

LADOT
Safe Routes
for Seniors



Safe Routes for Seniors Pilot Neighborhood Plan
CHINATOWN



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 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: United States 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 Chinatown by walking (76 percent) or taking the bus (59 percent).



The neighborhood faces challenges like rapid gentrification, which threatens to displace the community members SRFS aims to protect.



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



Reported transportation safety issues were concentrated along key destination corridors for older adults: **N Broadway, Hill Street, College Street, and Alpine Street**.



Collisions in the neighborhood that involved older adults walking and biking mainly occurred at intersections, with most caused by drivers not yielding to pedestrian right-of-way.

Pilot Neighborhood Plan: Chinatown

The Chinatown neighborhood is defined for this pilot as the area bordered by US-101, Main Street, Bernard Street, and Interstate 110.

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.

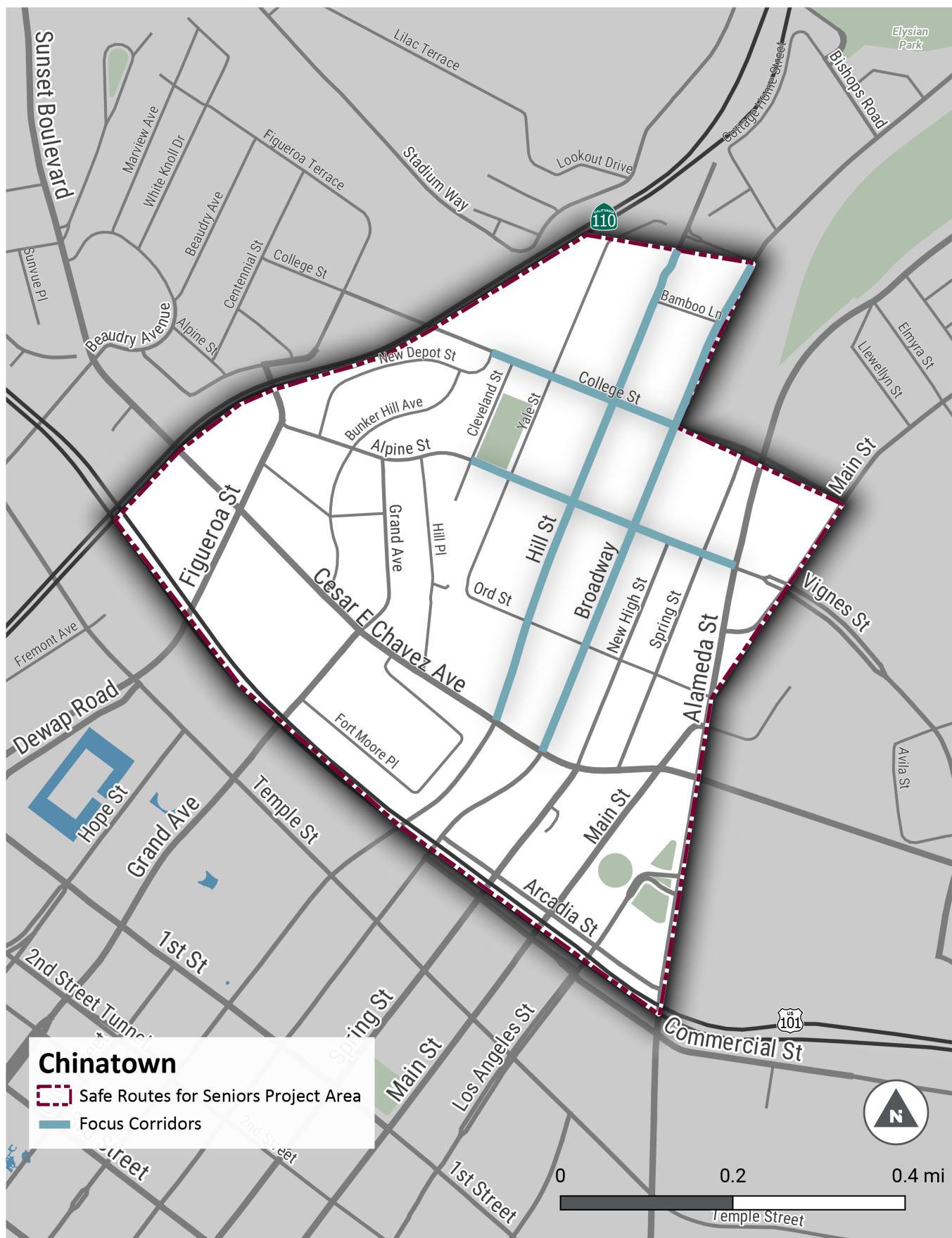
Recommendations

Based on feedback, Chinatown's recommendations focus on four main corridors: **Hill Street, N Broadway, College Street, and Alpine Street** (see Map 1).

Recommendations for these areas include implementing traffic calming measures; enhancing pedestrian crossings with curb ramps, curb extensions, and new crosswalks; and signal timing improvements. The project team also recommended the following systemic treatments along all four focus corridors:

- Add pedestrian-scale lighting
- Repair and widen sidewalks
- Add seating at transit stops and near key destinations
- Add street trees for shade and beautification

MAP 1 Chinatown Neighborhood Recommendations: Focus Corridors





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://ladotlivablestreets-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.

Streets should be safe for everyone!

Older adults are over-represented in traffic deaths.

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



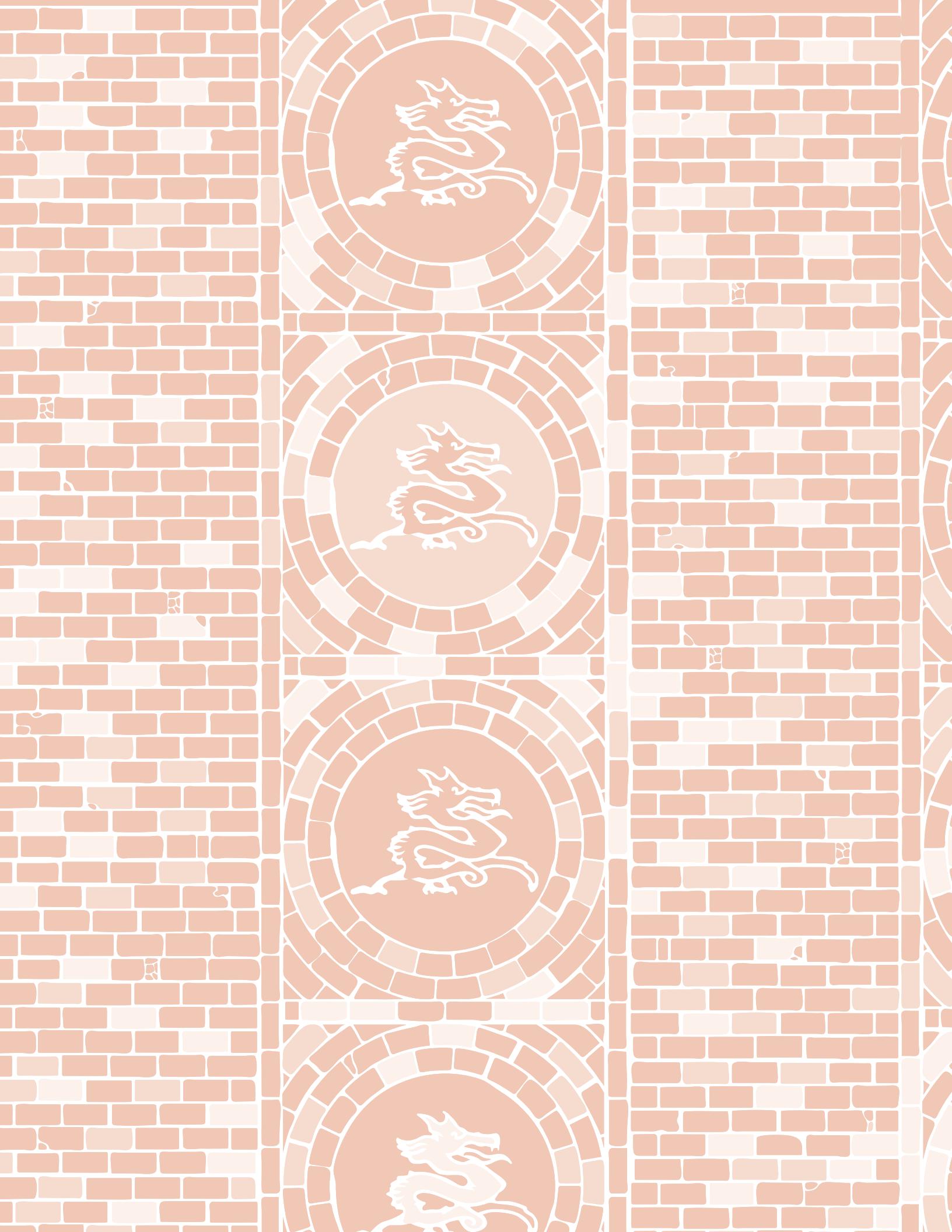
High pollution and social vulnerability



Hotter average temperatures



Low car ownership





Chapter 3

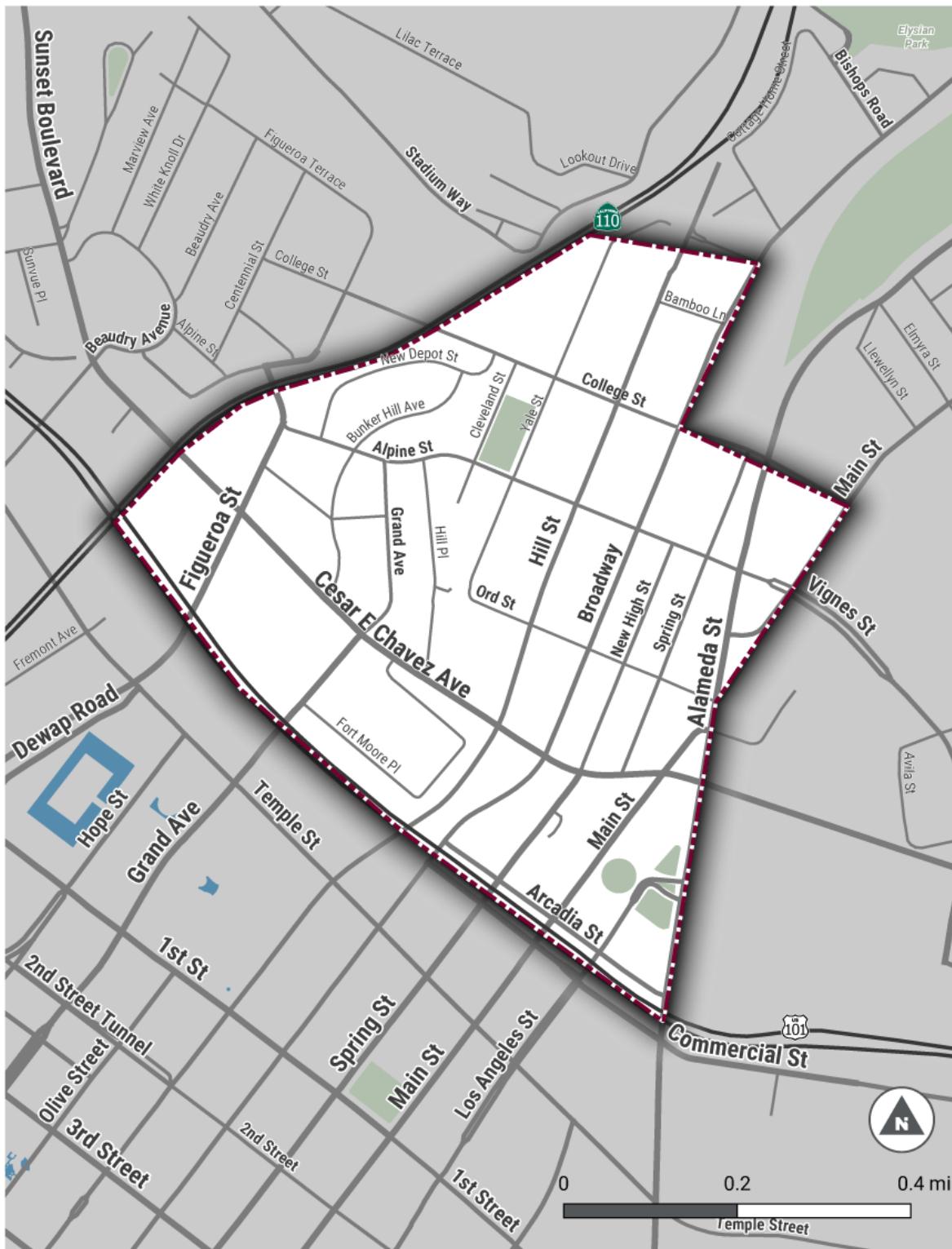
Chinatown Neighborhood Profile

Project Area

The Chinatown neighborhood as defined by the SRFS team includes the area north of US-101, south of Bernard Street, west of Main Street,

and east of Interstate 110 (see Map 2). These boundaries were defined using Los Angeles Countywide Statistical Areas (CSAs) for reference.

MAP 2 Chinatown Neighborhood Project Area



City of Los Angeles

Chinatown

Median household income:

\$69,778

\$19,320

Residents aged 65 and older:

13%

23%

Renter households:

63%

97%

Asian population:

12%

55%

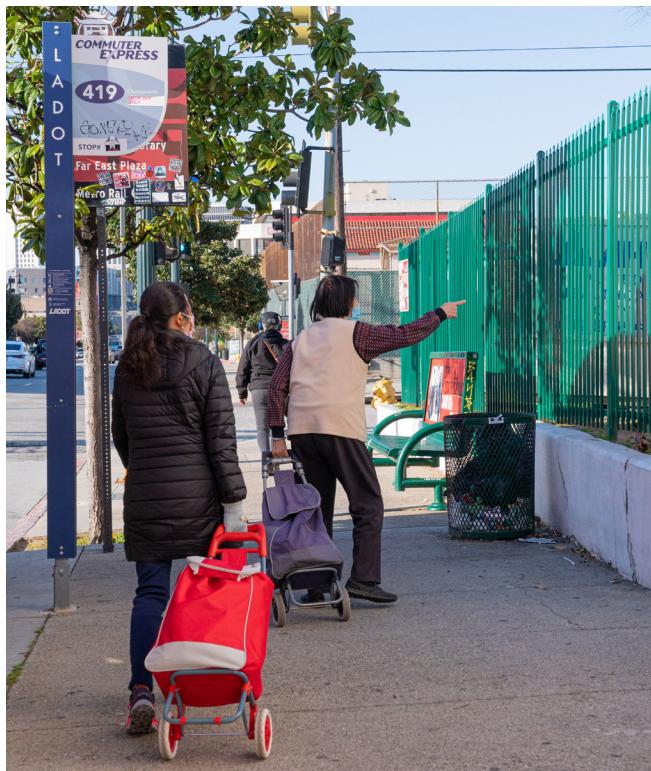
Residents proficient in English:

75%

11%*

Source: U.S. Census Data, 2020

* Mandarin, Cantonese, Vietnamese, and Spanish are the main languages spoken in Chinatown.



Bus Stop in Chinatown

Neighborhood History & Current Conditions

The first wave of Chinese immigrants arrived in Los Angeles in the 1850s, settling around what is now known as El Pueblo de Los Angeles Historical Monument, the oldest part of the city. Chinese immigrants' experiences in the U.S. were marked by racial discrimination and violence. Growing anti-Chinese sentiment culminated in several incidents of violence, including the Chinese Massacre of 1871. Legislative barriers such as the federal Chinese Exclusion Act of 1882, which barred Chinese immigrants from becoming U.S. citizens, and the California Alien Land Law of 1913, which prevented "aliens ineligible for citizenship" from purchasing land, further marginalized the community.

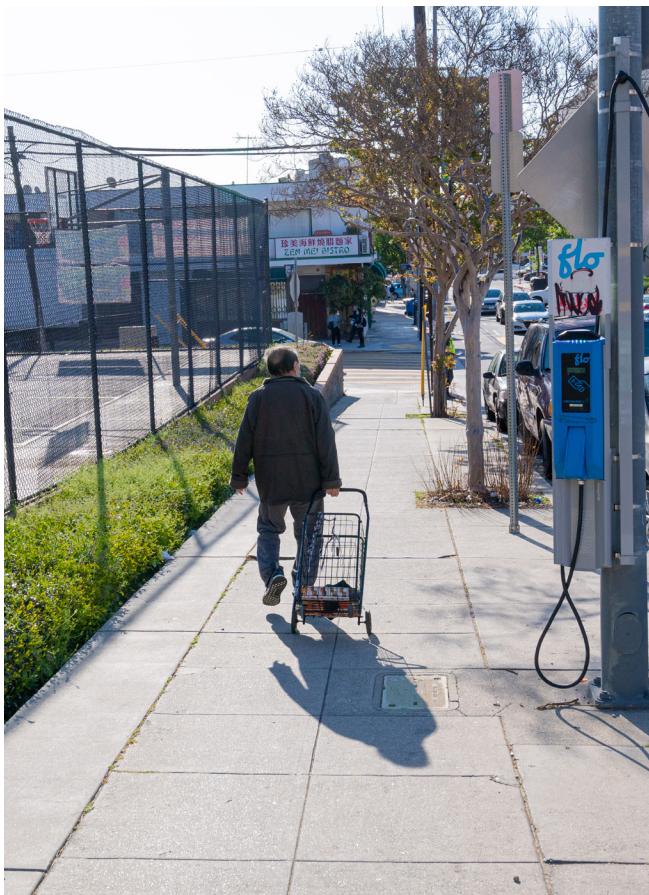
Despite these challenges, "Old Chinatown" flourished between 1890 and 1910, encompassing approximately 15 streets and 200 units in various buildings and multiple businesses. Old Chinatown was located next to several intersecting rail lines, and the land was desirable for development by the 1930s. Much of the neighborhood was razed to make way for Union Station and adjacent freeways.

With Old Chinatown demolished and the community displaced, Chinese American leaders, primarily restaurant and shop owners, relocated to nearby land that had previously been home to Mexican, French, and Italian communities. In 1938, New Chinatown was established with the grand opening of Central Plaza, located off College Street between N Broadway and Hill Street. New Chinatown attracted visitors who came to shop and dine in the neighborhood. As it became more popular, New Chinatown developed resources and established financial institutions that spurred the growth of Los Angeles' Chinese American community in the late 20th century.

Older Adults in Chinatown: Facing Gentrification and Safety Issues

According to 2020 Census data, 23 percent of Chinatown residents are aged 65 and older. In the 21st century, a wave of trendy museums, restaurants, and bars has shifted the demographic and income landscape, resulting in real estate speculation and the development of apartment complexes with steep rents. See Appendix C for a neighborhood land use map.

Rising rents and the ongoing threat of displacement have spurred community organizing efforts to ensure that Chinatown residents can remain in their neighborhood. While transportation safety remains a crucial issue for older residents, the threat of displacement looms large, especially since the homeownership rate (3 percent) is one of the lowest in Los Angeles.



Older adult pedestrian in Chinatown

Transportation: Walkable and Transit-Oriented

Chinatown has a high percentage of households without access to a vehicle (25 percent, compared to the citywide average of 12 percent), and its mix of jobs, retail, and housing provides convenient options for walking and transit. According to the 2020 Census, 11 percent of residents walk to work, and Chinatown buses have some of the highest ridership across the entire Metro bus network, creating an opportunity for the neighborhood to become a model for walkable, transit-oriented communities.

In 2023, LADOT surveyed older adults in Chinatown about their transportation behaviors. The majority of respondents reported their primary modes of transportation was walking or transit, which aligns with the 2020 Census profile of a multimodal neighborhood.



Older adults crossing Alpine Street

Transit

The Metro L Line runs north-south through the neighborhood, with one station (Chinatown Station) located at the intersection of College Street and Spring Street. Multiple Metro bus and LADOT DASH routes serve Chinatown, along with paratransit services (Access Services and CityRide Dial-a-Ride). See Appendix D for a map of transit stops and destinations.

Bicycle Facilities

Chinatown has multiple bike lanes, but they do not create a connected network and are mainly concentrated in the southern portion of the neighborhood. The neighborhood also has three Metro Bike Share stations. See Appendix E for a map of bike facilities and bikeshare stations.

Multimodal Volumes and Speeds

In this neighborhood, vehicles travel at average speeds between 15 and 20 miles per hour (according to 2019 StreetLight Data). Speed data show slightly higher average motor vehicle speeds (20-25 mph) along segments of Hill Street, Figueroa Street, and ramps on and off the US-101. 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	N Broadway, Cesar Chavez Avenue, Main Street, and Los Angeles Street
Highest bike volumes	Cesar Chavez Avenue
Highest motor vehicle volumes	Hill Street, N Broadway, Cesar Chavez Avenue, and Alameda Street, as well as on- and off-ramps leading to US-101 at the southern project border

Collisions and Injuries

The City of Los Angeles' City's [High Injury Network](#) (HIN) identifies the 6 percent of city streets where 70 percent of severe injuries and fatalities involving people walking occur. In Chinatown, five street segments are part of the HIN. These high-injury streets are primarily multi-lane corridors cutting through the neighborhood's center, as well as several neighborhood streets within the central business district—see Map 3. Between 2016 and 2020, 28 older adults in Chinatown were involved in traffic collisions in the neighborhood, including seven crashes that resulted in fatal or severe injuries (KSIs).

27 collisions happened between 2016 and 2020

(involving 28 older adult pedestrians and bicyclists)

25%

resulted in severe injuries or fatalities

81%

occurred during the daytime

(4% occurred at dusk or dawn and 15% at night)

64%

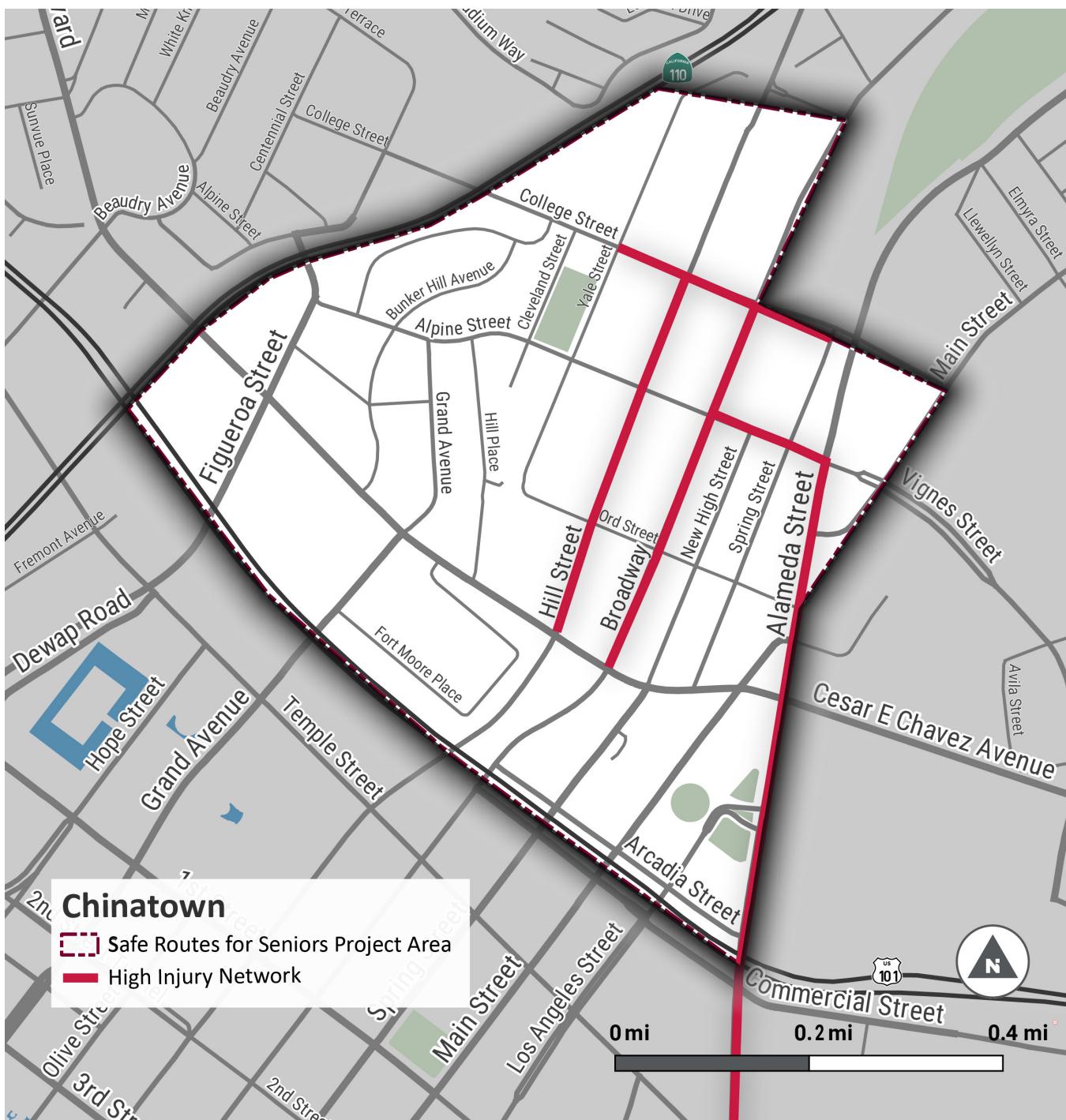
occurred because of violation of pedestrian right-of-way

(19% occurred because of pedestrian violations)

96% occurred at intersections

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

MAP 3 High-Injury Streets in Chinatown





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 (CLC) made up of local older adults, as well as approximately 200 older adults throughout Chinatown. Residents had multiple avenues to share where and how they travel in Chinatown, from community events



at Alpine Recreation Center and The Metro at Chinatown Senior Lofts to intercept surveys at Won Won Mini Market and at N. Hill Street bus stop. Translation and live interpretation were provided in Mandarin, Cantonese, and Spanish as needed, as Census data shows 89 percent of Chinatown residents are not proficient in English. 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 The Metro @ Chinatown Senior Lofts, Grand Plaza Senior, Cathay Manor Apartments, The Castelar Apartments, and Yale Terrace Apartments. Flyers were also posted at Chinatown Branch public library, Alpine Recreation Center, the local pharmacy, and bus stops, and passed out to older adults at those locations.
- **Project Website** regularly updated with event information and a link to the survey.
- **Community Based Organizations:** Each event was promoted by reaching out to local organizations including the Chinatown Business Improvement District, Chinatown Community Coalition, Chinatown Community for Equitable Development, Historic Cultural North Neighborhood Council, Southeast Asian Community Alliance, Chinatown Service Center, The Castelar Apartments, The Metro @ Chinatown Senior Lofts, Yale Terrace Apartments, Grand Plaza Senior, and Cathay Manor Apartments.
- **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.

The Community Leadership Committee CLC

Ongoing engagement with older adults who live, work, or spend time in Chinatown provided firsthand insight into their daily challenges, needs, and priorities.

The CLC was comprised of nine older adults from Chinatown 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 Chinatown. 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, council offices, and community organizations, as well as the first intercept survey.



Chinatown CLC Member

Maria Yglesias



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

“ I'm a senior living in Chinatown so Safe Routes is very important to me. I'm a walker, anywhere from 2-5 miles daily on the streets in my neighborhood, so yes, very important. ”

Please briefly share about your experience as part of the Chinatown Community Leadership Committee. Have you learned anything valuable, or been inspired by any part of the program?

Living in a senior building in Chinatown has taught me a few things, especially since I walk daily on the streets. Street vendors recognize me, I notice changes happening in the neighborhood and being able to work with LADOT allowed me to be part of the changes that this neighborhood needs for the good of everyone. **”**

重建路面
老人就好

Comment written in Chinese by CLC member during a SRFs planning event: "Repairing the roads is good for the elderly."

Community Engagement Activities

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



April 2023:

Intercept Survey #1: 125 older adults shared their key destinations and locations where they experience transportation safety issues.



May 2023:

Community Leadership Committee Orientation: Members shared their experience traveling in Chinatown and received training on the goals and strategies for Safe Routes for Seniors.



June 2023:

Community Leadership Committee Meeting: Members reported on their ambassador activities and shared updates on transportation issues in the neighborhood.

Community Workshop #1 and Walking Tour: 41 attendees provided feedback on key destinations and issues and took a walking tour of the neighborhood to discuss transportation safety concerns.



August 2023:

Community Workshop #2: 90 attendees provided feedback on draft recommendations and priorities for transportation improvements.



September 2023:

Intercept Survey #2: 22 respondents provided feedback on proposed recommendations.



October 2023:

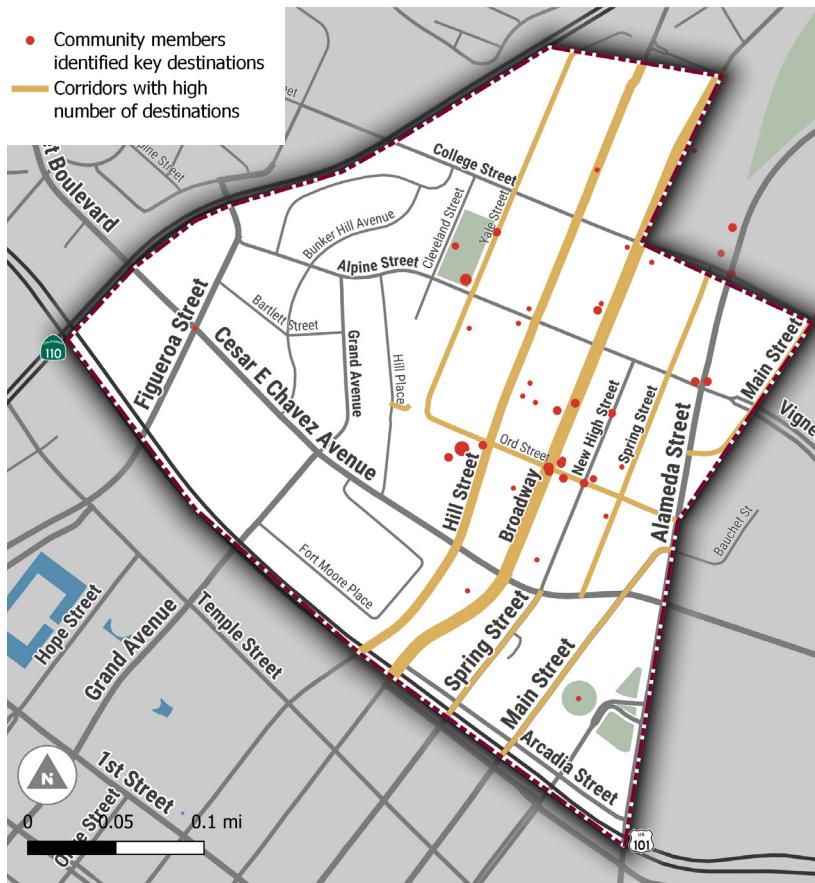
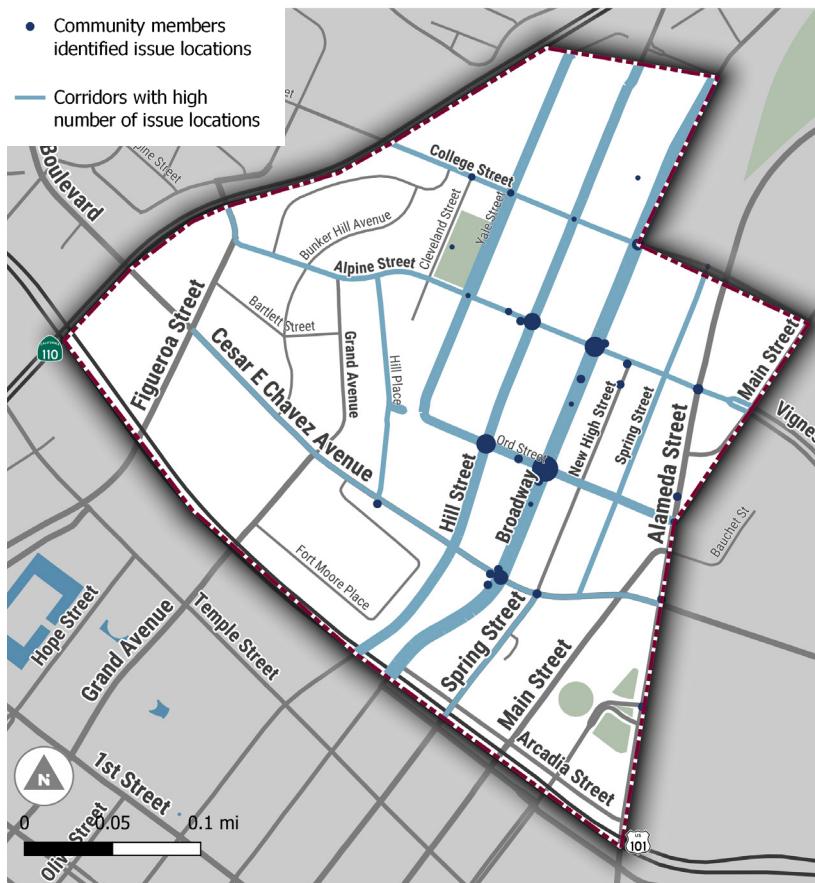
Town Hall and Community Leadership Committee Meeting: 21 attendees learned about and gave input on the recommendations, next steps, and building support for the project.



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 Chinatown, older adults were asked to share locations they frequent as well as areas where they experience transportation safety issues. Popular destinations included areas for recreation, grocery shopping, and dining.

Popular destinations overlapped substantially with areas where older adults experienced transportation safety issues. Feedback for issues and destinations was concentrated on Hill Street, N Broadway, College Street, and Alpine Street.

Transportation Modes: Responses from project surveys indicated that older adults in Chinatown primarily rely on walking and taking the bus, and most of the community conversation focused on safety issues involving these modes (see Figure 1). Surveys also revealed that despite walking being the most common mode of transportation, many older adults in Chinatown experience difficulties with walking, seeing, and stepping up (see Figure 2).

FIGURE 1 How do you usually get around in Chinatown?

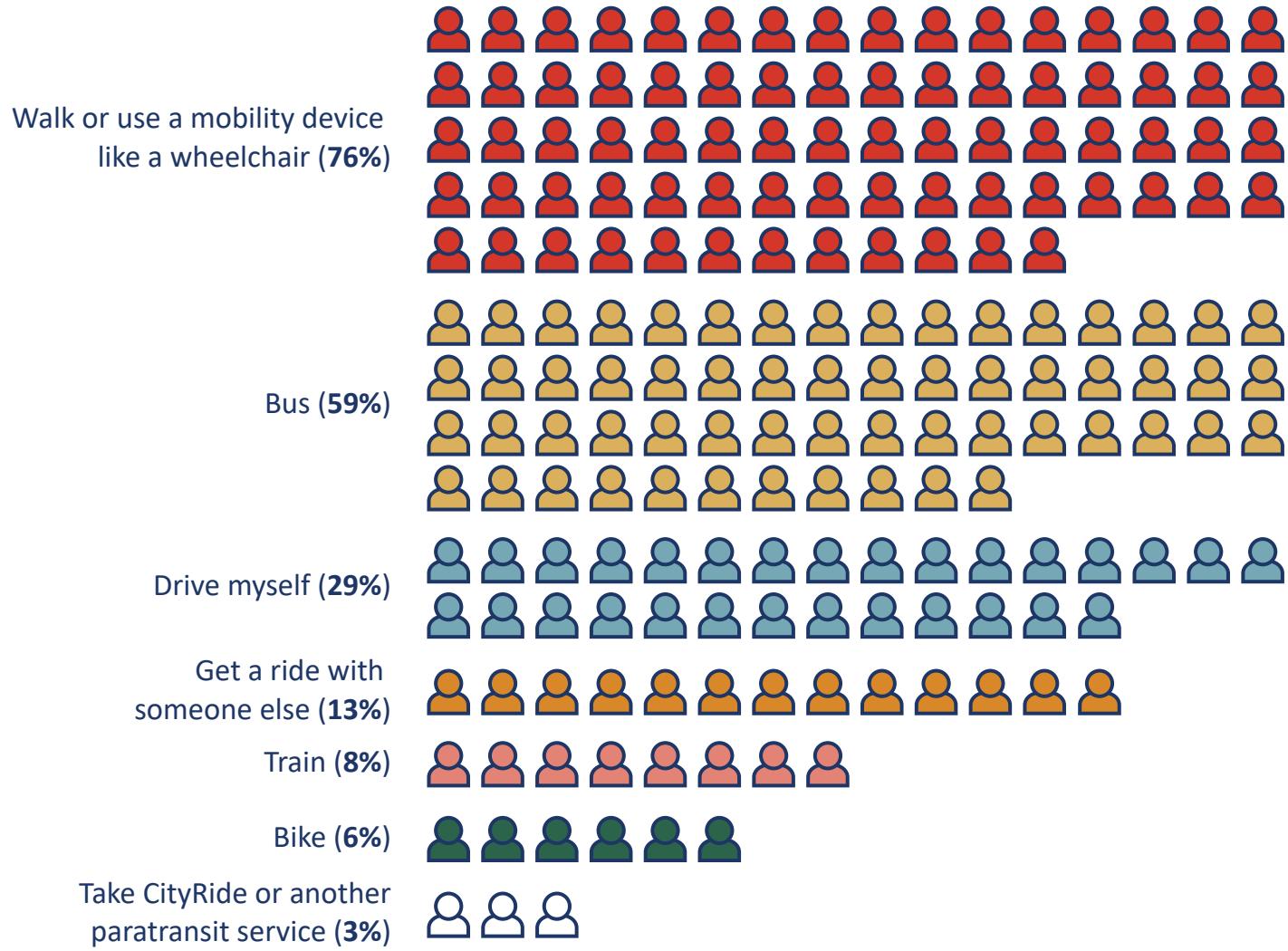
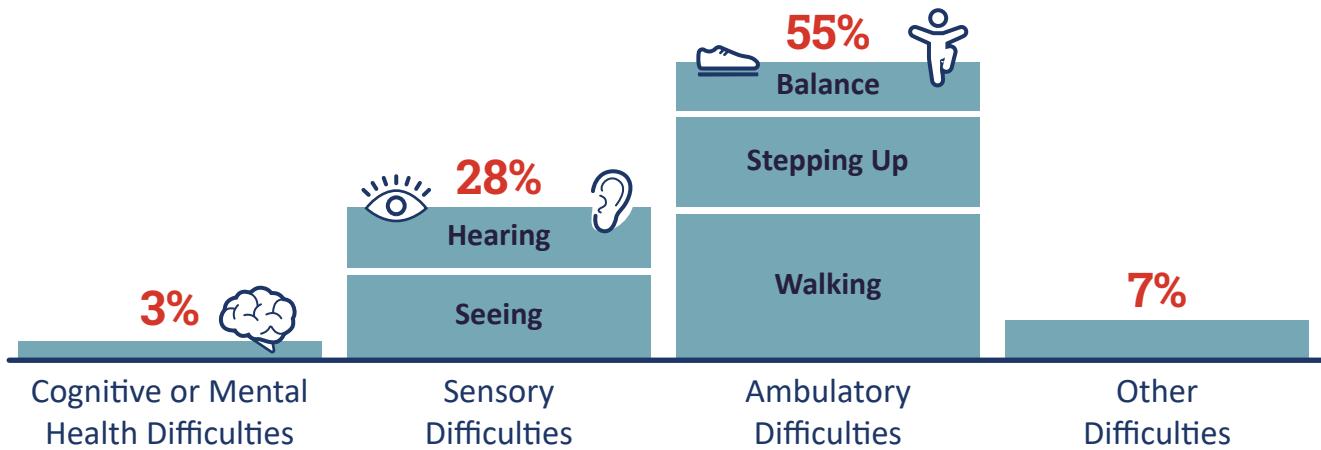


FIGURE 2 What difficulties do you experience that affect your daily life?



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 Chinatown.

Poor sidewalk conditions and access

Sidewalk conditions were a large concern for older adults, particularly on Ord Street and N Broadway, where sidewalks were often too narrow, cracked, or lifted. Nearly one-third of survey respondents (32 percent) identified poor or missing sidewalks as their top concern. Community members also noted that while sidewalk vendors along N Broadway are popular, they make it difficult to walk or use mobility devices because much of the space is blocked. Older adults also expressed concern that people riding scooters on sidewalks could collide with or startle older adults.

Beautification and Shade

Many community members noted that the streets are not clean. Street greening came up a few times throughout engagement in the context of making the streetscape a more pleasant environment as well as addressing the need for shade.

High-speed vehicular traffic

Community members noted that vehicle speeds on N Broadway, Hill Street, and Alameda were uncomfortable and created barriers to walking. Thirty-two percent (32 percent) of survey respondents stated that their top safety concern in the neighborhood was that “people drive too fast.”

The conflict between fast-moving vehicles and pedestrians was noted to be especially problematic on N Broadway, where there are high volumes of foot traffic.



Left: Older adults using wheelchairs can experience difficulties navigating obstructed streets

Right: Cracked sidewalk surrounding a tree well



Lack of adequate shade and street trees on N Hill Street



Driver speed feedback sign on N Hill Street

Crossing conflicts at intersections

Community members reported that drivers often fail to yield to pedestrians in crosswalks, particularly when turning at intersections along Broadway and Alameda Street. Nearly one-third of survey respondents (31 percent) identified unsafe intersections as their top concern. Older adults also noted that many crossings in Chinatown do not provide enough time to cross safely.

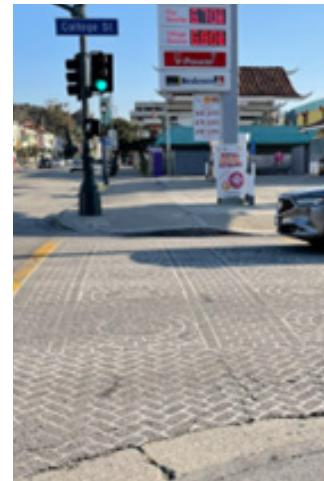
Community members expressed a clear preference for high visibility crosswalks over artistic crosswalks, citing better visibility for both pedestrians and drivers. They also pointed out that sidewalk ramps are sometimes misaligned with crosswalks, creating additional challenges.

Limited interest in bicycling

The majority of community members who participated in surveys and other engagement stated they did not ride bicycles, although a few mentioned riding in Los Angeles State Historic Park (adjacent to the project area boundaries). Some mentioned that they did not feel comfortable riding on streets without dedicated space for people riding bikes and expressed interest in biking more if it felt safer.

Transit rider comfort at bus stops

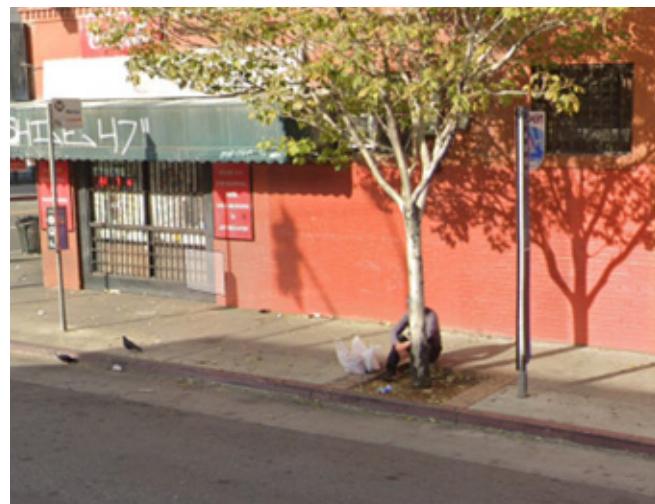
Community feedback identified shade, seating, and information about bus arrival times as priority improvements. Multiple older adults noted that many bus stops in the neighborhood lack these amenities.



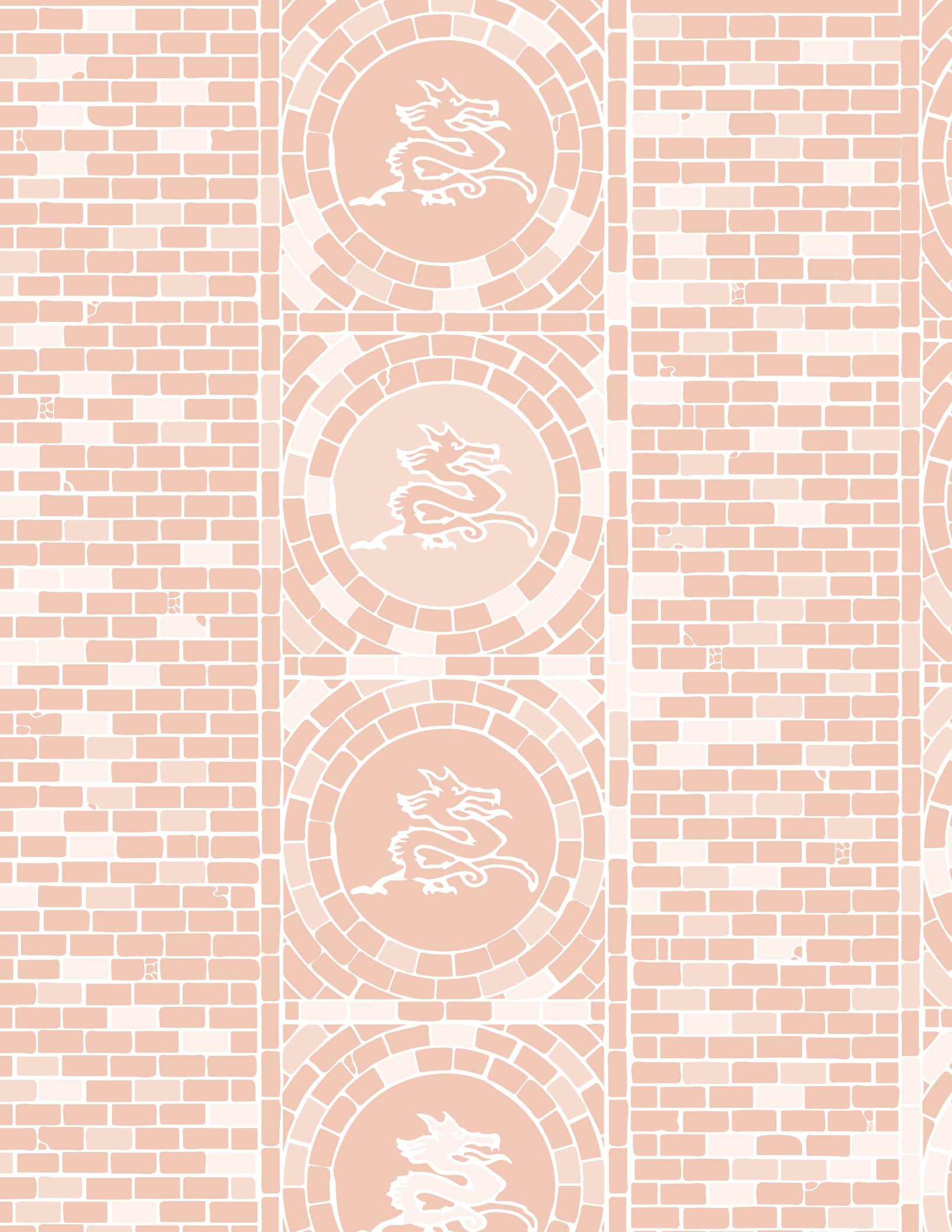
*Left: High-visibility crosswalk on Cesar Chavez Avenue
Right: Artistic crosswalk on College Street*



Bicyclist riding on the sidewalk



LA Metro and DASH stops at the intersection of Ord Street and N Broadway





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 along four focus corridors: **N Broadway, Hill Street, Alpine Street, and College Street**, which are all on the city's High-Injury Network.

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

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*.

Some recommendations with minimal implementation complexity have already been installed by LADOT as of writing this plan. These improvements are indicated as "completed."

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 page from the Safe Routes for Seniors Toolkit. The page is titled "Accessible Parking Spaces" and includes the following information:

- PRIMARY USER GROUP:** N/A
- ESTIMATED CRASH REDUCTION:** N/A
- ESTIMATED TIMELINE:** N/A
- ESTIMATED COST:** N/A

Purpose: Provide parking and an accessible route close to destinations.

Description: Accessible parking spaces are different than standard parking spaces in that they have a ramp or a curb cut to allow people with disabilities to access their vehicle and ramps to access the sidewalk.

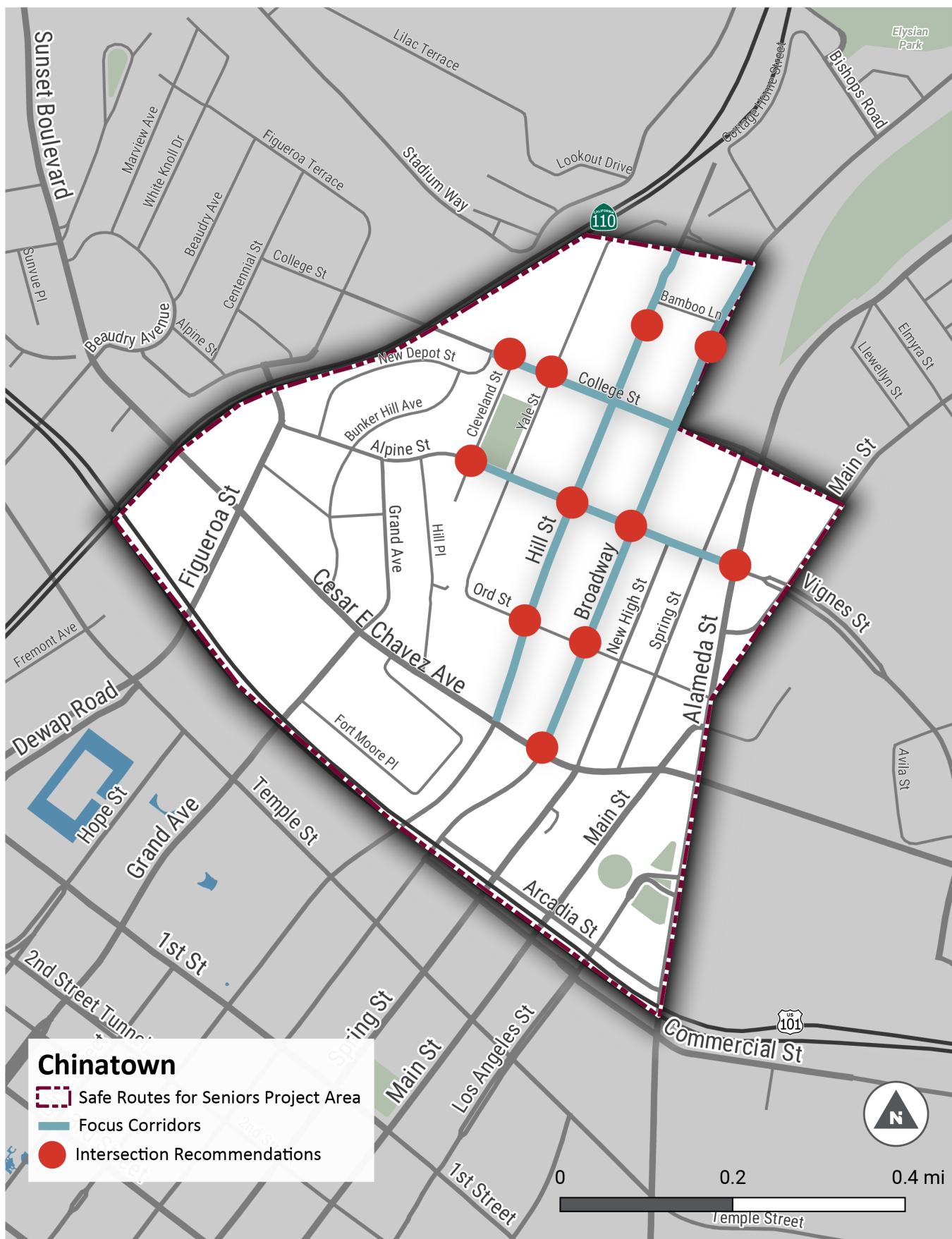
Benefits for Older Adults:

- Entering and exiting a car from street level without physical barriers.

At the bottom of the page, it says "4 | CORRIDORS".

On the right side of the page, there is a section titled "Safe Routes for Seniors Toolkit" with a "November 2023" date. It includes several small images showing people walking, cycling, and using transit. At the bottom right, it says "Safe Routes for Seniors LADOT".

MAP 5 Chinatown Recommendations: Focus Corridors and Intersections



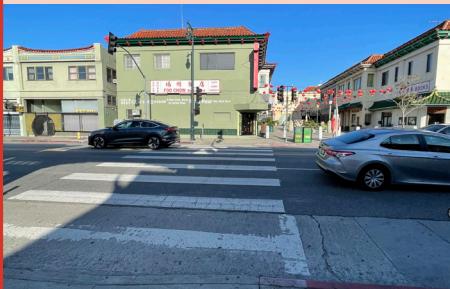
Hill Street



1

Hill Street & Gin Ling Way

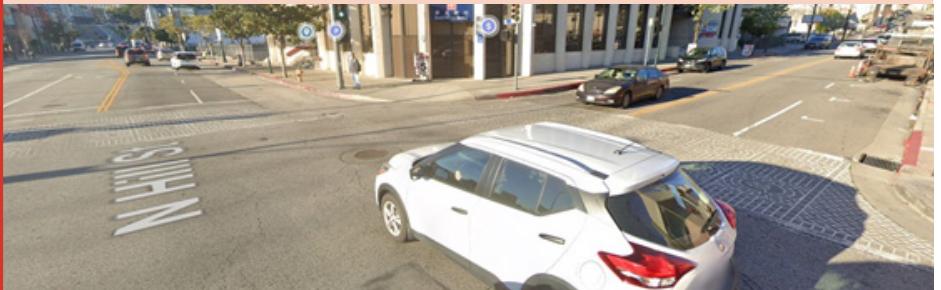
- Study intersection for curb extensions
- Reconstruct curb ramps



2

Hill Street and Alpine Street

- Reconstruct curb ramps
- Add high visibility crosswalks on both streets (completed)
- Add leading pedestrian intervals on both streets



3

Hill Street and Ord Street

- Reconstruct curb ramps
- Extend median on Hill Street frontage road to create pedestrian refuge island and install pedestrian signal
- Increase pedestrian crossing time across Hill Street
- Add leading pedestrian intervals for all intersection crossings



N Broadway



4

N Broadway and Gin Ling Way

- Add pedestrian refuge island for N Broadway crossing
- Increase pedestrian crossing time across N Broadway (completed)



5

N Broadway and Alpine Street

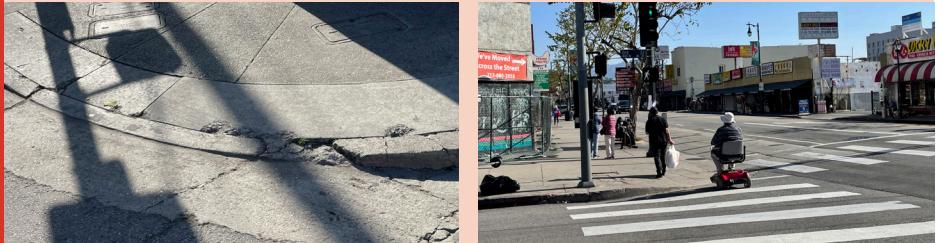
- Reconstruct curb ramps
- Add audible pedestrian signals



6

N Broadway and Ord Street

- Reconstruct curb ramps
- Add curb extensions on Ord Street



7

N Broadway and Cesar Chavez Avenue

- Increase pedestrian crossing time (completed)
- Update pedestrian signals to automatically activate



College Street



8 College Street and New Depot Street

- Add high-visibility crosswalks
- Study removal of peak-hour travel lane to install curb extensions



9 College Street and Yale Street

- Study intersection for curb extensions



Alpine Street



10 Alpine Street and Cleveland Street

- Upgrade curb ramps
- Add high-visibility crosswalk on south side of intersection (completed)
- Add curb extensions on Alpine Street
- Study intersection for upgrade to all-way stop (completed)



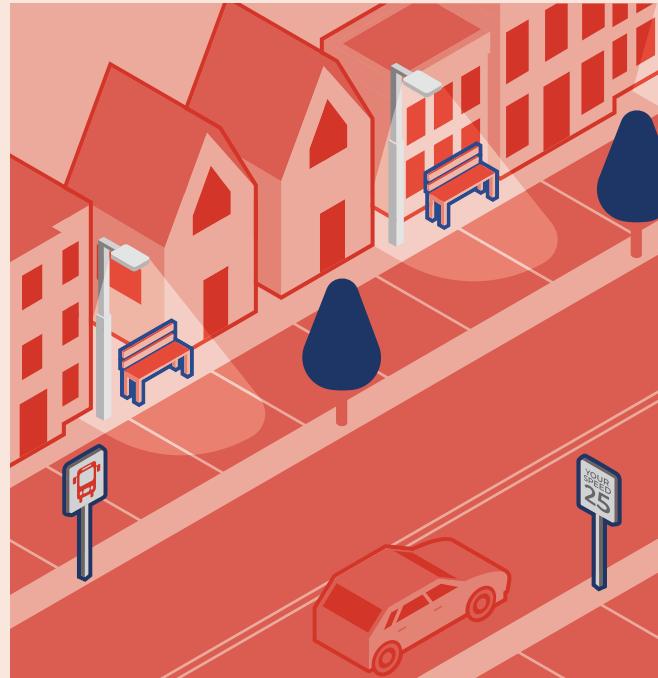
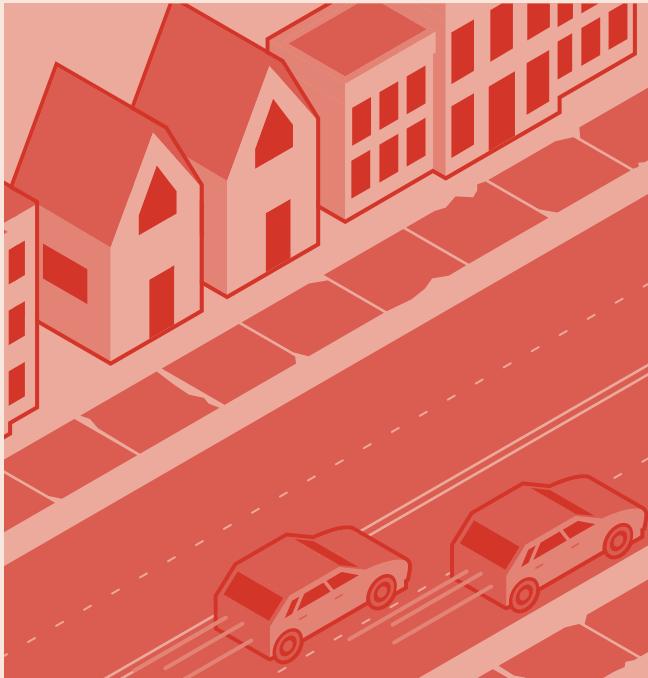
11 Alpine Street and Alameda Street

- Add high-visibility crosswalk
- Tighten turning radius at all intersection corners
- Study feasibility of pedestrian refuge island(s)



Systemic Recommendations

In addition to location-specific recommendations along each of the focus corridors, the project team also recommends five systemic treatments for implementation along the lengths of each corridor, as applicable.



Transportation Safety Issues

Streets are too dark at night, which limits visibility for all users.

Narrow and uneven sidewalks do not provide enough space for areas of heavy pedestrian activity and create tripping hazards and challenges for people using mobility devices.

Limited shade creates discomfort and creates health risks for older adults walking during summer months or when temperatures are high.

The lack of sufficient places to stop and rest makes it more difficult for older adults to walk long distances.

People driving at high speeds create conflicts with other road users.

Recommendations

Add pedestrian-scale lighting.

Repair sidewalks to reduce tripping hazard; widen sidewalks to allow social walking, especially in areas with high numbers of pedestrians.

Add street trees to provide shade.

Add seating at transit stops and near key destinations.

Conduct a speed survey and determine appropriate traffic calming measures.

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
Hill St from Bernard to Ord St					
Lack of seating along corridor	Seating	Add benches and transit shelters	Low	Medium	Yes
High sun exposure and lack of tree canopy	Shade	Add street trees	Medium	Long	Yes
Concerns about vehicle speeds along the corridor	Traffic Calming	Conduct speed survey along corridor for potential to lower speed limit	Low	Short	No
High vehicle exposure along corridor	Sidewalk	Repair and widen sidewalks	High	Long	Yes

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation complexity (Short/Medium/ Long Term)	External funding / coordination required
Hill St and Ord St					
Ramp on northeast and southwest corners lack detectable warning surface	Curb Ramp / Extension	Reconstruct curb ramps	High	Long	Yes
Long crossing distance across Hill St	Crossing Enhancement	Extend median on Hill St frontage road to create pedestrian refuge island	High	Long	Yes
Concerns about vehicles not yielding to pedestrians or multi-threat conflicts	Crossing Enhancement	Install pedestrian signal on median-refuge on Hill St frontage	High	Long	Yes
Long crossing distance across Hill St	Signal Timing Improvement	Increase pedestrian crossing time	Low	Short	No
Long crossing distance across Hill St; Concerns about vehicles not yielding to pedestrians or multi-threat conflicts	Signal Timing Improvement	Add Leading Pedestrian Interval on all intersection legs	Low	Short	No
Hill St and Alpine St					
Ramp on southeast, southwest, and northeast corners lack detectable warning surfaces	Curb Ramp / Extension	Reconstruct curb ramps	High	Long	Yes
Concern about turning drivers not yielding to pedestrians	Crossing Enhancement	Add Leading Pedestrian Intervals on both streets	Low	Short	No
Faded crosswalk markings on Hill St and Ord St	Crosswalk	Add high visibility crosswalk markings†	Low	Short	No
Hill St and Gin Ling Way					
Ramps on both sides of mid-block crossing lack detectable warning surface	Curb Ramp / Extension	Reconstruct curb ramps	High	Medium	Yes
Long crossing distance across Hill St	Curb Ramp / Extension	Study intersection for curb extensions	High	Medium	Yes

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation complexity (Short/Medium/Long Term)	External funding / coordination required
N Broadway from Bernard St to Cesar Chavez Ave					
High sun exposure and lack of tree canopy	Shade	Add street trees along corridor	Medium	Long	Yes
Sidewalk in poor condition on the west side between Alpine St and Bernard St	Sidewalk	Repair sidewalk	Medium	Long	Yes
Sidewalk on the east side of N Broadway (south of College St) is narrow and there are limited pedestrian paths of travel due to crowding	Sidewalk	Widen sidewalk	High	Long	Yes
N Broadway and Cesar Chavez Ave					
Long crossing distance and inadequate crossing time on Cesar Chavez Ave;	Signal Timing Improvement	Increase pedestrian crossing time†	Low	Short	No
Concern about turning drivers not yielding to pedestrians	Crossing Enhancement	Study intersection for potential right turn lane removals on N Broadway southbound	Medium	Short	No
Concern about turning drivers not yielding to pedestrians	Curb Ramp / Extension	Add curb extensions	High	Long	Yes
Pedestrian signals on both crossings not on auto recall	Signal Timing Improvement	Put pedestrian signals on auto-recall	Low	Short	No
N Broadway and Ord St					
Ramps on all corners lack detectable warning surface; Concern about turning drivers not yielding to pedestrians	Curb Ramp / Extension	Upgrade curb ramps	High	Long	Yes
Concern about turning drivers not yielding to pedestrians	Curb Ramp / Extension	Add curb extensions on Ord St	High	Medium	Yes
N Broadway and Alpine St					
Ramps on all corners lack detectable warning surface	Curb Ramp / Extension	Reconstruct curb ramps	High	Medium	Yes
Pedestrian push buttons on all corners lack audible warning	Signal Timing Improvement	Add Audible Pedestrian Signals	Medium	Medium	Yes

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation complexity (Short/Medium/Long Term)	External funding / coordination required
N Broadway and Gin Ling Way					
Long crossing distance and inadequate crossing time on N Broadway	Crossing Enhancement	Add median pedestrian refuge island	High	Medium	Yes
Long crossing distance and inadequate crossing time on N Broadway	Signal Timing Improvement	Increase pedestrian crossing time†	Low	Short	No
College St from Cleveland St to N Broadway					
Poor night-time visibility for pedestrians	Lighting	Add pedestrian-scale lighting	High	Long	Yes
High sun exposure and lack of tree canopy	Shade	Add street trees along corridor	Medium	Long	Yes
College St and New Depot St					
Concern about turning drivers not yielding to pedestrians	Crossing Enhancement	Study removal of peak-hour travel lane to install curb extensions	High	Medium	Yes
Missing crosswalk markings for all legs	Crosswalk	Add high visibility crosswalk markings on all legs	Low	Short	No
College St and Yale St					
Concern about turning drivers not yielding to pedestrians	Crossing Enhancement	Study removal of peak-hour travel lane to install curb extensions	High	Medium	Yes
Alpine St from Cleveland St to Alameda St					
Lack of seating	Seating	Add benches and/or transit shelters	Low	Medium	Yes
Poor night-time visibility for pedestrians	Lighting	Add pedestrian scale lighting	High	Long	Yes
Concerns about vehicle speeds	Traffic Calming	Add speed humps on Alpine St (between Figueroa St and Yale St)	Medium	Medium	No
High sun exposure and lack of tree canopy	Shade	Add street trees along corridor	Medium	Long	Yes

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation complexity (Short/Medium/Long Term)	External funding / coordination required
Alpine St and Cleveland St					
Ramp on northeast corner lacks detectable warning surface	Curb Ramp / Extension	Reconstruct curb ramp	Medium	Medium	Yes
Poor driver yielding for pedestrians	Crosswalk	Add high visibility crosswalk markings on all intersection legs [†]	Low	Short	No
Poor driver yielding for pedestrians	Curb Ramp / Extension	Add curb extensions on Alpine St	High	Medium	Yes
Poor visibility due to curve at Cleveland St	Traffic Operations	Add all-way stop [†]	Low	Medium	No
Alpine St and Alameda St					
Crosswalk markings not highly visible, or are faded on all legs	Crosswalk	Add high visibility crosswalk markings	Low	Short	No
Long crossing distance on Alpine St and Alameda St	Crossing Enhancement	Tighten curb radii to shorten crossing distance	High	Long	Yes
Long crossing distance on Alpine St and Alameda St	Crossing Enhancement	Study adding pedestrian refuge island(s)	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 Chinatown 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 in the Chinatown neighborhood included in this Plan are within census tracts scoring in the 96th and 97th percentile of CalEnviroScreen 4.0 and are within disadvantaged communities under Senate Bill 535. These criteria are particularly relevant because many California funding opportunities prioritize projects that address environmental justice and equity, increasing the likelihood of securing grants for improvements in Chinatown.

Older adults are essential members of the Chinatown 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).
In 2024, SCAG provided \$8.2 million in available funding. Applications open annually.	Infrastructure recommendations within a ½ mile of the Chinatown Metro station are eligible for FLM grants.
Safe Streets and Roads for All (SS4A) U.S. Department of Transportation	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.
Transformative Climate Communities, California Strategic Growth Council and Department of Conservation	\$5-\$6 billion is available between 2022 and 2026. Applications open annually.
In 2023, \$88.5 million was available for three Implementation Grant awards. Applications open annually.	Infrastructure recommendations on corridors identified in the city's Vision Zero Plan are eligible for Implementation Grant funding.
Better Utilizing Investments to Leverage Development (BUILD), U.S. Department of Transportation	Infrastructure recommendations are eligible and the SRFS project area meets funding requirements for an Implementation Grant (51 percent of project area must overlap with census tracts designated as disadvantaged). Multiple co-applicants are required.
\$1.5 billion available yearly. Applications open annually.	Infrastructure recommendations are eligible for BUILD grants.