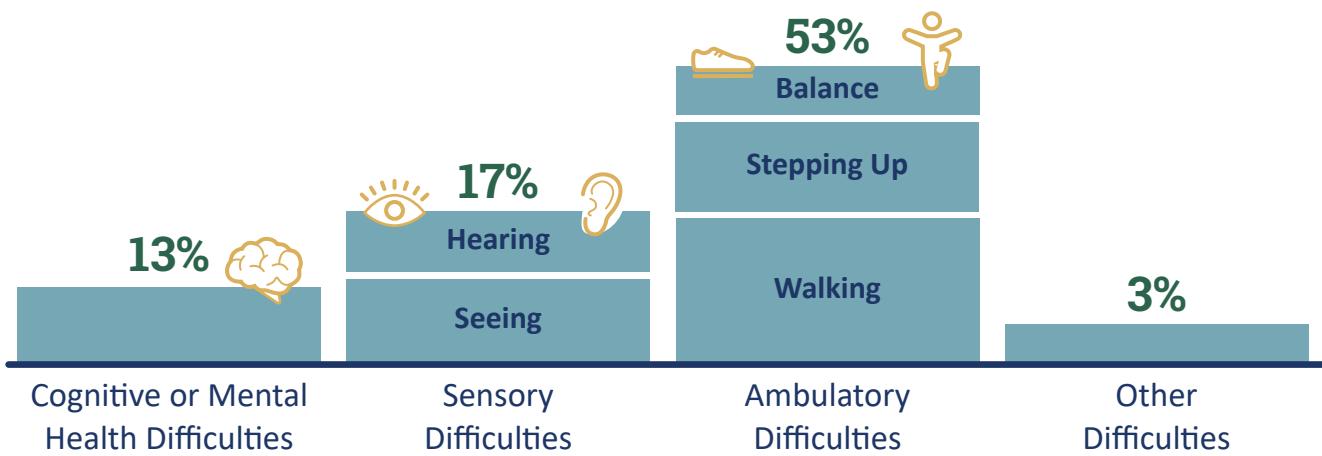


FIGURE 2 What difficulties do you experience that affect your daily life?



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 Rancho Park.

Crossings at major intersections are challenging

While major streets like Pico Boulevard and Westwood Boulevard have many popular local destinations like commercial retail and restaurants, crossings along these streets can be challenging for older adults. Missing or misaligned curb ramps and limited pedestrian signal crossing times were cited as factors that made these locations difficult and stressful.



Crosswalk with faded striping.

Long distances between crossings

Multiple blocks along north-south arterials in Rancho Park have long distances between controlled pedestrian crossings. Older adults noted that these conditions made it difficult to access local destinations on foot, such as the Palms-Rancho Park Library.



Palms-Rancho Park Library



Long crossing distance across Westwood Boulevard at National Boulevard.

Access to low-stress routes

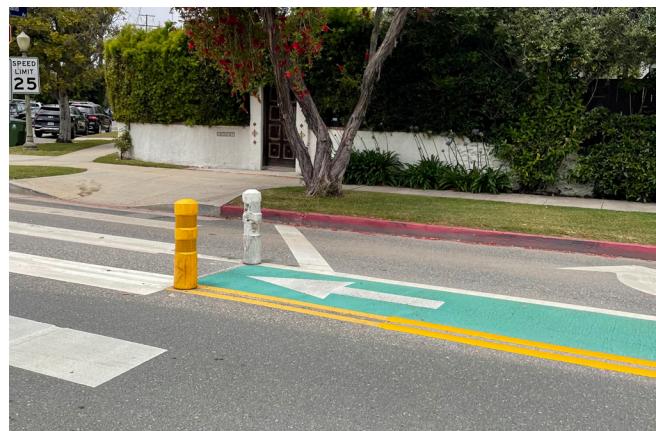
Many residents of senior housing sites noted that they enjoyed walking along the shady and quiet residential streets such as Tennessee Avenue and Veteran Avenue, which are generally a few blocks removed from larger arterials. These streets are generally shaded, have consistent sidewalks, and have relatively low traffic volumes. Access to these streets, however, was limited in some locations due to high-volume, uncomfortable intersections or lack of accessible pedestrian facilities at crossings.



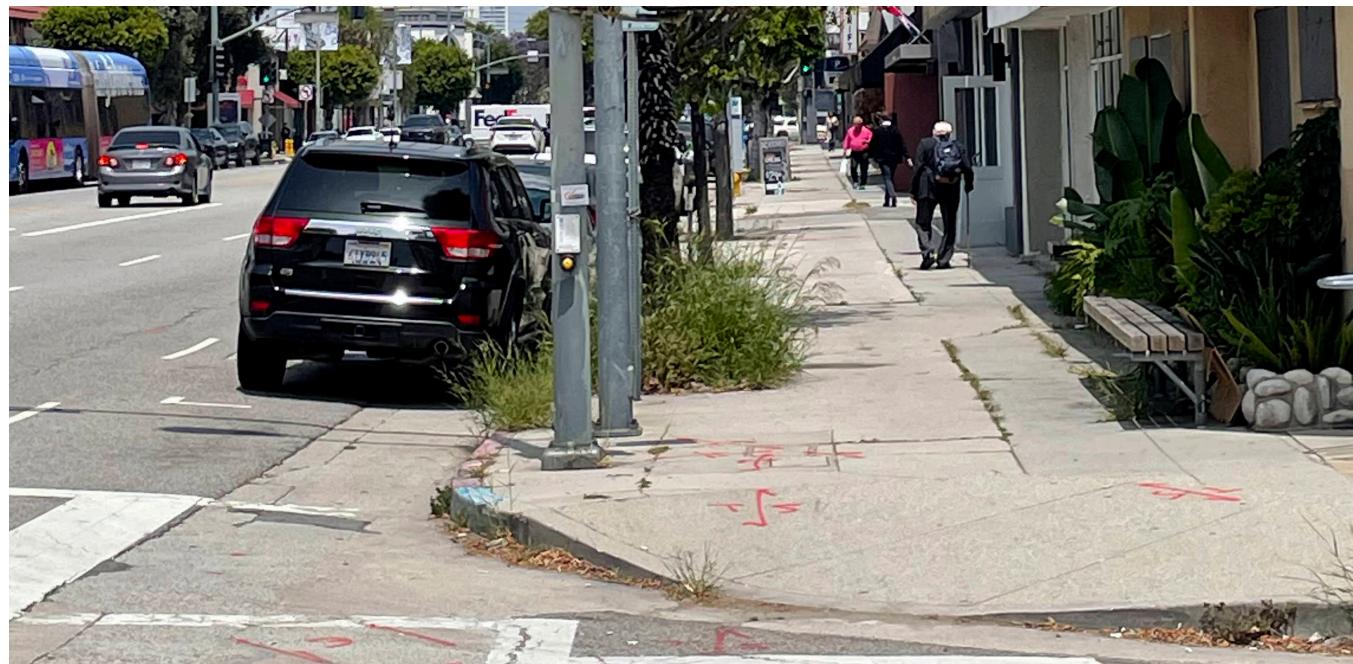
A crosswalk across Pico Boulevard at Veteran Avenue.

Sidewalk accessibility

Older adults noted that some sidewalks in the neighborhood are lifted by the roots of large trees in the area, creating tripping hazards. Others noted that vehicles driving at high speeds on streets like Pico Boulevard often lead to bicyclists and scooter riders using the sidewalks, creating conflicts with older residents.



Intersection of Overland Avenue and Tennessee Avenue



Uneven sidewalk along Pico Boulevard.



Chapter 6

Recommendations

Recommendations

The infrastructure recommendations in this plan aim to maximize 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 Olympic Boulevard, Tennessee Avenue, Pico Boulevard, National Boulevard, Overland Avenue and Westwood Boulevard. While many of the recommended improvements could be made at additional locations throughout the neighborhood, the recommendations 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 both selecting the study area and the planning process; hence all included recommendations reflect those factors. The following pages map out the recommendations (Seen Map 5) and include a detailed table of all recommendations across the project area. Some recommendations with minimal implementation complexity have already been installed by LADOT as of writing this plan. These improvements are indicated as “completed.”

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*.

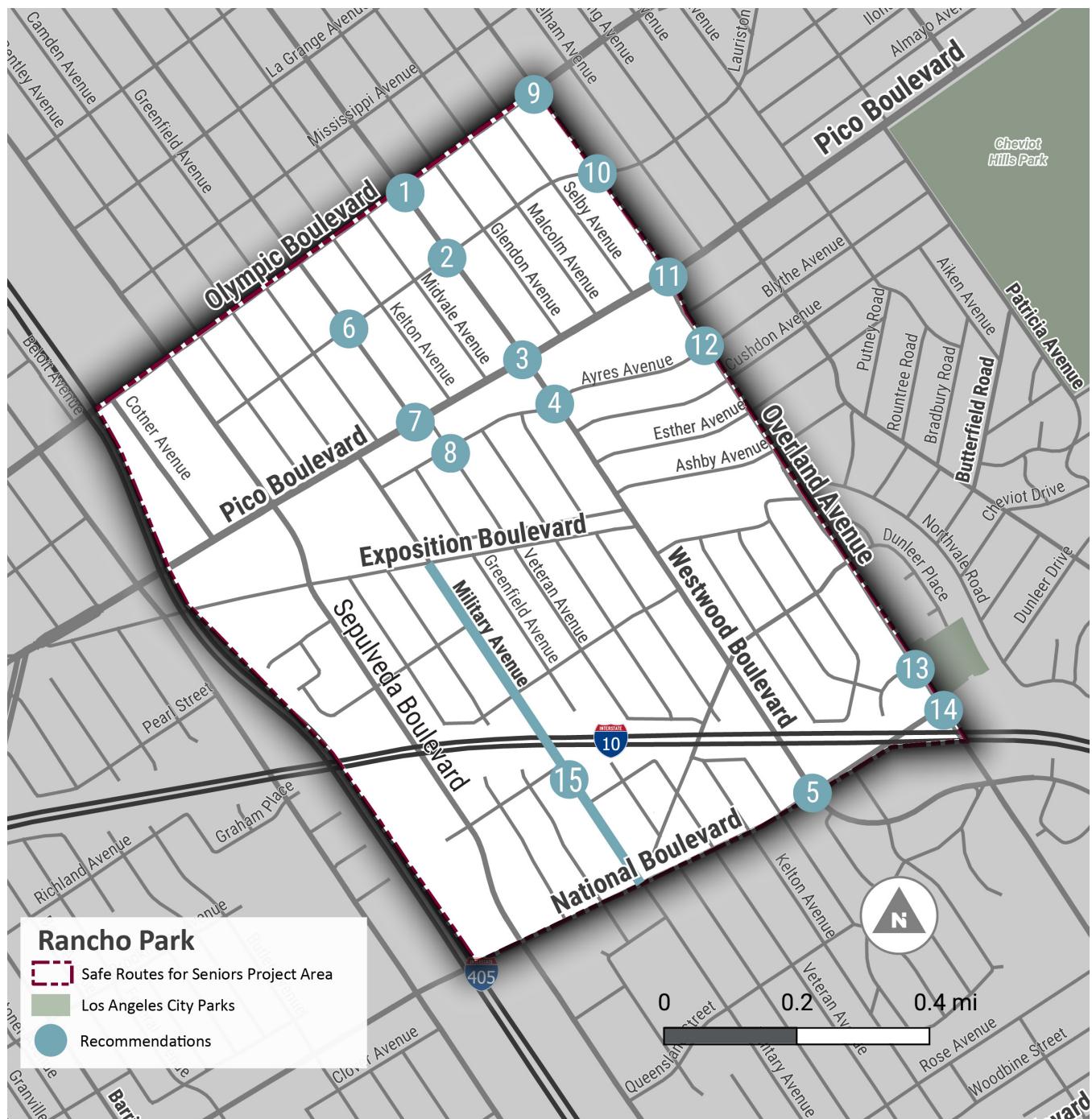
Safe Routes for Seniors Toolkit

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.

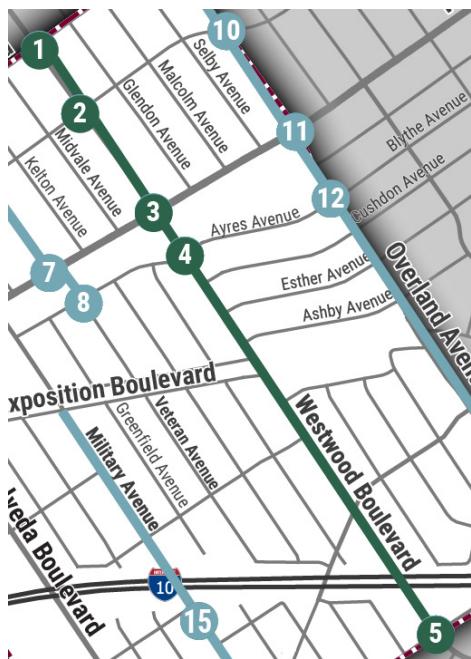
The toolkit is organized into five topic areas: Corridors, Crossings and Intersections, Transit, Bicycle Facilities, and Street Elements (example pages included here). The estimated crash reduction, cost, and timeline is included for each treatment. Drawing on best practices from city, state, and national 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.

The image shows a screenshot of the Safe Routes for Seniors Toolkit website. The main title is 'Safe Routes for Seniors Toolkit' with a sub-section 'Accessible Parking Spaces'. On the left, there is a table with five rows and three columns. The columns are 'PRIMARY USER GROUP' (with a person in a wheelchair icon), 'ESTIMATED CRASH REDUCTION' (with a bus icon), 'ESTIMATED TIMELINE' (with a clock icon), and 'ESTIMATED COST' (with a dollar sign icon). The rows are: 'Accessible Parking Spaces' (with a person in a wheelchair icon), 'N/A' (with a bus icon), 'N/A' (with a clock icon), and 'N/A' (with a dollar sign icon). Below the table, there is a section titled 'Benefits for Older Adults' with a list of items. To the right of the table, there are several small images showing people walking, a bus, and a person in a wheelchair. At the bottom right, there are 'Safe Routes for Seniors' and 'LADOT' logos.

MAP 5 Recommendations: Focus Corridors and Intersections



Westwood Blvd



1

Westwood Boulevard and Olympic Boulevard

- Install curb extension on SE corner
- Add protected left-turn phase on northbound Westwood Blvd (to be studied) and eastbound Olympic Blvd (completed)
- Add perpendicular curb ramps to all corners



2

Westwood Boulevard and Tennessee Avenue

- Upgrade to a fully signalized intersection
- Add curb extensions to existing crosswalk

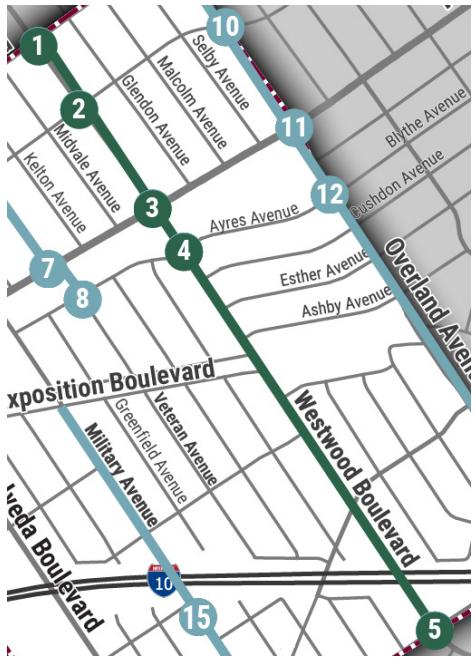


3

Westwood Boulevard and Pico Boulevard

- Upgrade curb ramps





4

Westwood Boulevard and Ayres Avenue

- Add new crosswalk with curb ramps across Westwood Blvd



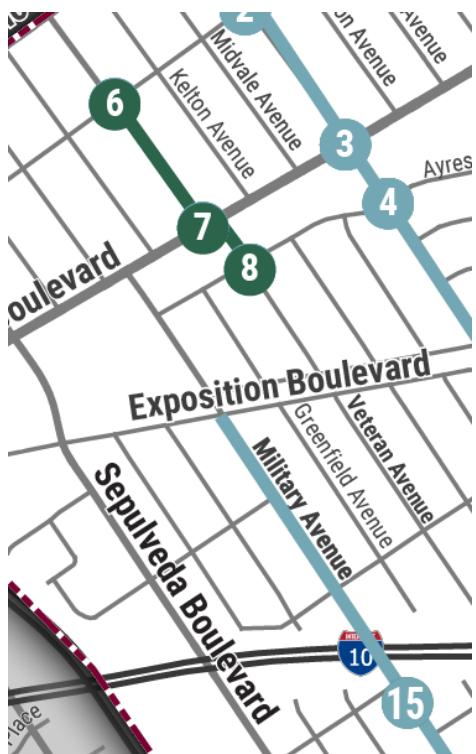
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Westwood Boulevard and National Boulevard

- Extend pedestrian crossing signal phase
- Install curb extensions on the SE and SW corners



Veterans Ave



6

Veterans Avenue and Tennessee Avenue

- Install high-visibility crosswalks



7

Veterans Avenue and Pico Boulevard

- Upgrade curb ramps



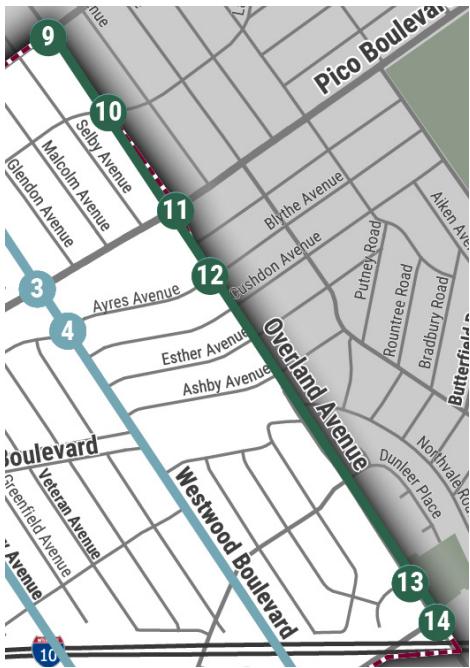
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Veterans Avenue and Ayres Avenue

- Add stop signs to make intersection a four-way stop



Overland Ave



9

Overland Avenue and Olympic Boulevard

- Install protected-only left turn phase to signal



10

Overland Avenue and Tennessee Avenue

- Install curb extension
- Upgrade curb ramps
- Upgrade bike queue area to improve visibility



11

Overland Avenue and Pico Boulevard

- Install curb extensions
- Install protected-only left turn signal phase
- Extend pedestrian crossing time
- Remove northbound right-turn lane or install no-turn on red

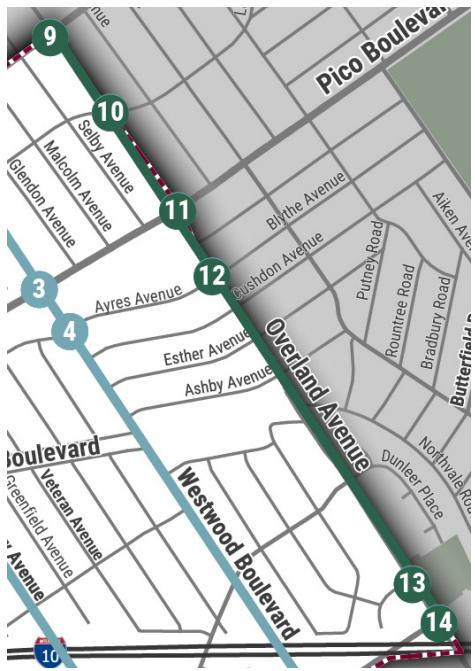


12

Overland Avenue and Ayres/Blythe Avenue

- Install pedestrian refuge island
- Install high-visibility crosswalk





13

Overland Avenue and Clarkson Road

- Conduct speed study



14

Overland Avenue and National Boulevard

- Install curb extension
- Install yield signage at off-ramp



Military Ave



15

Military Avenue (Exposition Blvd to National Blvd)

- Install bike boulevard with traffic calming features such as a neighborhood traffic circle



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 are 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).

Some recommendations with minimal implementation complexity have already been installed by LADOT as of writing this plan. These improvements are indicated with the “†” symbol but are included in the list as they were part of the project team's infrastructure recommendations for the neighborhood. 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
National Blvd and Westwood Blvd					
Inadequate crossing time	Signal timing improvement	Increase pedestrian crossing time	Low	Short	No
Long crossing distance	Crossing enhancement	Install curb extensions on the SE and SW corners	High	Long	Yes
Overland Ave and Ayres/Blythe Ave					
Long crossing distance; Concerns about drivers not yielding to pedestrians at crossings	Crossing enhancement	Install a pedestrian refuge island to cross Overland Ave. Permit only right turns from westbound Blythe Ave.	High	Medium	Yes
Long crossing distance	Crossing enhancement	Realign the existing crosswalk to shorten distance	Medium	Medium	Yes
Concern about drivers not yielding to pedestrians at crossings	Signal modification	Move the northbound signal to improve its visibility to motorists	Low	Long	No

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/ Long Term)	External Funding / Coordination Required
Overland Ave and Clarkson Road					
Concerns about drivers not yielding to pedestrians at crossings	Traffic calming	Conduct speed study for potential to lower speed limit	Low	Long	No
Veteran Ave and Tennessee Ave					
Concerns about drivers not yielding to pedestrians at crossings	Crossing enhancement	Install high-visibility crosswalks for Tennessee Ave	Low	Short	No
Overland Ave and Tennessee Ave					
Curb ramps not aligned to perpendicular crossings	Curb Ramp / Extension	Reconstruct directional ramps	High	Long	Yes
Concerns about drivers not yielding to pedestrians at crossings	Curb Ramp / Extension	Add curb extensions on NE corner	Medium	Long	Yes
Concerns about conflicts between bicyclists and motorists	Bike facility	Move Tennessee Ave bike queue areas to improve bicyclist visibility	Low	Short	No
Military Ave from Exposition Blvd to National Blvd					
Concerns about bicyclist comfort	Bike facility	Install a Class III bicycle boulevard along the corridor, including traffic calming such as a traffic circle at Brookhaven Ave and Military Ave and center medians throughout	High	Long	Yes
Veteran Ave and Ayres Ave					
Concerns about drivers not yielding to pedestrians at crossings	Traffic operations	Add all-way stop	Low	Short	No
National Blvd and Overland Avenue					
Concerns about drivers not yielding to pedestrians at crossings	Traffic operations	Install "Yield to Pedestrians" sign at the westbound off-ramp	Low	Short	Yes
Long crossing distances	Curb ramp / extension	Install a curb extension on the northwest corner of National Blvd	Medium	Long	Yes

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/ Long Term)	External Funding / Coordination Required
Overland Ave and Olympic Blvd					
Concerns about drivers not yielding to pedestrians at crossings	Traffic operations	Study the addition of protected-only left-turn phase for each direction of travel on Overland Avenue	Medium	Medium	No
Westwood Blvd and Olympic Blvd					
Concerns about drivers not yielding to pedestrians at crossings	Traffic operations	Study the addition of protected-only left-turn phase for northbound traffic on Westwood Blvd and eastbound traffic on Olympic Blvd†	Medium	Medium	No
Long crossing distances	Curb ramp / extension	Remove northbound right-turn lane on Westwood Blvd and replace with curb extension (maintaining driveway to strip mall parking)	Medium	Long	Yes
Curb ramps not aligned to crosswalks	Curb ramp / extension	Add perpendicular curb ramps on all corners	High	Medium	Yes
Westwood Blvd and Tennessee Ave					
Concerns about drivers not yielding to pedestrian	Signal modification	Upgrade to a fully signalized intersection	High	Medium	No
Long crossing distances	Curb ramp / extension	Install curb extensions to cross Westwood Blvd	High	Medium	Yes
Overland Ave and Pico Blvd					
Inadequate crossing time	Signal modification	Increase crossing time phase for east-to-west crossings†	Medium	Short	No
Conflicts with turning vehicles	Curb ramp / extension	Install curb extensions on both sides of Pico Blvd	High	Long	Yes
Concerns about drivers not yielding to pedestrians at crossings	Traffic operations	Study the addition of left-turn only arrows for south- and eastbound traffic	Medium	Short	No
Concerns about drivers not yielding to pedestrians at crossings	Traffic operations	Prohibit right-turn-on-red	Medium	Medium	No

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/ Long Term)	External Funding / Coordination Required
Westwood Blvd and Ayres Ave					
Intersection lacks a crossing and requires long distance to next signalized crossing	Crosswalk	Install a new high-visibility crosswalk	Low	Long	Yes
Missing curb ramps impede ADA access	Curb ramp / extension	Install curb ramps with detectible warning surfaces for east-west crossings of Westwood Blvd	Medium	Long	Yes
Cotner Ave (north of Pico Blvd)					
Conflicts between motorists and pedestrian on the sidewalk at driveway crossing	Curb ramp / extension	Replace a parking space at driveway on Cotner Ave with a curb extension	Medium	Medium	No
Pico Blvd and Veteran Ave					
Curb ramps impede ADA access	Curb ramp / extension	Upgrade curb ramps on the southwest and southeast corners	Medium	Medium	Yes
Pico Blvd and Westwood Blvd					
Curb ramps are not aligned to crosswalks	Curb ramp / extension	Upgrade curb ramps on the northeast, southwest, and southeast corners	High	Medium	Yes

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



Chapter 7

Next Steps

Funding and Implementation

The Rancho Park 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 52nd and 40th percentile of CalEnviroScreen 4.0 and are not within disadvantaged communities as defined by Senate Bill 535.

Older adults are essential members of the Rancho Park 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	<p>\$857 million is available over the course of 40 years; \$75 million was available for Cycle 2 (implementation during FY2026-2030).</p> <p>Infrastructure recommendations within a ½ mile of the Westwood/Rancho Park and Expo/Sepulveda Metro stations are eligible for first/last mile grants. All recommendations are located a Pedestrian District (as defined by Metro's Active Transportation Strategy Plan) and are eligible under Cycle 2 guidelines.</p>
Sustainable Communities Program – Active Transportation & Safety, Southern California Association of Governments (SCAG)	<p>In 2024, SCAG provided \$8.2 million in available funding. Applications open annually.</p> <p>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.</p>
Safe Streets and Roads for All (SS4A) U.S. Department of Transportation	<p>\$5-\$6 billion is available between 2022 and 2026. Applications open annually.</p> <p>Infrastructure recommendations on corridors identified in the city's Vision Zero Plan are eligible for Implementation Grant funding.</p>
Better Utilizing Investments to Leverage Development (BUILD), U.S. Department of Transportation	<p>\$1.5 billion available yearly. Applications open annually.</p> <p>Infrastructure recommendations are eligible for BUILD grants.</p>