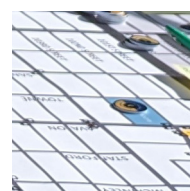
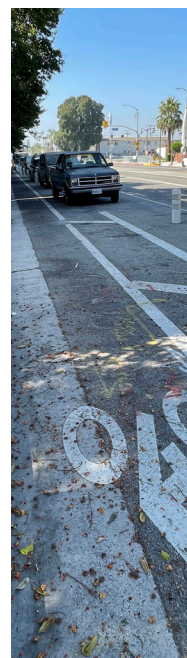


## Safe Routes for Seniors Pilot Neighborhood Plan

# SOUTH LA





# Acknowledgements

**Council District 1**

**Council District 5**

**Council District 8**

**Council District 10**

**Council District 14**

**Council District 15**

**Los Angeles Department  
of Aging**

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





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## **Chapter 1**

# **Executive Summary**

# Why Safe Routes for Seniors?

**Safe Routes for Seniors (SRFS) is a proactive response to the mobility and safety needs of older adults in urban environments.** The needs of older adults are not typically reflected in the way sidewalks, bike lanes, and roadway crossings are designed and built. When hit by a vehicle traveling 20 mph, pedestrians aged 65 and older face a fatality risk triple that of pedestrians aged 25–64.<sup>1</sup> 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.<sup>2</sup> 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 through the neighborhood drive too fast, major intersections in the area felt dangerous and were difficult to cross, and that sidewalks were often in poor condition.**



Older adults who participated in the project surveys stated they move around this area of South LA by **walking or using a mobility device** (43 percent), **taking the bus** (36 percent), **taking the train** (31 percent), or **driving themselves** (31 percent).



Reported transportation safety issues were concentrated along **Avalon Boulevard, Central Avenue, 103rd St, and 104th St**, which also host local destinations such as grocery stores.



Nearly all collisions in the neighborhood that **involved older adults walking and biking occurred at intersections**, with most occurring due to drivers not yielding to pedestrian right-of-way.

## Pilot Neighborhood Plan: South LA

The South LA neighborhood is defined for this pilot as the area bordered by Century Boulevard, the I-110 freeway, the I-105 freeway, and Central Avenue (see Map 1).

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.

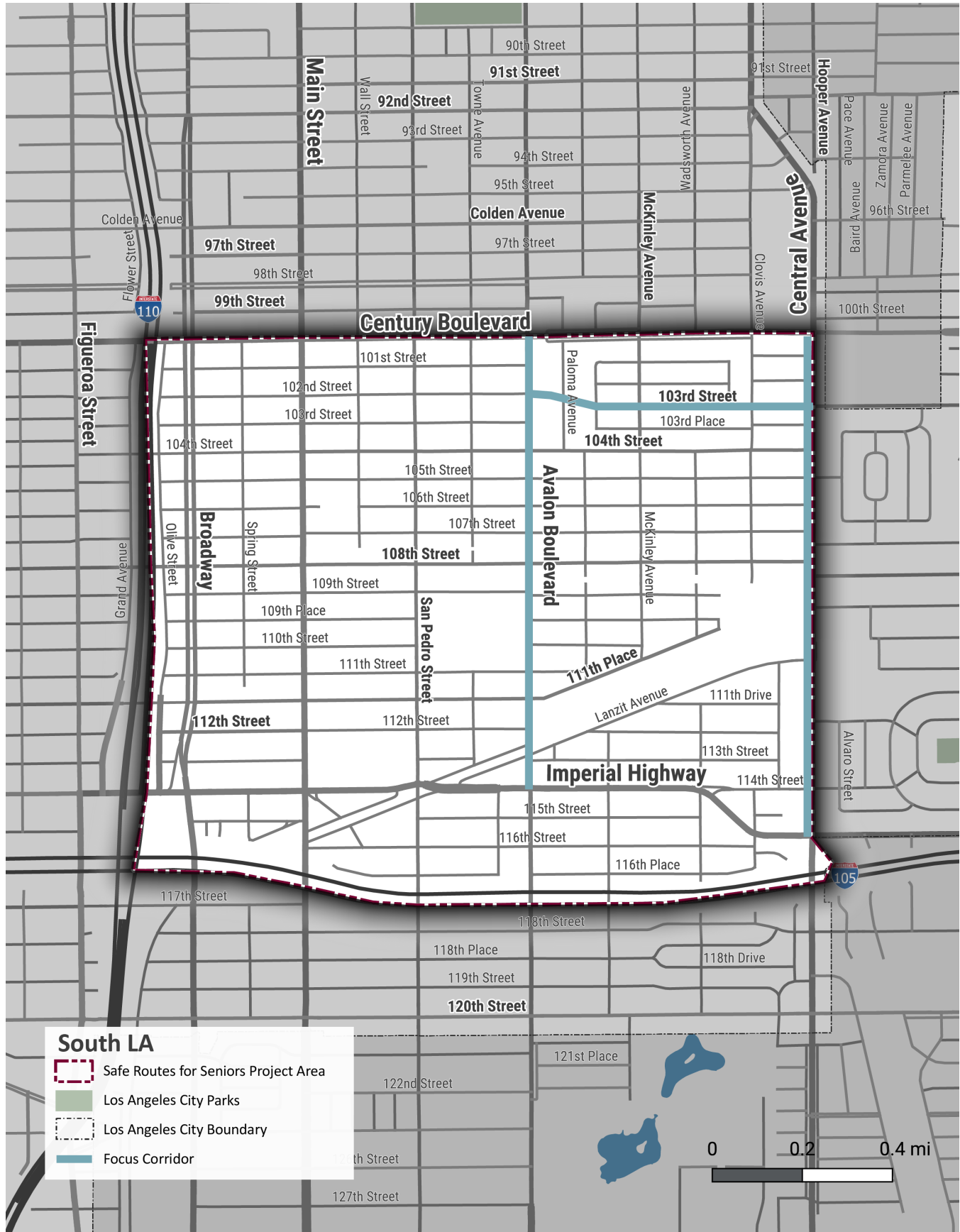
### Recommendations

Based on feedback, South LA's recommendations focus on three main corridors: 103rd Street, Avalon Boulevard, and Central Avenue.

Recommendations for these areas include improving pedestrian crossings with curb ramps and curb extensions, new crosswalks, and improved signalized pedestrian crossings. Seating, lighting, and transit stop improvements were also proposed at locations along the corridors.



**MAP 1** South LA 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.<sup>3</sup> The SRFS program proactively addresses this demographic shift and endeavors to reduce collisions that lead to deaths and severe injuries among older adults.

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

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

## Who is an “older adult”?

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

### Program Goals



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



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



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



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

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



# Why focus on older adults?

<b>Older adults are affected by the design of their communities.</b>  Older adults spend more of their time at home and in their immediate neighborhoods than younger adults.	<b>By 2030,</b> one in every four Los Angeles residents will be an older adult.	<b>Older adults are over-represented in traffic deaths.</b>
	<b>Streets should be safe for everyone!</b>	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**



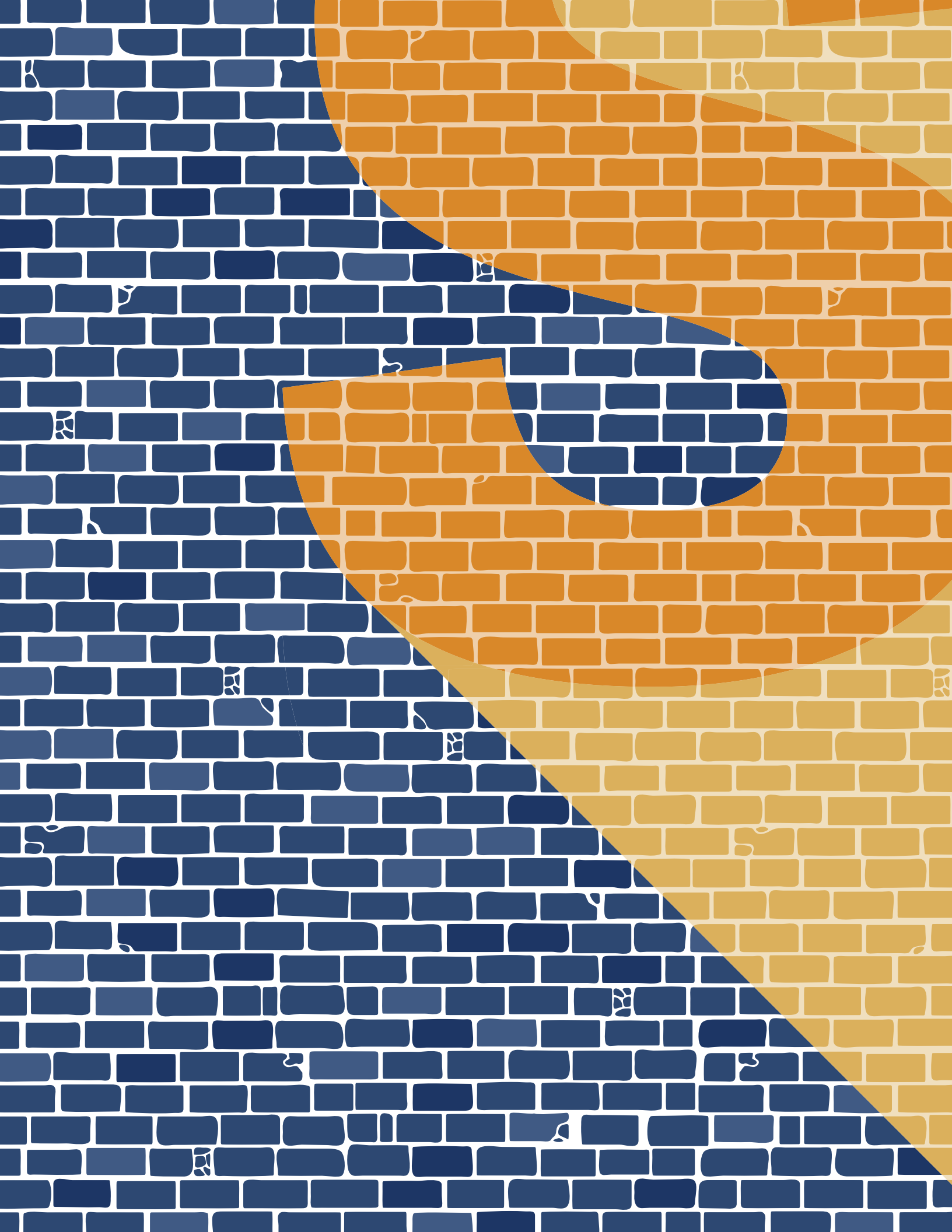
**High pollution and social vulnerability**



**Hotter average temperatures**



**Low car ownership**





## **Chapter 3**

# **South LA Neighborhood Profile**

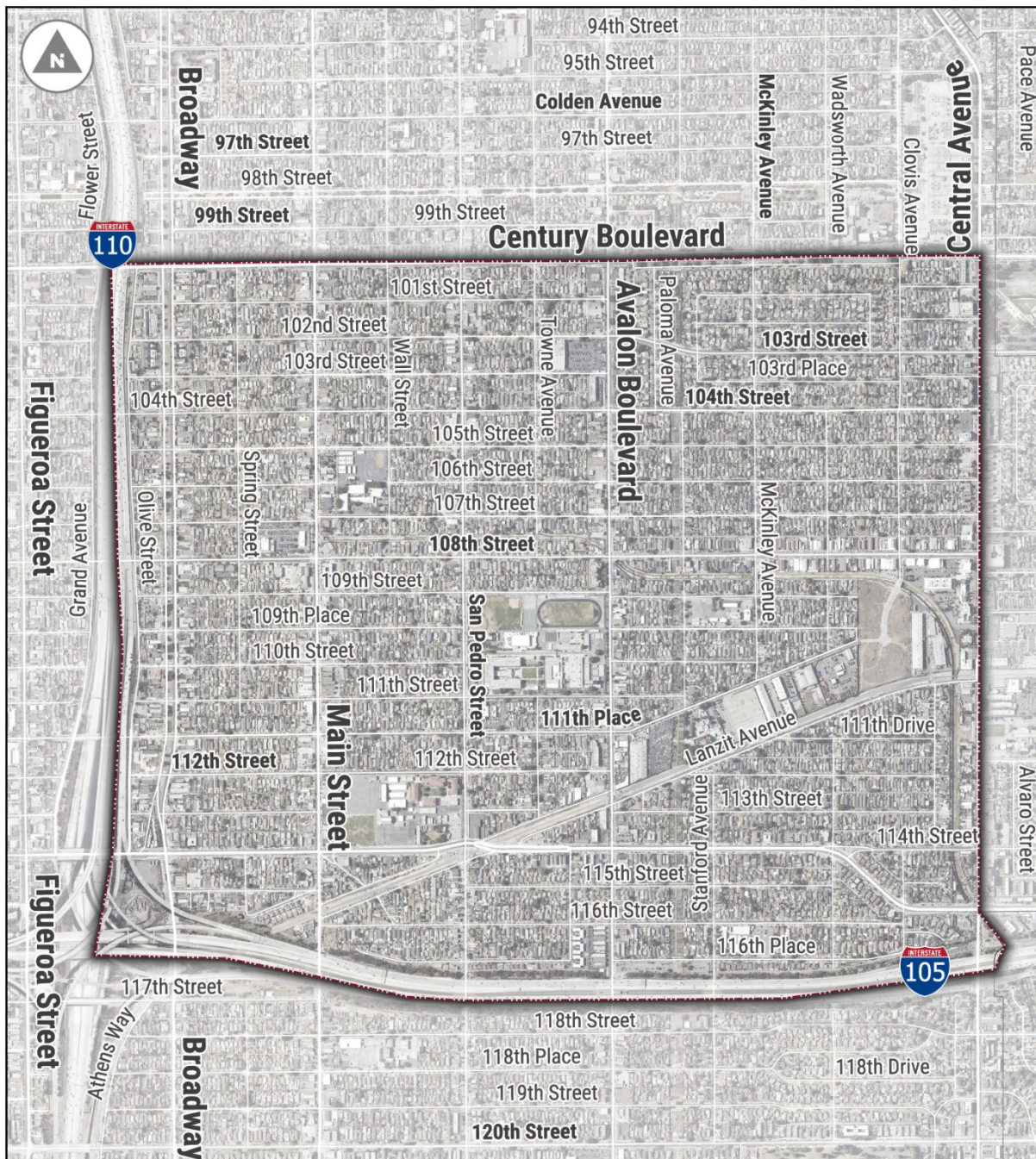


# Project Area

The South LA neighborhood project area as defined by the SRFS team includes the area south of Century Boulevard, east of the I-110 freeway, north of the I-105 freeway, and west of Central Avenue

Avenue (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** South LA Project Area





City of Los Angeles	South LA
Median household income:	
<b>\$69,778</b>	<b>\$49,862</b>
Residents aged 65 and older:	
<b>13%</b>	<b>9%</b>
Renter households:	
<b>63%</b>	<b>59%</b>
Black population:	
<b>8%</b>	<b>18%</b>
Hispanic or Latino population:	
<b>48%</b>	<b>78%*</b>
Residents proficient in English:	
<b>75%</b>	<b>77%*</b>

Source: U.S. Census Data, 2020

\*English and Spanish are the main languages spoken in South LA.



Walking Tour on SW corner of McKinley Ave and 109

## Neighborhood History & Current Conditions

Like the rest of the greater Los Angeles region, the South LA neighborhood was once a rancho; Spanish and Mexican soldiers received land grants to remain in the frontier. As an influx of white American settlers arrived in southern California in the 1870s, the rancho land was sold and subdivided, including a 220-acre parcel purchased by Charles Watts in 1886 for alfalfa and livestock farming. The rise of the railroad spurred further settlement and development in the area.

Most of the first residents were the *traqueros*, Mexican and Mexican American rail workers who built and then maintained the new rail lines. Watts was eventually incorporated as a separate city and took its name from the first railroad station, Watts Station, built in 1904. Many of the first Black residents who put down roots in the community worked as Pullman car porters and in other railroad jobs.

The neighborhood became predominantly Black in the 1940s, when the second Great Migration brought many African Americans from the South to California and racially restrictive covenants limited their housing options. On August 11, 1965, long-standing anger over police discrimination and poor public services erupted into the Watts Uprising. In the 1970s, the area struggled with gang and gun violence. On April 26, 1992, four major gangs agreed to a peace treaty that still shapes the neighborhood today. For a current land use map of the community, see Appendix C.

## Older Adults in South LA

According to 2020 Census data, 9 percent of South LA residents are aged 65 or older. The neighborhood includes multiple senior housing sites as well as the Bradley Multipurpose Senior Center, which provides nutrition programs and other services for older adults aged 60 years and over. See Appendix C for a neighborhood land use map.

## Transportation

The South LA neighborhood area is defined by its relation to two major freeways, the I-110 and the I-105, though it also includes several continuous on-street bikeway facilities, major bus lines, and is adjacent to the Metro C Line light rail to the south.



Walking Tour group on 111th Plaza

## Transit

South LA historically had an extensive network of railroad routes that connected the industrial districts of the area to the transcontinental railroad network. In addition, streetcars ran along several major thoroughfares of the study area, such as Central Avenue, Broadway, Main Street, and Avalon Boulevard. Many of the railways no longer exist, however, some railroad rights-of-way remain to this day, such as along Willowbrook and Lanzit Avenues.

Current Metro bus service in South LA includes the 120, 51, 10/48, and 45 routes, providing north-south connections to El Segundo, Gateway Cities, central Los Angeles, and Downtown LA. DASH bus service includes the Watts circulator route, which connects to Avalon Gardens, Watts, and Willowbrook. Similar circulator service is also offered by the LA County Public Works Link Florence-Firestone/Walnut Park bus line. On the southern edge of the neighborhood, the Metro C Line runs light rail service in the I-105 median, connecting to Norwalk and Los Angeles International Airport. Appendix D for a map of transit stops and destinations.



Community Planning event in South LA.



**TABLE 1** Multimodal volumes

Multimodal Volumes	Streets
Highest pedestrian volumes	Avalon Boulevard, Main Street, San Pedro Street, 116th Street
Highest bike volumes	Avalon Boulevard, 11th Place, 108th Street
Highest motor vehicle volumes	Imperial Highway, Central Avenue, and on- and off-ramps to the I-105 and I-110 freeways

*Bicycle Facilities*

Several bicycle facilities create a network within South LA and connect it to adjacent neighborhoods. A Class IV separated bike lane runs along Broadway from the northern neighborhood border to Imperial Highway, where it converts to a buffered lane. Class II striped bike lanes run along Imperial Highway, Avalon Boulevard, San Pedro Street, Central Avenue, the northern extent of Main Street, and the eastern portion of 103rd and 108th Streets. The western segment of 108th Street, connecting west of the I-110 freeway, is a signed route with shared lane markings. See Appendix E for a map of bike facilities and bikeshare stations.

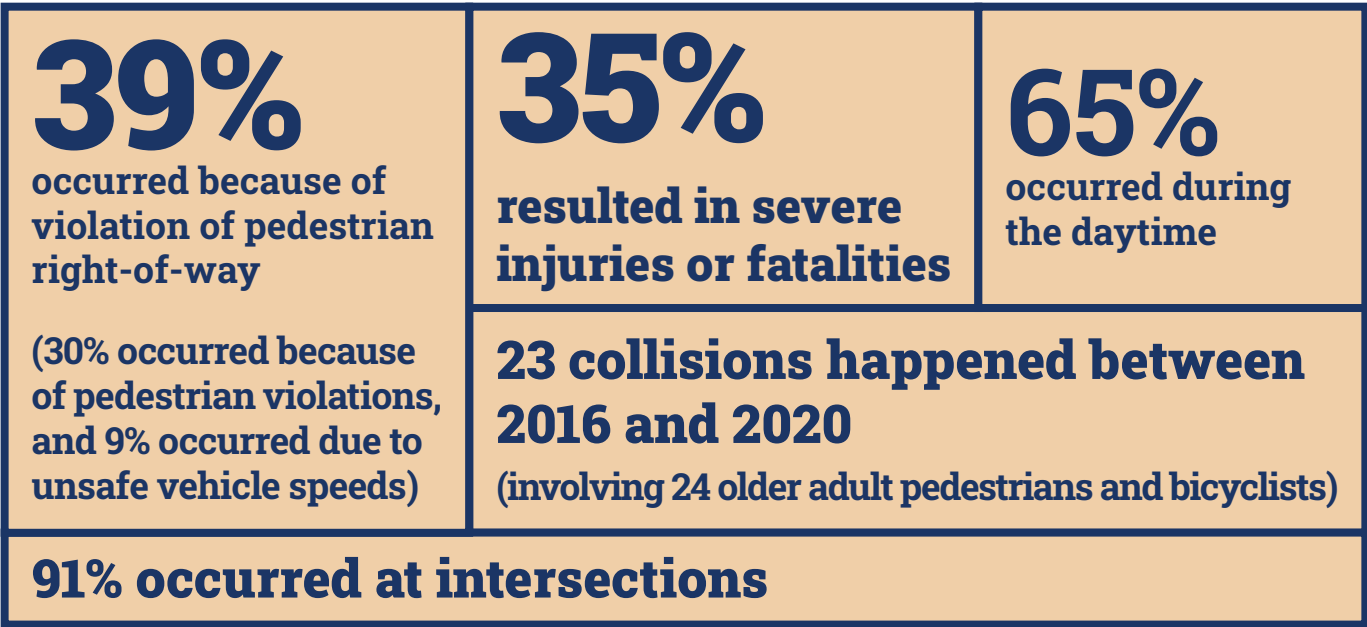
*Multimodal Volumes and Speeds*

Motor vehicles travel at average speeds between 14 and 20 miles per hour in South LA (according to 2019 StreetLight data). The highest average vehicle speeds (25-30 mph) are seen on both 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.

*Collisions and Injuries*

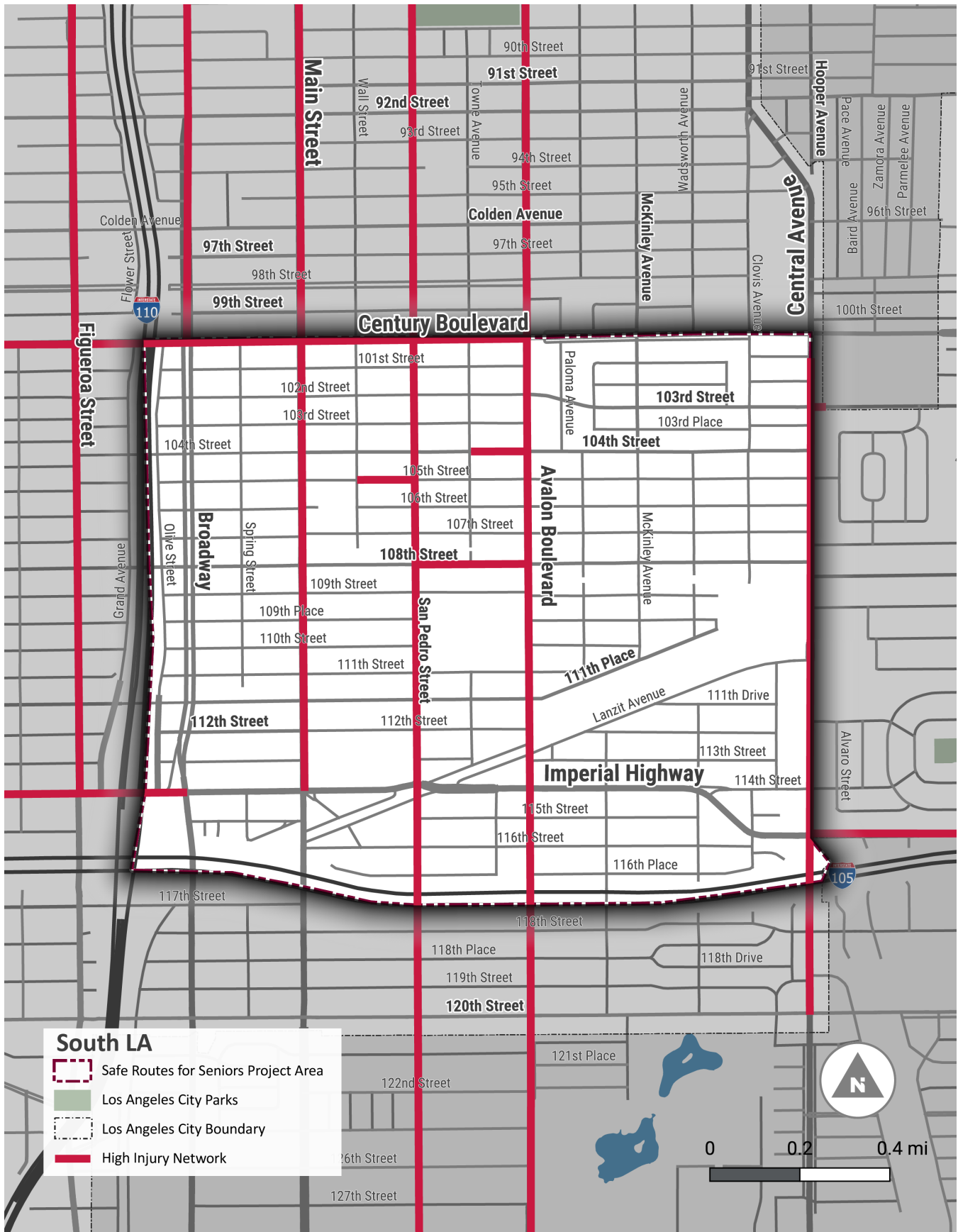
Los Angeles' City's [High Injury Network](#) (HIN) identifies the 6 percent of city streets where 70 percent of severe injuries and fatalities involving people walking occur. In the South LA project area, these HIN streets include Main Street, San Pedro Street, Avalon Boulevard, Central Avenue, and portions of 105th, 108th, and Imperial Highway. These streets, shown in Map 3, are generally multi-lane arterials that pass through the neighborhood, though several shorter segments of residential streets are also included.

Between 2016 and 2020, 24 older adults in South LA were involved in traffic collisions in the neighborhood, including eight 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 South LA





## **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 approximately 120 older adults throughout South LA.

Residents had multiple avenues to share where and how they travel through the neighborhood, from community events at Stanford Avalon Community Garden and the Bradley Multipurpose Senior Center to intercept surveys at local grocery stores and community events. 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 Alice Manor Senior Housing, Avalon Senior Place Apartments, and Wadsworth Place Senior Apartments. Flyers were also posted and passed out to older adults at the Metro Watts Tower station and other transit stops, the Watts Senior Center, the Stanford Avalon Community Garden, the Watts Labor Community Action Committee, MENTORS, Superior Grocers, and other local grocers.
- **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.



Pop-up engagement in South LA.



## The Community Leadership Committee

Ongoing engagement with older adults who live, work, or spend time in South LA provided firsthand insight into their daily challenges, needs, and priorities. The Community Leadership Committee (CLC) was comprised of 11 older adults from South LA 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 South LA.

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, senior centers, community organizations, referrals from friends, as well as an intercept survey.



South LA CLC Member

### Rosaline Valentine



8-28-2025  
Safe Routes for Seniors  
is important to me because  
I ride public transportation  
and it's important to have  
green spaces, shaded, side walks  
to sit, to have shade, sidewalks  
to be even, and have enough  
time to cross the street!  
E.C.

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

“ 1) I am a senior. 2) I care about others. 3) It doesn't seem like anyone is looking at what seniors need or addressing the safety of seniors. It's so important to me that seniors get the proper amount of assistance. We have paved the way for the younger generation. ”

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

“ I was inspired when we did the walk audit around Avalon Blvd. and that surrounding area. Because now when I go to that area, I see the changes that were made. Oh my goodness! It is wonderful. One time I was going down Avalon, and I saw them installing the curb extensions on both sides. That was so cool! ”

*Safe Routes for Seniors is important to me because I ride public transportation and it's important to have green spaces, safety, a place to sit, to have shade, sidewalks to be even, and have enough time to cross the street. -- E.C.*



# Community Engagement Activities

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



## September 2023

*Intercept survey:* Even with some rain, 30 older adults (including many Spanish speakers) shared their top travel destinations as well as transportation challenges.



## November 2023

*Senior Center Site Visit:* Over a meal at the Bradley Multipurpose Senior Center, 20 participants learned about the Safe Routes for Seniors program, asked questions, and talked about their transportation needs and challenges.

*CLC Meeting #1 (Orientation):* Seven members gathered to learn more about the goals and strategies of Safe Routes for Seniors, shared their experiences of traveling through South LA on foot and using transit, and practiced sharing information about the program to be effective ambassadors.



## December 2023

*Community Workshop and Walking Tour:* 17 people convened at the Stanford Avalon Community Garden to map their top destinations and key frustrations, and then took a walk audit of the neighborhood, noting issues such as bus stops without shade or benches, uneven sidewalks, and the need for greater pedestrian protections at crossings.

*CLC Meeting #2:* Nine committee members discussed the walking tour before learning about the Safe Routes for Seniors toolkit and the ways streets can be improved to address safety concerns.



## March 2024

*Town Hall:* 22 participants provided feedback on the recommendations for South LA and were eager to see the improvements made. People shared why Safe Routes for Seniors matter to them, and expressed a desire to see slower streets in the community.



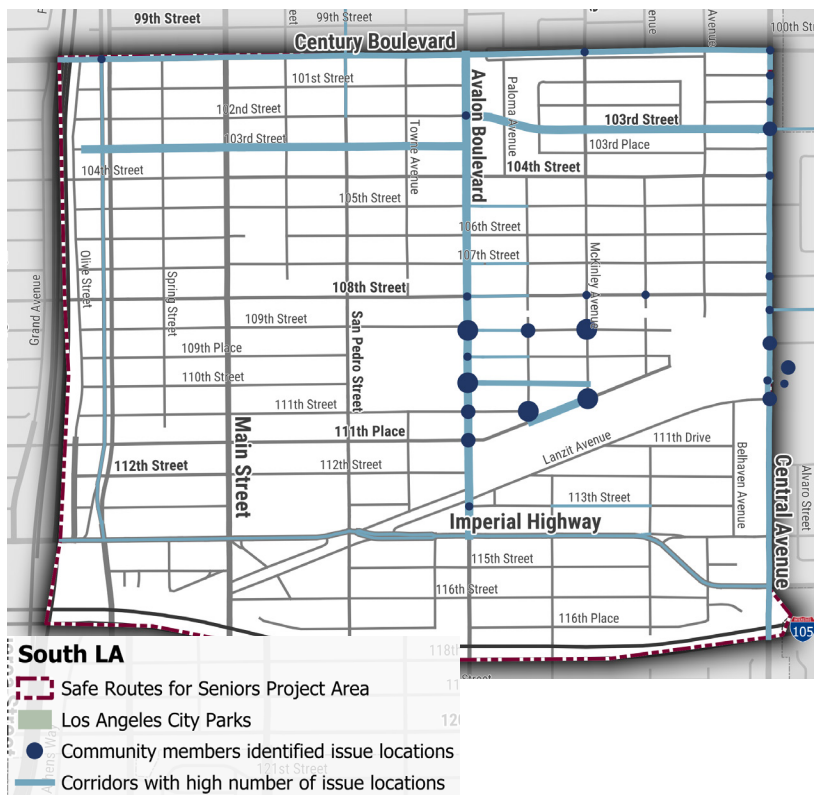
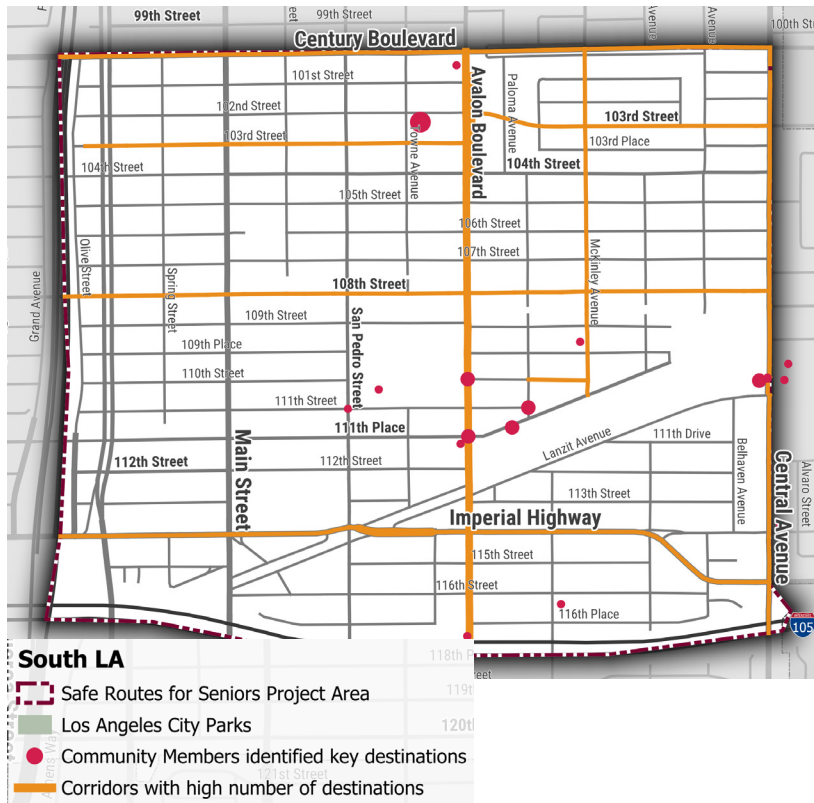
*CLC Meeting #3:* The full committee of 11 members expressed their support for the recommendations, and noted additional locations outside the project area that would benefit from improvements. They learned how to report issues through 311 and heard about how to stay engaged during the project next steps.



## **Chapter 5**

# **Neighborhood Mobility Opportunities and Challenges**

**MAP 4** Community-identified issues and destinations



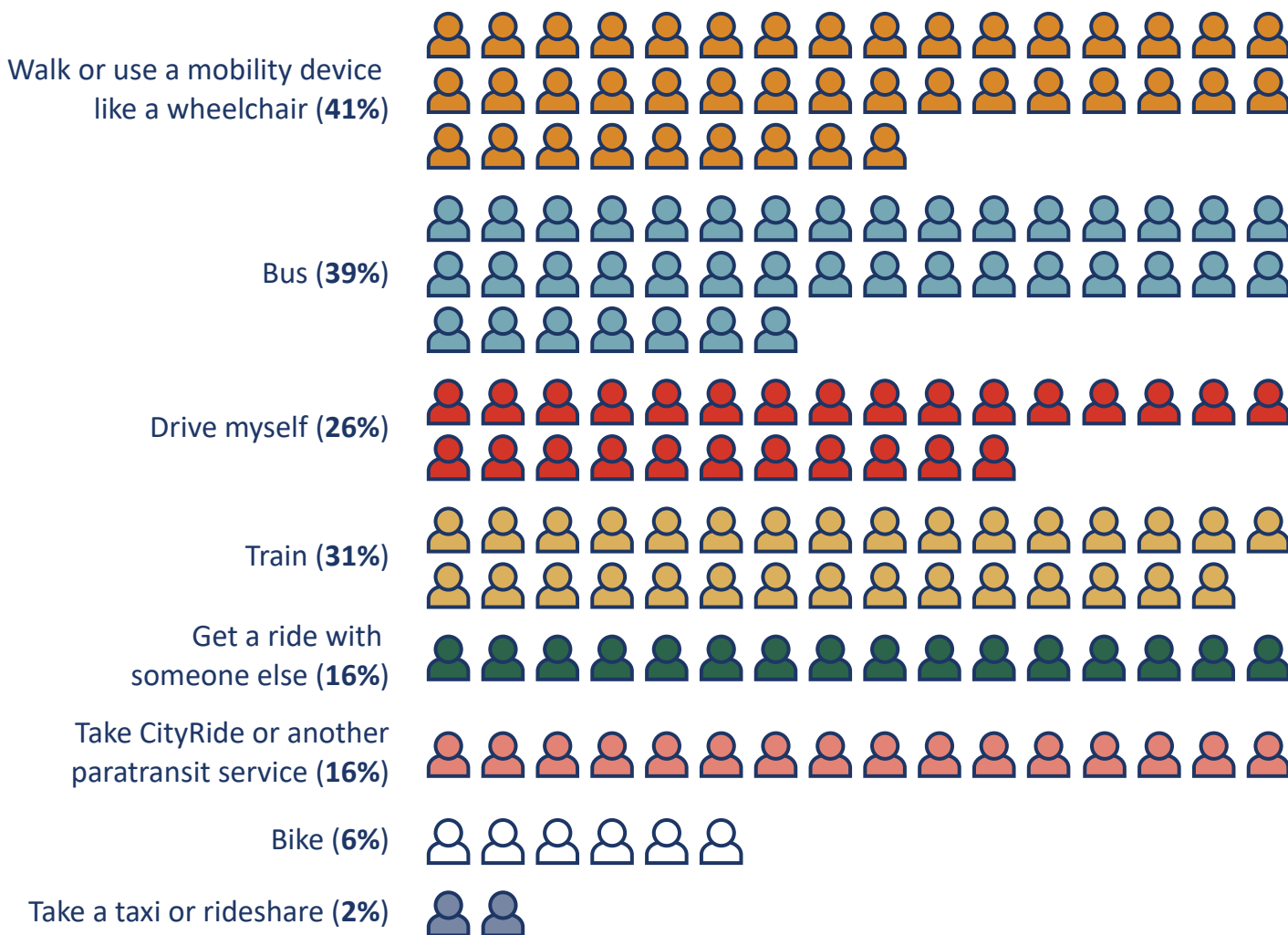
## Key Destinations, Issue Locations, and Modes Used

**Destinations and Issue Locations:** To help understand mobility opportunities and challenges in this neighborhood, older adults were asked to share locations they frequent as well as areas where they experience transportation safety issues. Popular destinations included grocery stores, shopping centers, the Bradley Multipurpose Senior Center, and bus and transit stations in the neighborhood.

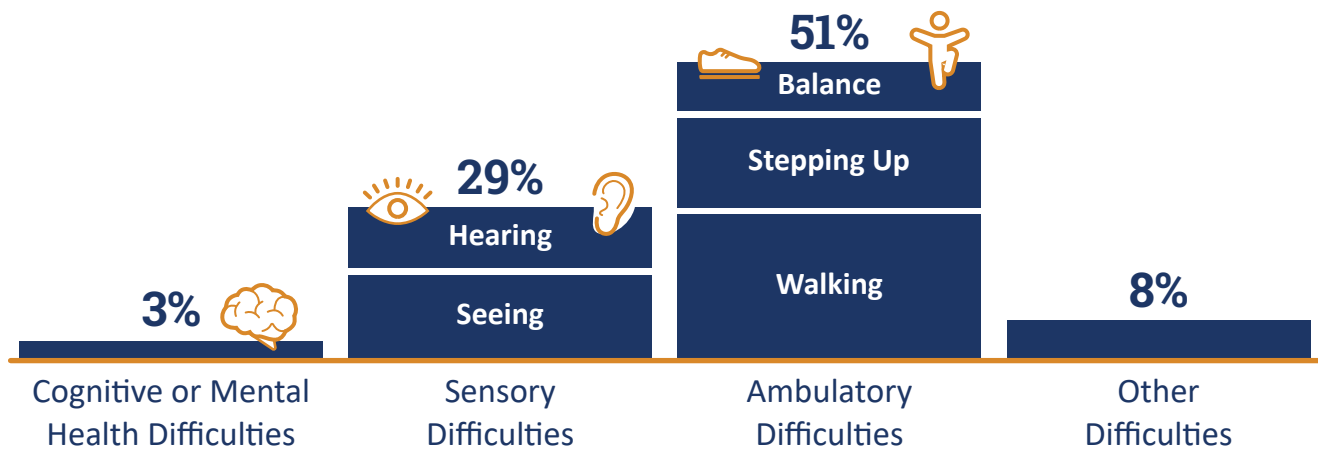
Transportation issues were frequently cited along **Avalon Boulevard**, **Central Avenue**, and **103rd Street**, overlapping with destinations on those streets that respondents often frequent.

**Transportation Modes:** Responses from project surveys indicated that older adults in South LA primarily rely on walking and taking the bus or train (see Figure 1). Most noted transportation concerns related to difficult crossing conditions, sidewalk disrepair, and stressful traffic speeds. Surveys also revealed that despite walking being the most common mode of transportation, many older adults in South LA experience difficulties with walking and stepping up (see Figure 2).

**FIGURE 1** How do you usually get around in South LA?



**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 South LA.

## Crossing challenges

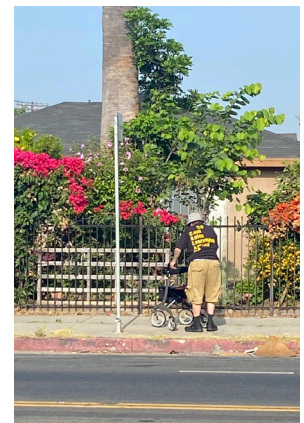
Community members shared that signalized crossings are often spaced too far apart, making it difficult for older adults to cross safely without walking long distances. They also expressed concerns that certain treatments, like flashing Rectangular Rapid Flashing Beacons (RRFBs) or marked crosswalks without signals, are not consistently effective at making drivers stop or yield. Visibility at intersections was another major issue, with community advocates highlighting the importance of daylighting and more high-visibility crosswalks to improve safety.



*Crosswalk with faded striping*

## Transit rider comfort at bus stops

Community members observed that many bus stops in the area lack shade and seating, making them uncomfortable for older riders. Some also mentioned that better lighting around bus stops would help improve the sense of personal safety.



*Lack of shade at bus stops*

## Poor sidewalk conditions and access

Sidewalks in some locations were uneven due to tree roots or were missing or in disrepair at industrial locations such as rail crossings. These conditions, combined with debris on the sidewalk, can create tripping hazards for older adults or force them to walk in the street. Some sidewalks also lacked curb ramps at intersections, which made navigating by foot more difficult for older adults, especially those using mobility devices.



*Cracked sidewalks on Imperial Highway*



## Expanded shade and greening needs

Older adults cited an overall need for better shade coverage in the neighborhood to make walking more comfortable as well as other greening and beautification needs, such as new vegetation and maintenance of existing plantings and green areas.

## High vehicle speeds

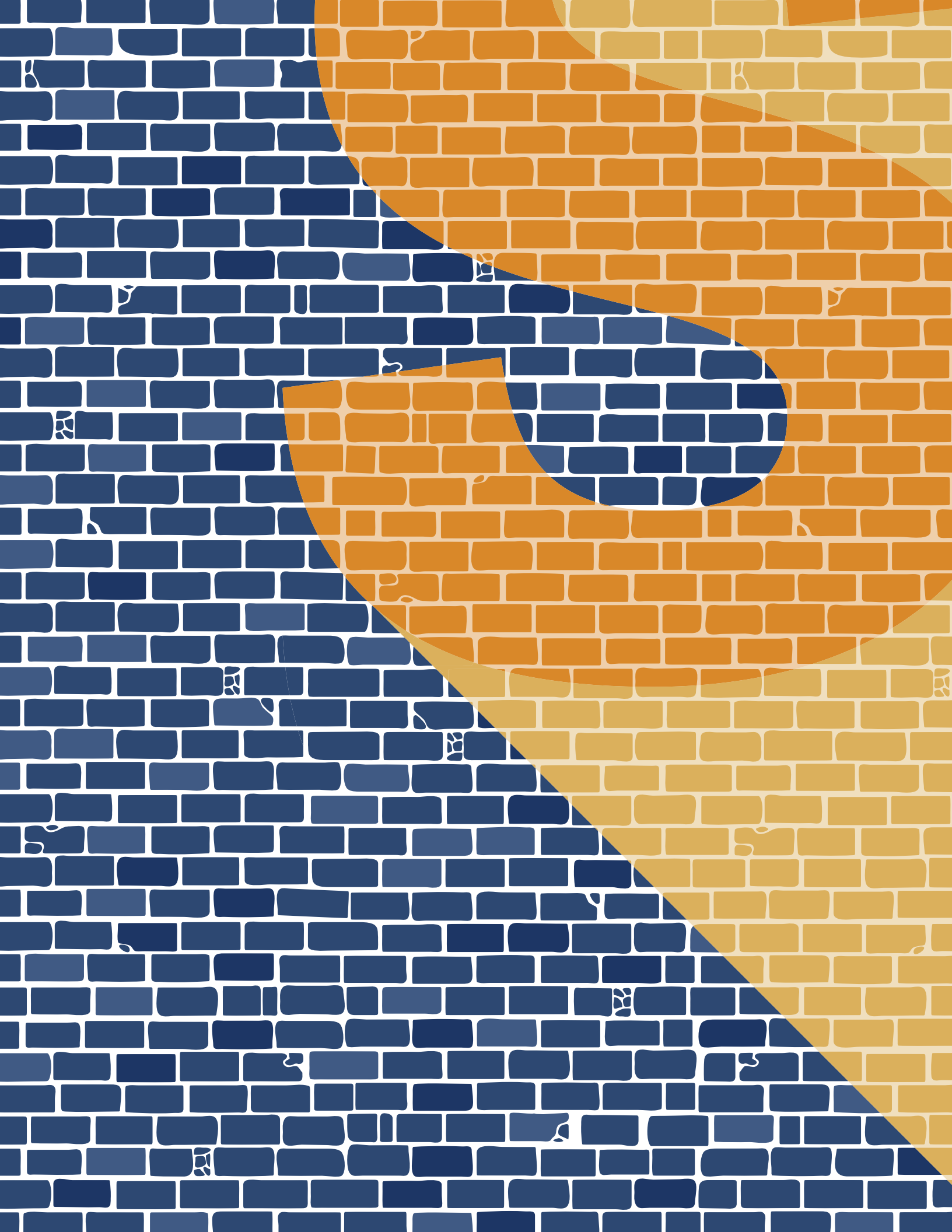
Many community members shared that high vehicle speeds make it uncomfortable to walk or cross streets in the neighborhood. This was the most frequently mentioned transportation concern in the survey, cited by 58 percent of respondents. While some corridors in the neighborhood (Main Street, Central Avenue, and Avalon Boulevard) have recently undergone lane reconfigurations to allow for new safety improvements, older adults in the community expressed a strong desire for more traffic calming measures. Suggestions included speed humps and other treatments to slow down vehicles, especially at intersections and crosswalks.



*Sidewalks with limited shade and street tree coverage*



*Speed Feedback Sign on Imperial Highway*





## **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.<sup>4</sup> 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 three focus corridors: **103rd Street, Avalon Boulevard, and Central Avenue**. The latter two corridors are part of the city's High Injury Network.

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 (see Map 5) and include a detailed table of all recommendations across the project area.

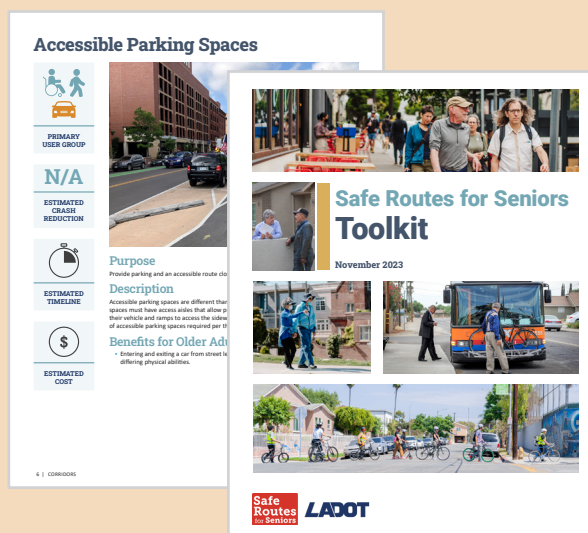
4 Stoker, P., Ewing, R., Wineman, J., & Handy, S. (2015). Proactive planning for healthy communities: Integrating age-friendly community planning and active transportation. *Journal of Aging and Health*.

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

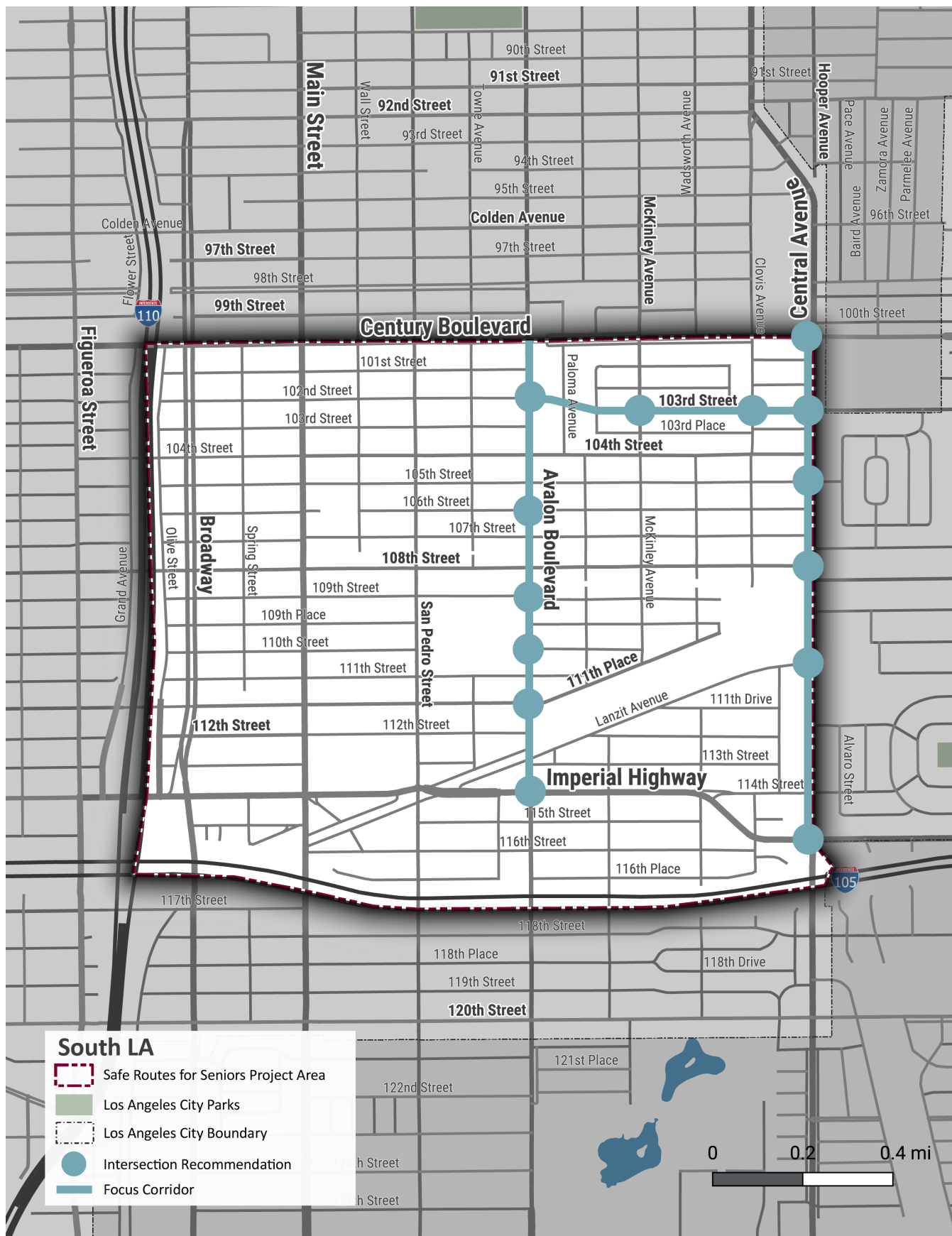
## Safe Routes for Seniors Toolkit

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.



**MAP 5** South LA Recommendations: Focus Corridors and Intersections





# Avalon Boulevard



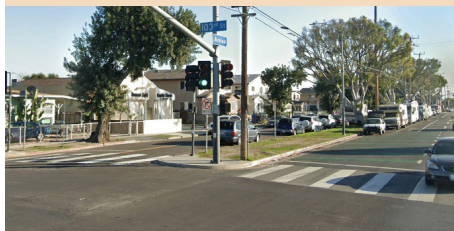
## Avalon Boulevard (Imperial Highway to Century Boulevard)

- Add benches near key destinations
- Add street trees and pedestrian-scale lighting
- Repair sidewalk

1

### Avalon and 103<sup>rd</sup> Street

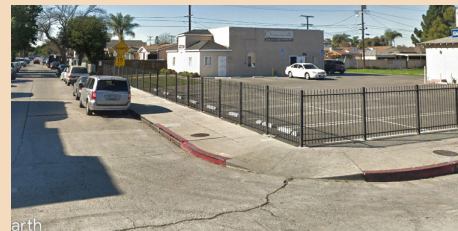
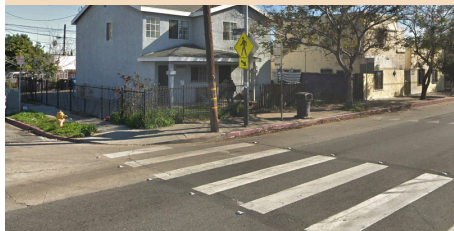
- Repaint high-visibility crosswalks (completed)
- Install new curb ramps and curb extensions on the frontage road (completed)
- Extend median on Avalon Blvd
- Increase pedestrian crossing time and add audible pedestrian signals and Leading Pedestrian Intervals (completed)
- Study intersection for protected left-turn phasing and right-turn red arrows
- Add seating and lighting to bus stops



2

### Avalon and 106<sup>th</sup> Street

- Repaint high-visibility crosswalks (completed)
- Install a Pedestrian Hybrid Beacon (PHB) on Avalon Blvd
- Reconstruct curb ramps (completed)
- Relocate existing SE and NW bus stops to the far side of the intersection
- Add a shelter, seating, and lighting to existing bus stops and maintain clean bus stop





### 3 Avalon Boulevard and 109<sup>th</sup> Street

- Remark high-visibility crosswalks (completed) and install new crosswalk on northern leg
- Upgrade flashing beacon at intersection to a full signal; add audible pedestrian signals
- Install curb extensions



### 4 Avalon Boulevard and 110<sup>th</sup> Street

- Remark high-visibility crosswalks
- Install/reconstruct curb ramps and add curb extension
- Add audible pedestrian signals and Leading Pedestrian Intervals
- Add shelter, seating, and lighting to bus stops

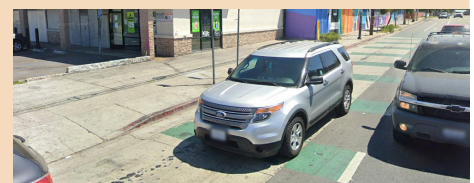
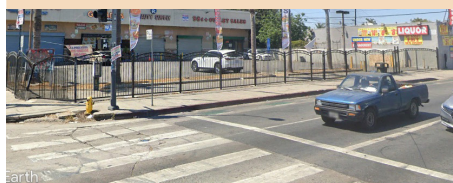
### 5 Avalon Boulevard and 111<sup>th</sup> Place

- Install curb ramps
- Remark high-visibility crosswalk
- Reduce corner radii at all corners of the intersection
- Increase pedestrian crossing times; add audible pedestrian signals and Leading Pedestrian Intervals (completed)



### 6 Avalon Boulevard and Imperial Highway

- Remark high-visibility crosswalks
- Install new curb ramp and reconstruct ramps
- Add audible pedestrian signals and Leading Pedestrian Intervals (completed)
- Move the existing bus stops to the far side of the intersection; add shelter, seating, and lighting; maintain clean bus stop



# 103<sup>rd</sup> Street



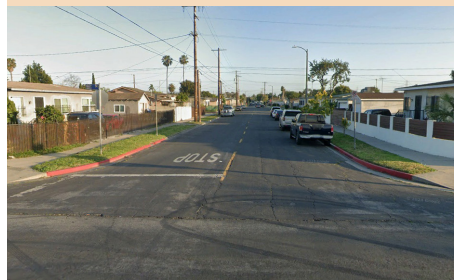
## 103<sup>rd</sup> Street, Avalon Boulevard to Central Avenue

- Continue bike lane striping through intersection
- Study for addition of speed humps and traffic circles

7

## 103<sup>rd</sup> Street and McKinley Avenue

- Install curb extensions on all legs of intersection
- Add high-visibility crosswalks on all legs of the intersection (completed)



8

## 103<sup>rd</sup> Street and Clovis Avenue

- Repaint and add new high-visibility crosswalks (completed)
- Install curb extensions on all legs of the intersection
- Add seating and lighting to bus stops





# Central Avenue



## Central Avenue (Imperial Highway to Century Boulevard)

- Add pedestrian scale lighting, street trees, and benches
- Install speed feedback signs; conduct speed study
- Repair sidewalk

9

## Central Avenue and Century Boulevard

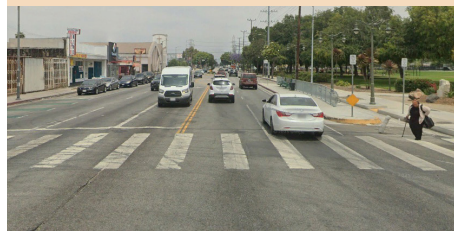
- Install new curb ramps
- Reduce corner radii at all corners of the intersection; add curb extension on the NE corner
- Add audible pedestrian signals and Leading Pedestrian Intervals (completed)
- Study intersection for protected left-turn phasing and right-turn red arrows
- Study intersection for removal of eastbound right-turn lane



10

## Central Avenue and 103rd Street

- Remark high-visibility crosswalks
- Reconstruct curb ramps
- Increase pedestrian crossing time and add audible pedestrian signals and Leading Pedestrian Intervals (completed)
- Study intersection for protected left-turn phasing and right-turn red arrows

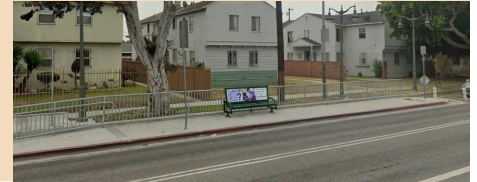
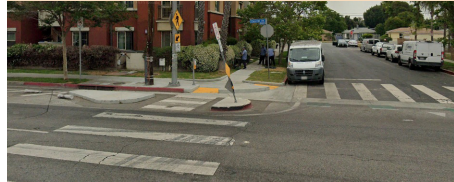






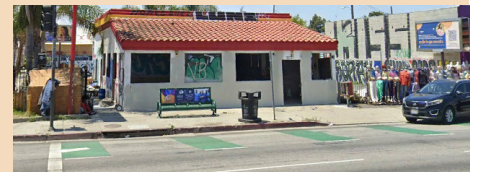
## 11 Central Avenue and 105<sup>th</sup> Street

- Install new high-visibility crosswalks (completed)
- Install new curb ramps
- Upgrade RRFB to Pedestrian Hybrid Beacon signal
- Add shelter, seating, and lighting to bus stops



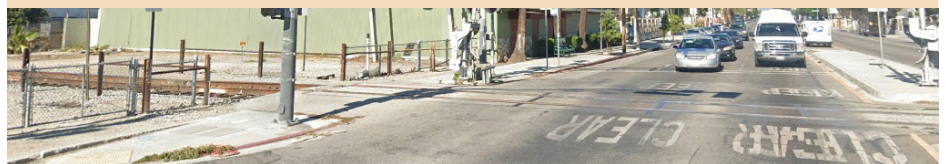
## 12 Central Avenue and 108th Street

- Remark high-visibility crosswalks
- Increase pedestrian crossing time and add audible pedestrian signals and Leading Pedestrian Intervals (completed)
- Add shelter, seating, and lighting to bus stops



## 13 Central Avenue and Lanzit Avenue

- Install pedestrian gate arm to restrict access to tracks when trains are present
- Widen and repair sidewalks



## 14 Central Avenue and Imperial Highway

- Remark high-visibility crosswalks
- Reconstruct curb ramps
- Reduce corner turning radii for all intersection corners
- Increase pedestrian crossing time
- Study intersection for protected left-turn phasing and right-turn red arrows



# Detailed Recommendations List

Table 2 includes details about each location’s specific issues and proposed recommendations. addresses. 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
103rd Street from Avalon Boulevard to Central Avenue					
Concerns about driver speeds along corridor	Traffic calming	Continue bike lane striping through the intersection; study the addition of speed humps and traffic circles	Medium	Medium	No
103rd Street and McKinley Avenue					
Long crossing distance to cross 103rd Street, presenting access barrier to older adults and increasing time of exposure	Curb extension	Install curb extensions on all legs of the intersection	High	Long	Yes
Missing crosswalks lower pedestrian visibility	Crosswalk	Add high-visibility crosswalks on all legs of the intersection†	Low	Short	No

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/Long Term)	External Funding / Coordination Required
<b>103rd Street and Clovis Avenue</b>					
Missing and faded crosswalks lower pedestrian visibility	Crosswalk	Repaint the crosswalk on the west leg and add high-visibility crosswalks to all other legs†	Low	Short	No
Long crossing distance to cross 103rd Street, presenting access barrier to older adults and increasing time of exposure	Curb extension	Install curb extensions on all legs of the intersection	High	Long	Yes
Bus stops on the north- and southwest corners lack shelters, seating, and lighting	Transit	Add seating and lighting to bus stops	High	Medium; Long	Yes
<b>Avalon Blvd from Imperial Highway to Century Blvd</b>					
Lack of seating along corridor	Seating	Add benches near key destinations	Medium	Medium	Yes
High sun exposure and lack of tree canopy	Shade	Add street trees	High	Long	Yes
Poor nighttime visibility for pedestrians	Lighting	Add pedestrian-scale lighting	High	Long	Yes
Sidewalk in poor condition	Sidewalk	Repair or reconstruct sidewalk	Medium	Medium	Yes
<b>Avalon Blvd and 103rd Street</b>					
Crosswalk markings faded on all legs	Crosswalk	Remark high-visibility crosswalks on all legs of the intersection†	Low	Short	No
The southern median of Avalon Blvd lacks curb ramps, all intersection curb ramps lack detectable warning surfaces	Curb ramp	Install/reconstruct curb ramps with detectable warning surfaces†	High	Long	Yes
Long crossing distances and concern about drivers not yielding to pedestrians	Curb extension	Install curb extensions on Avalon Blvd's frontage road†	High	Medium to Long	Yes
Long crossing distances and concern about drivers not yielding to pedestrians	Crossing enhancement	Extend median on the southern leg to form a 90 degree crossing	Medium	Medium to Long	Yes

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/Long Term)	External Funding / Coordination Required
Pedestrian push buttons lack audible warning, inadequate crossing time	Signal timing improvement	Add audible pedestrian signals, add Leading Pedestrian Intervals, and increase pedestrian crossing time†	Low	Short	No
Concerns about drivers not yielding to pedestrians	Traffic operations	Study intersection for left-turn-only phase and right-turn red arrows	High	Medium	No
Bus stops lack shelters, seating, and lighting	Transit	Add seating and lighting to bus stops	High	Medium; Long	Yes
<b>Avalon Blvd and 106th Street</b>					
Crosswalk markings faded on the west, south, and east legs	Crosswalk	Mark high-visibility crosswalks on the faded legs†	Low	Short	No
Concerns about drivers not yielding to pedestrians	Crossing enhancement	Install a Pedestrian Hybrid Beacon to cross Avalon Blvd	High	Long	No
Curbs lack detectable warning surfaces and prevent perpendicular crossings	Curb ramp / extension	Reconstruct all curb ramps and include detectable warning surfaces†	High	Long	Yes
Existing bus stop locations restrict traffic flow	Transit	Move the existing SE and NW stops to the far side of the intersection	Low	Short	No
The SE and NW bus stops lack shelters, seating, and lighting	Transit	Add a shelter, seating, and lighting to bus stops	High	Medium	Yes
Bus stop is untidy	Transit	Work with local agencies to maintain a clean, debris-free stop	Low	Short	Yes
<b>Avalon Blvd and 109th Street</b>					
Crosswalk markings faded on the west, south, and east legs	Crosswalk	Mark high-visibility crosswalks on the faded legs†	Low	Short	No
Complex intersection configuration with only a RRFB to cross Avalon Blvd	Crossing Enhancement	Upgrade the intersection to a full signal; add audible pedestrian signal	High	Long	No
Complex intersection lacks a crossing on the north leg	Crosswalk	Install a new high-visibility crosswalk	Low	Short	No
Complex intersection lacks a crossing on the north leg	Curb extension	Add curb extensions for new crosswalk	Medium	Long	Yes



Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/Long Term)	External Funding / Coordination Required
<b>Avalon Blvd and 110th Street</b>					
Northwest corner lacks a curb ramp and northeast curb ramp misaligns with crosswalk	Curb ramp / curb extension	Install or reconstruct curb ramps, add curb extension on northwest corner	Medium	Long	Yes
Crosswalk faded on the north and east legs, impacting visibility of pedestrian crossing	Crosswalk†	Mark high-visibility crosswalks on the faded legs	Low	Short	No
Pedestrian push buttons lack audible warning, inadequate crossing time	Signal timing improvement	Add audible pedestrian signal and Leading Pedestrian Intervals for crossing Avalon Blvd	Low	Short	No
Bus stops are untidy	Transit	Work with local agencies to maintain clean, debris-free stops	Low	Medium	Yes
Bus stops on the northeast and southwest corners lack shelters, seating, and lighting	Transit	Add shelter, seating, and lighting	High	Short	Yes
<b>Avalon Blvd and 111th Place</b>					
All corners lack curb ramps	Curb ramp	Install curb ramps on all corners with detectable warning surfaces	High	Long	Yes
All legs of crosswalk faded	Crosswalk	Mark high-visibility crosswalks on the faded legs	Low	Short	No
Long crossing distance at Avalon Blvd	Curb radii reduction	Reduce corner radii at all corners of the intersection	Low	Long	Yes
Inadequate time to cross Avalon Blvd; crossing lacks audible warning	Signal timing improvement	Increase pedestrian crossing time; add audible pedestrian signal and Leading Pedestrian Interval†	Low	Short	No

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/Long Term)	External Funding / Coordination Required
<b>Avalon Blvd and Imperial Highway</b>					
All legs of crosswalk faded	Crosswalk	Remark high-visibility crosswalks on all legs of the intersection	Low	Short	No
Northwest corner lacks curb ramp, other curb ramps misalign with crosswalk and lack detectable warning surfaces	Curb ramp	Install/reconstruct curb ramps with detectable warning surface	High	Long	Yes
Concern about drivers not yielding to pedestrians	Signal timing improvement	Add audible pedestrian signal and Leading Pedestrian Interval†	Low	Short	No
Existing bus stop locations restrict traffic flow	Transit	Move the existing NW and SE stops to the far side of the intersection	Low	Medium	Yes
NW and SE bus stops lack shelters, seating, and lighting	Transit	Add a shelter, seating, and lighting at bus stops	High	Medium	Yes
Bus stops are untidy	Transit	Work with local agencies to maintain clean, debris-free stops	Low	Medium	Yes
<b>Central Avenue from Imperial Highway to Century Boulevard</b>					
Poor nighttime visibility for pedestrians	Lighting	Add pedestrian-scale lighting	High	Long	Yes
Lack of seating along corridor	Seating	Add benches near key destinations	Medium	Medium	Yes
Concern about driver high speeds	Traffic calming	Install speed feedback signs; conduct speed study to adjust speed limit	Medium	Medium	No
Sidewalk in poor condition	Sidewalk	Repair sidewalk	Medium	Medium	Yes
High sun exposure and lack of tree canopy	Shade	Add street trees	High	Long	Yes

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/Long Term)	External Funding / Coordination Required
<b>Central Ave and Century Blvd</b>					
Southeast and southwest corners lack curb ramps	Curb ramp	Install new curb ramps with detectable warning surfaces	High	Long	Yes
Long crossing distance on all legs of the intersection, presenting access barrier to older adults and increasing time of exposure	Curb radii reduction	Reduce corner radii at all corners of the intersection	Low	Long	Yes
Northeast corner is set back from the intersection	Curb extension	Reconfigure the northeast corner and extend the sidewalk to the parking lane	High	Long	Yes
Inadequate time to cross Avalon Blvd; crossing lacks audible warning	Signal timing improvement	Add audible pedestrian signal and Leading Pedestrian Interval; increase crossing time <sup>†</sup>	Low	Short	No
Long crossing distance	Traffic operations	Study intersection for eastbound right-turn lane removal	Medium	Medium	No
Inadequate crossing time	Traffic operations	Study intersection for protected left- and right-turn red arrows	High	Long	No
<b>Central Ave and 103rd Street</b>					
All legs of crosswalk faded	Crosswalk	Remark high-visibility crosswalks on all legs of the intersection	Low	Short	No
Curb ramps on all corners misaligned with crosswalks; ramps on northwest and southwest corners lack detectable warning surfaces	Curb ramp	Reconstruct curb ramps with detectable warning surfaces	Medium	Long	Yes
Concerns about turning drivers not yielding to pedestrians	Signal timing improvement	Add Leading Pedestrian Interval, increase pedestrian crossing time on all legs <sup>†</sup>	Low	Short	No
Inadequate crossing time	Traffic operations	Study intersection for protected left- and right-turn red arrows	High	Long	No
Intersection lacks audible warnings	Signal timing improvement	Add audible pedestrian signal	Low	Short	No

Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/Long Term)	External Funding / Coordination Required
<b>Central Ave and 105th Street</b>					
Missing crosswalks on the east and west legs of the intersection	Crosswalk	Install new high-visibility crosswalks†	Low	Short	No
Concerns about turning drivers not yielding to pedestrians crossing Central Ave	Crossing Enhancement	Replace the RRFB with a Pedestrian Hybrid Beacon	High	Long	No
Bus stops on northwest and southeast corners lack shelters, seating, and lighting	Transit	Add a shelter, seating, and lighting	High	Medium	Yes
Bus stops are untidy	Transit	Work with local agencies to maintain clean, debris-free stops	Low	Short	Yes
<b>Central Ave and 108th Street (north leg)</b>					
All legs of crosswalk faded	Crosswalk	Remark high-visibility crosswalks on all legs of the intersection	Low	Short	No
Inadequate time to cross Central Ave; crossing lacks audible warning	Signal timing improvement	Increase pedestrian crossing time; add audible pedestrian signal and Leading Pedestrian Interval†	Low	Short	No
Bus stops on northwest corner lacks shelter, seating, and lighting	Seating; Lighting	Add a shelter, seating, and lighting	High	Medium	Yes
Bus stops are untidy	Transit	Work with local agencies to maintain clean, debris-free stops	Low	Short	Yes
<b>Central Ave and 108th Street (south leg)</b>					
East and south legs of crosswalk faded	Crosswalk	Remark east and south legs with high-visibility crosswalks	Low	Short	No
Inadequate time to cross Central Ave; crossing lacks audible warning	Signal timing improvement	Increase pedestrian crossing time; add audible pedestrian signal and Leading Pedestrian Interval†	Low	Short	No



Location					
Issue	Category	Recommendation	Cost Opinion*	Implementation Complexity (Short/Medium/Long Term)	External Funding / Coordination Required
<b>Central Ave and Lanzit Ave</b>					
Railroad crossing lacks signage and pedestrian restriction when trains are present	Crossing enhancement	Install pedestrian gate arm to restrict access to tracks when trains are present, include audible signaling	Low	Long	Yes
Sidewalks on both sides of the street are narrow and inaccessible	Sidewalk	Widen and repair sidewalks	Medium	Long	Yes
<b>Central Ave and Imperial Highway</b>					
All legs of crosswalk faded	Crosswalk	Repaint high-visibility crosswalks on all legs of the intersection	Low	Short	No
Curb ramps on all corners misaligned with crosswalks; all curb ramps lack detectable warning surfaces	Curb ramp	Reconstruct curb ramps with detectable warning surfaces	High	Long	Yes
Concerns about drivers not yielding to pedestrians at each crossing leg	Curb radii reduction	Reduce curb radii at all corners	Low	Medium	Yes
Inadequate time to cross both Central Ave and Imperial Highway; crossings lack audible warning	Signal timing improvement	Add audible pedestrian signal and Leading Pedestrian Interval	Medium	Short	No
Inadequate crossing time	Traffic operations	Study intersection for protected left- and right-turn red arrows	High	Medium	No

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



## **Chapter 7**

# **Next Steps**

# Funding and Implementation

The South LA 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 100th and 91st 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 South LA.

Older adults are essential members of the South LA 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
<b>AARP Community Challenge Grant, AARP</b>	
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.
<b>Active Transportation Program (ATP), California Transportation Commission (CTC)</b>	
In 2025, the CTC provided \$169 million in ATP funding. Applications open annually.	Infrastructure recommendations are eligible for Infrastructure Only Grants.
<b>Local Highway Safety Improvement Program (HSIP), Caltrans</b>	
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
<b>Metro Active Transport, Transit, and First/Last Mile (MAT) Program, Los Angeles Metro</b>	
\$857 million is available over the course of 40 years; \$75 million was available for Cycle 2 (implementation during FY2026-2030).	Infrastructure recommendations within a ½ mile of the Avalon Boulevard C Line station are eligible for first/last mile grants.
<b>Sustainable Communities Program – Active Transportation &amp; Safety, Southern California Association of Governments (SCAG)</b>	
In 2024, SCAG has an estimated \$10.4 million in funding. Applications open annually.	Infrastructure recommendations that require minor construction activity (e.g., does not require excavation) and uses durable, low-to-medium cost materials to pilot and iterate through project designs are eligible for Quick-Build Project funding. The maximum award per project is \$900,000.
<b>Safe Streets and Roads for All (SS4A) U.S. Department of Transportation</b>	
\$5-\$6 billion is available between 2022 and 2026. Applications open annually.	Infrastructure recommendations on corridors identified in the city's Vision Zero Plan are eligible for Implementation Grant funding.
<b>Transformative Climate Communities, California Strategic Growth Council and Department of Conservation</b>	
In 2023, \$88.5 million was available for three Implementation Grant awards. Applications open annually.	Infrastructure recommendations are eligible and the SRFS project area meets funding requirements for an Implementation Grant (51 percent of project area must overlap with census tracts designated as disadvantaged). Multiple co-applicants are required.
<b>Better Utilizing Investments to Leverage Development (BUILD), U.S. Department of Transportation</b>	
\$1.5 billion available yearly. Applications open annually.	Infrastructure recommendations are eligible for BUILD grants.