

Ch. 15

DEL AIRE AND WISEBURN COMMUNITY PEDESTRIAN PLAN

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INTRODUCTION

The Del Aire and Wiseburn Community Pedestrian Plan is part of Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities, a master plan for pedestrian safety in Los Angeles County. Step by Step Los Angeles County is a plan to enhance walkability, a measure of how friendly an area is for walking, for the one million residents of communities in unincorporated Los Angeles County. Step by Step outlines actions, policies, procedures, and programs that the County of Los Angeles (the County) will consider to enhance walkability across unincorporated communities.

It also includes Community Pedestrian Plans, including this one, that identify potential pedestrian infrastructure projects for specific unincorporated communities.

This tailored approach to pedestrian planning enables the County to work closely with residents, businesses, and other stakeholders to meet the unique needs of each unincorporated community.

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COMMUNITY PROFILE

The unincorporated communities of Del Aire and Wiseburn combine to make up an area of approximately 1.2 square miles with a population of 9,905 residents in the South Bay region of Los Angeles County.

Throughout this report, the two communities in the planning area (Del Aire and Wiseburn) will be referred to as "the plan area" and referenced by name when discussing specific communities. Del Aire is located directly southwest of the I-405/I-105 freeway interchange and is geographically defined by the cities of Hawthorne to the east and south, El Segundo to the west, and Los Angeles and the Los Angeles International Airport (LAX) to the north. The community of Wiseburn is just southeast of Del Aire and is bordered by the City of Hawthorne on the east, west, and south.

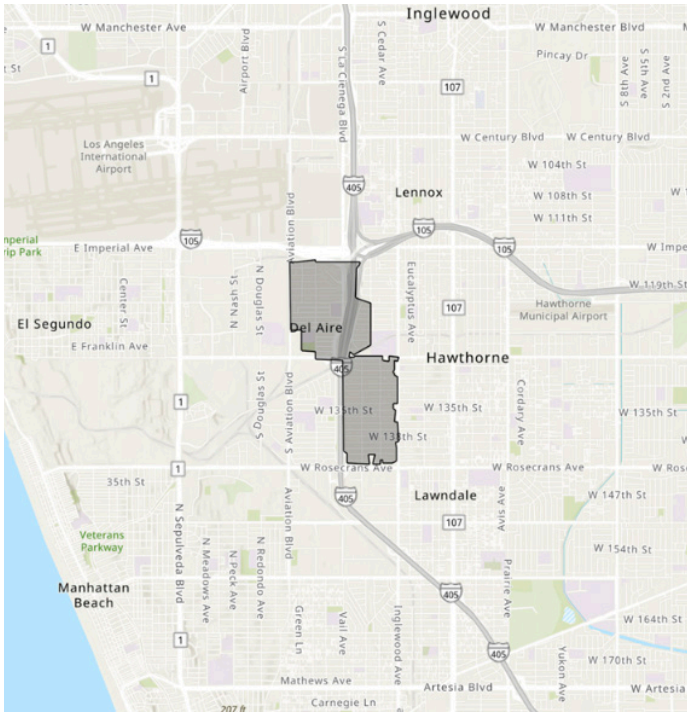


Figure 1. Del Aire/Wiseburn Subregional Context

Thank You

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Special thanks to the residents of Del Aire/Wiseburn who took time to participate in outreach events and community data collection efforts, and who shared their ideas on how to enhance walking in the community. This plan is inspired by your vision for Del Aire/Wiseburn.

Del Aire and Wiseburn are surrounded by major employment centers in the cities of El Segundo and Hawthorne. Their proximity to the I-405 freeway and LAX have historically made them convenient areas for commuters working in the aerospace, aviation, and technology industries. Del Aire and Wiseburn are both primarily residential communities, with some limited areas of commercial use along El Segundo Boulevard and Inglewood Avenue in Wiseburn, and the east side of Aviation Boulevard in Del Aire. These commercial areas include restaurants and businesses that allow residents and commuters to dine and shop.

Demographics

Every person living in Los Angeles (LA) County should have opportunities and amenities that help them live a long, healthy life. However, gaps in health outcomes based on race, income, and zip code persist, reflecting the unequal distribution of health-affirming resources. The County can help eliminate those gaps through intentional resource allocation and targeted interventions to repair and prevent poor health outcomes experienced by under-resourced communities.

Del Aire and Wiseburn are suburban areas with a relatively high population density. There are over 9,500 residents per square mile living in this plan area which is a much higher density than the county average of about 2,400 residents per square mile. Table 1 displays the race/ethnicity demographics of Del Aire and Wiseburn in greater depth, referencing data from the Census Bureau's American Community Survey (ACS) 5-Year Estimates (2022).

Around 58 percent of Wiseburn residents self-identify as Hispanic or Latino, which is higher than the county average of 49.1 percent. In Del Aire the Hispanic or Latino population is a smaller proportion of the total residents, 39 percent of residents identify as Hispanic or Latino and 32 percent of residents identify as White. The plan area has a relatively young population; nearly 28 percent of residents are under the age of 24 years old; 55 percent are aged 24-64 years old, which is similar to the county's average.

Among individuals aged 25 and older, Del Aire and Wiseburn have a high school graduation rate of 82 percent, slightly higher than the county average of 81 percent. Linguistically, there is a high percentage of residents who speak another language besides English at 48 percent. Linguistic isolation occurs when someone in a household over the age of 14 is not fluent in English. In Del Aire and Wiseburn, 8.4 percent of the community is linguistically isolated. This is particularly relevant when considering how to engage with Del Aire and Wiseburn residents in this participatory planning process; residents with limited English proficiency will require translation and interpretation services to participate.

Table 15-1: Del Aire and Wiseburn Demographics

	LA County	Del Aire	Wiseburn
Total Population	9,768,886	4,374	5,531
Population Density (per square mile)	2,430	9,744	11,846
Race/Ethnicity			
White	24.2%	32.9%	24.3%
Black or African American	7.4%	6.4%	3.5%
Asian	15.1%	13.3%	8.1%
American Indian	0.2%	0.2%	0.1%
Pacific Islander	0.2%	0.8%	1.1%
Two or More Races	3.2%	6.2%	4.2%
Other Race	0.6%	0.8%	0.8%
Hispanic or Latino	49.1%	39.4%	57.9%
Age Group			
Under 24 Years	28.8%	27.4%	27.8%
24-64 Years	55.6%	57.8	55.3%
65 and Over	15.6%	14.8%	16.9%

Source: U.S. Census Bureau American Community Survey 1-Year Estimates (2024)

Table 15-1: Del Aire and Wiseburn Demographics

	LA County	Del Aire/Wiseburn
Education Level		
Total	6,857,511	7,783
No High School Diploma	19.3%	17.3%
Obtained High School Diploma	38.2%	35.1%
Obtained Associates or higher	42.5%	47.6%
Language Spoken At Home		
Only English	44.9%	51.8%
Spanish	37.7%	33.5%
Other Indo-European languages	5.6%	5.2%
Asian And Pacific Island	10.7%	6.9%
Other languages	1.2%	2.6%
Linguistic Isolation		
Linguistic Isolation	12.7%	8.4%

Source: U.S. Census Bureau American Community Survey 1-Year Estimates (2024)

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Socioeconomics

The median household income in these communities of Del Aire and Wiseburn both significantly exceed the countywide average median household income of $86,587. The median household income in Del Aire is $130,643, and the median income in Wiseburn is $123,204. The higher incomes may be attributable to the communities' higher levels of educational attainment. Table 2 displays the economic statistics in Del Aire and Wiseburn using data from the U.S. Census Bureau American Community Survey (ACS). The poverty rate for Del Aire (8.2 percent) and Wiseburn (6.8 percent) are low compared to the countywide rate of 13 percent.

This plan area, much like the rest of the county, is home to many people experiencing homelessness (PEH). PEH are not always represented in Census data because collecting reliable information about this population can be challenging, especially as individuals often move in and out of stable housing.

In 2024, volunteers with the Los Angeles Homeless Services Association counted 75,312 sheltered and unsheltered homeless people in Los Angeles County during the latest annual point-in-time count.[1] In Del Aire and Wiseburn, volunteers counted 6 informal dwellings the night of the count; these dwellings include vans (1), RVs (3), and tents (2). Pedestrian planning in the area will need to thoughtfully consider people who live on and around the sidewalk. Not only do these residents use the pedestrian facilities, but they are also some of the most vulnerable to traffic violence in the County. A Public Health study from 2024 found that eight percent of deaths among unhoused residents were from transportation-related injuries[2], most of which were pedestrians and cyclists killed in traffic collisions between the hours of 9 PM and 9 AM. Given that at least 3,282 homeless individuals died between 2021 and 2022 (the most recent year of data available), an unhoused individual is killed in a traffic-related incident in LA County approximately every other day.[3]

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1 Los Angeles Homeless Services Association, Homeless Count (October 2024)

2 Los Angeles County Public Health, New Public Health Report Shows Homeless Mortality Rate Plateaued in 2022 (May 2024)

3 Los Angeles County Public Health, Mortality Rates and Causes of Death Among People Experiencing Homelessness in Los Angeles County: 2014-2022 (May 2024)

Table 15-2: Del Aire and Wiseburn Socioeconomics

	LA County	Del Aire	Wiseburn
Median Household Income	$86,587	$130,643	$123,204
Poverty Rate			
2022 Households Below Poverty Level	12.9%	8.2%	6.8%

Source: U.S. Census Bureau American Community Survey 5-Year Estimates (2022)

	LA County	Del Aire/Wiseburn
Temporary Shelters		
Total Dwellings	6,857,511	7,783
Cars	19.3%	17.3%
Vans	38.2%	35.1%
RVs	42.5%	47.6%
Makeshift Shelters	-	-
Tents	44.9%	51.8%

Source: 2024 Greater Los Angeles Homeless Count Data (October 2024)

Health Considerations

Health outcomes are driven in part by the built environment and in part by how well one's neighborhood encourages and supports health-affirming activities. Del Aire and Wiseburn is in the County's Public Health Service Planning Area 8 (SPA 8). In 2020, coronary heart disease was the leading cause of death, and diabetes mellitus was the fifth leading cause of death in SPA 8. Health considerations in Del Aire and Wiseburn are detailed in Table 3, which shows that the health challenges that residents face are generally consistent with those of the overall county population.

In the plan area, rates of cancer (6.1 percent), heart disease (4.9 percent), and diabetes (10.9 percent) are each close to or below Los Angeles County levels as demonstrated in Table 3. Rates of obesity (25.7 percent) and physical inactivity (21.4 percent) are also slightly lower than the county averages, potentially contributing to lower rates of chronic conditions like heart disease. However, residents in the plan area experience a higher rate of asthma at 9.4 percent, compared to the county average of 9.1 percent, which could be due to environmental factors such as the community's proximity to freeways and LAX.[1] Additionally, the average life expectancy of Del Aire/Wiseburn residents is exactly on par with that of countywide rates of 80.3 years.

Poor health outcomes are worsened by a lack of access to healthcare and food. Around 7.7 percent of Del Aire andWiseburn residents face transportation challenges that make it difficult to access healthcare and essential services that support a healthy lifestyle. Food access is made more limited by the fact that 10.7 percent of Del Aire and Wiseburn residents rely on the CalFresh Program (California's name for the federal Supplemental Nutrition Assistance Program, formerly known as Food Stamps) to feed themselves. Access to these services is somewhat limited in the plan area as there are zero food pantries in the community and six retailers that accept CalFresh in the communities.[2]

Social Isolation refers to a person's lack of social connections, interactions, or support networks around them. This can happen when someone is physically separated from others or feels emotionally detached, which can lead to a significantly shorter life expectancy and other increased health risks.[3] Social isolation affects 34.3 percent of adults living in the plan areas, which is consistent with the county average[4], highlighting a community need for greater social connectivity and more supportive services.

Disabilities impacting vision and mobility are also prevalent but slightly lower in Del Aire and Wiseburn, with 5.7 percent of adults reporting vision disabilities and 11.8 percent experiencing mobility limitations, compared to 6.2 percent and 12.6 percent in Los Angeles County, respectively. Providing better access such as ramps, wider sidewalks, and improved signage can help support residents living with these disabilities.

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1 CDC PLACES (2022)

2 USC Public Exchange, Food Insecurity in Los Angeles County (July 2023)

3 National Institutes of Aging, Loneliness and Social Isolation - Tips for staying connected (July 2024)

4 CDC PLACES (2022)

Table 15-3: Del Aire and Wiseburn Health Considerations

	LA County	Del Aire/Wiseburn
Healthy Food Access (18+)		
Transportation Barriers	9.6%	7.7%
Food Insecurity	17.2%	12.8%
CalFresh Recipients	15.4%	10.7%
Social Isolation	34.8%	34.3%
Retailers Accepting CalFresh	6,336	6
Food Pantries	144	0
Adults with low-income food insecurity	10.5%	1.7%
Public Health (18+)		
Cancer (minus skin cancer)	6.0%	6.1%
Heart Disease	5.4%	4.9%
Diabetes	12.3%	10.9%
Life Expectancy	80.3%	80.3%
Obesity	26.2%	25.7%
Physical Inactivity	23.1%	21.4%
Asthma	9.1%	9.4%
Vision Disability	6.2%	5.7%
Mobility Disability	12.6%	11.8%

Source: 2022 PLACES (CDC), USC Public Exchange, Food Insecurity in Los Angeles County (July 2023)

Land Use

Land use policies significantly affect residents' health and physical activity. These policies shape how residents access key destinations like parks and schools, their proximity to polluting industries, and the degree of overcrowding within a community, among other factors. The Los Angeles County 2035 General Plan provides the policy framework for how and where unincorporated LA County will accommodate growth through the year 2035 by designating each parcel of land with different categories of land use, such as residential, commercial, industrial, or natural resources. The South Bay Area Plan (SBAP), adopted in January 2025 as an addendum to the General Plan, includes region-specific policies for local land use and development in the South Bay through 2045. These policies aim to encourage sustainable land use and create a more resilient future for Del Aire and Wiseburn and surrounding communities.

As shown in Figure 2, Del Aire is primarily residential, most of the area is dedicated to single-family homes. There is some mixed-use activity along South Aviation Boulevard, and light industrial uses located in proximity to the I-405 freeway. As a predominantly residential community, access to local stores, schools, and parks within walking distance is important. Ensuring safe and accessible active transportation options is crucial to supporting residents' daily needs and enhancing overall mobility. Open space in the area is very limited with only one major park available in the area, Del Aire Park, located on the east side of the community. Wiseburn is primarily residential with some commercial activity concentrated along the Inglewood Avenue corridor, which provides essential services, dining, and retail options.

Most residents in the plan area own their homes. Just about 39 percent of all housing in Del Aire and Wiseburn is renter-occupied. This rate of renter-occupancy dwellings is lower than the overall rates across the County, where over 50 percent of homes are occupied by renters.[1] Table 4 presents housing statistics for Del Aire/Wiseburn, showing a median gross rent of $2,856, which is significantly higher than the county average. In this community, nearly 27 percent of this community is considered rent-burdened, which is defined as the portion of residents who spend more than 30 percent of their income on housing costs.

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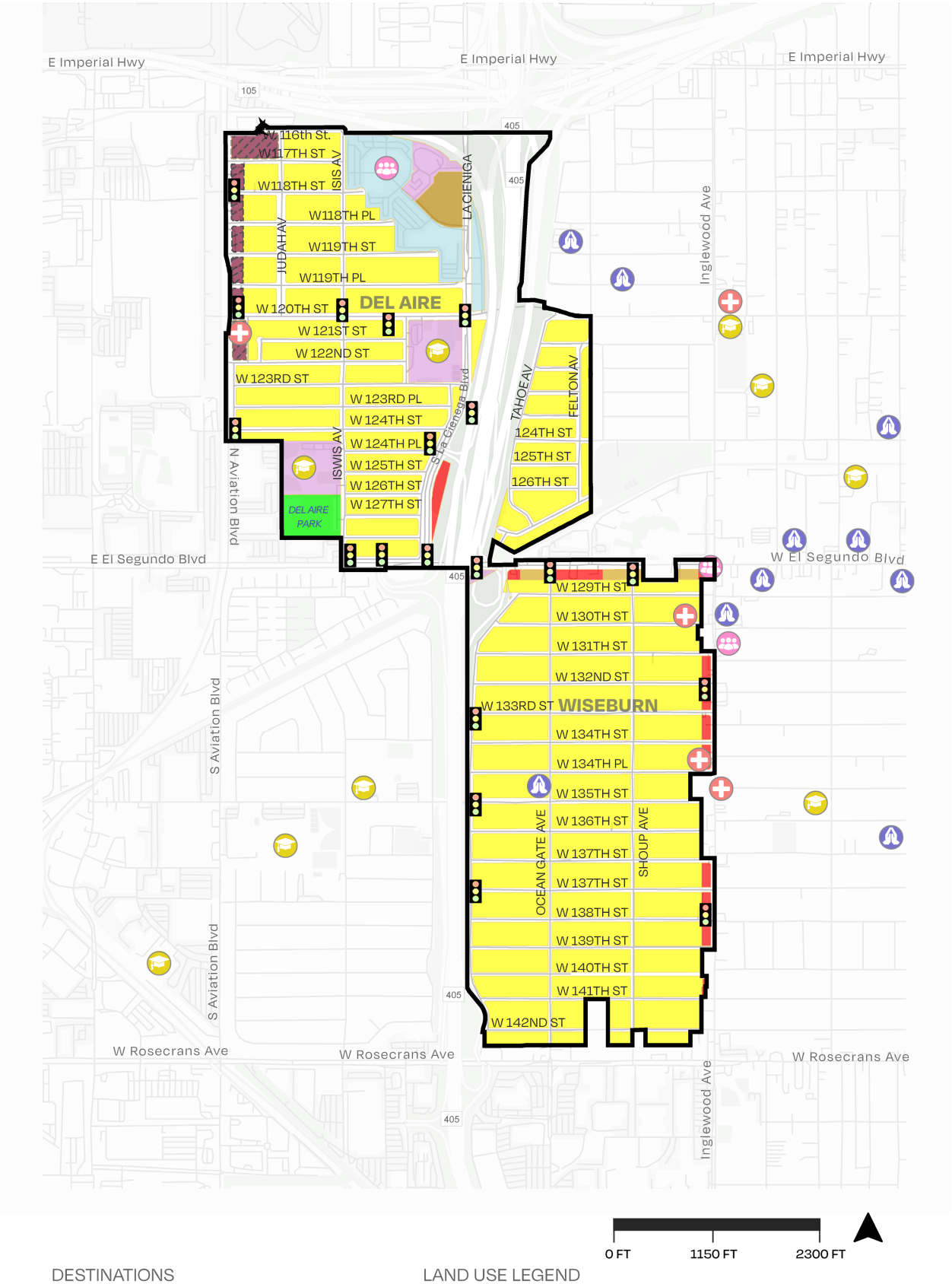
1 U.S. Census Bureau American Community Survey 1-Year Estimates (2024)

Table 15-4: Del Aire and Wiseburn Housing

	LA County	Del Aire/Wiseburn
Renters vs Homeowners		
Total	3,436,464	3,514
Renters	53.8%	38.2%
Homeowners	46.2%	61.8%
Median Gross Rent		
Median Gross Rent	$1,896	$2,856
Housing Burden		
Rent Burden	54.8%	26.5%

Source: U.S. Census Bureau American Community Survey 1-Year Estimates (2024)

Figure 2. Del Aire/Wiseburn Land Use Designations



DESTINATIONS

- Community Organizations
- Medical Facilities
- Schools
- Place of Worship

LAND USE LEGEND

- Residential Low Density
- Residential High Density
- General Commercial
- Major Commercial
- Mixed Use
- Light Industrial
- Heavy Industrial
- Public snd Semi Public Space
- Parks and Recreation
- Water

Park Access

Measuring park access involves determining the distribution of park land per 1,000 residents living within Del Aire/Wiseburn and whether residents can easily access these spaces (Figure 3). The closer a person lives to a park, the more likely they are to use it regularly. Most pedestrians are willing to walk up to one half-mile (approximately ten minutes) to reach their destination.[1]

Publicly accessible open space is limited in Del Aire/Wiseburn. The two communities share one 6.6 acre park in Del Aire called Del Aire Park and the Wiseburn Walking Path. Del Aire Park features indoor and outdoor amenities including baseball and softball fields, basketball and volleyball courts, soccer fields, playgrounds, a community center, walking trails, picnic tables, and barbecue facilities. Del Aire Park also hosts programs for all ages, including afterschool programs, day camps, computer classes, summer lunches, and civic arts programs. There are over 9,000 residents that live in the plan area, and only 0.7 park acres available per every 1,000 residents, which puts Del Aire and Wiseburn well below the countywide average of 3.3 park acres per 1,000 residents and the General Plan's adopted goal of 4 acres per 1,000 residents. [2]

Table 5 presents park access data from the County Parks Needs Assessment (PNA), which categorizes Del Aire/Wiseburn within a high-priority range for additional parks and recreational resources. According to the PNA+ ranking, which includes additional demographic and environmental factors, these communities are further classified as areas of "high park need." [3]

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1 Los Angeles County Parks and Recreation, Parks Needs Assessment Study Area Profile (2016)

2 Los Angeles County Planning, Parks and Recreation Element (2024)

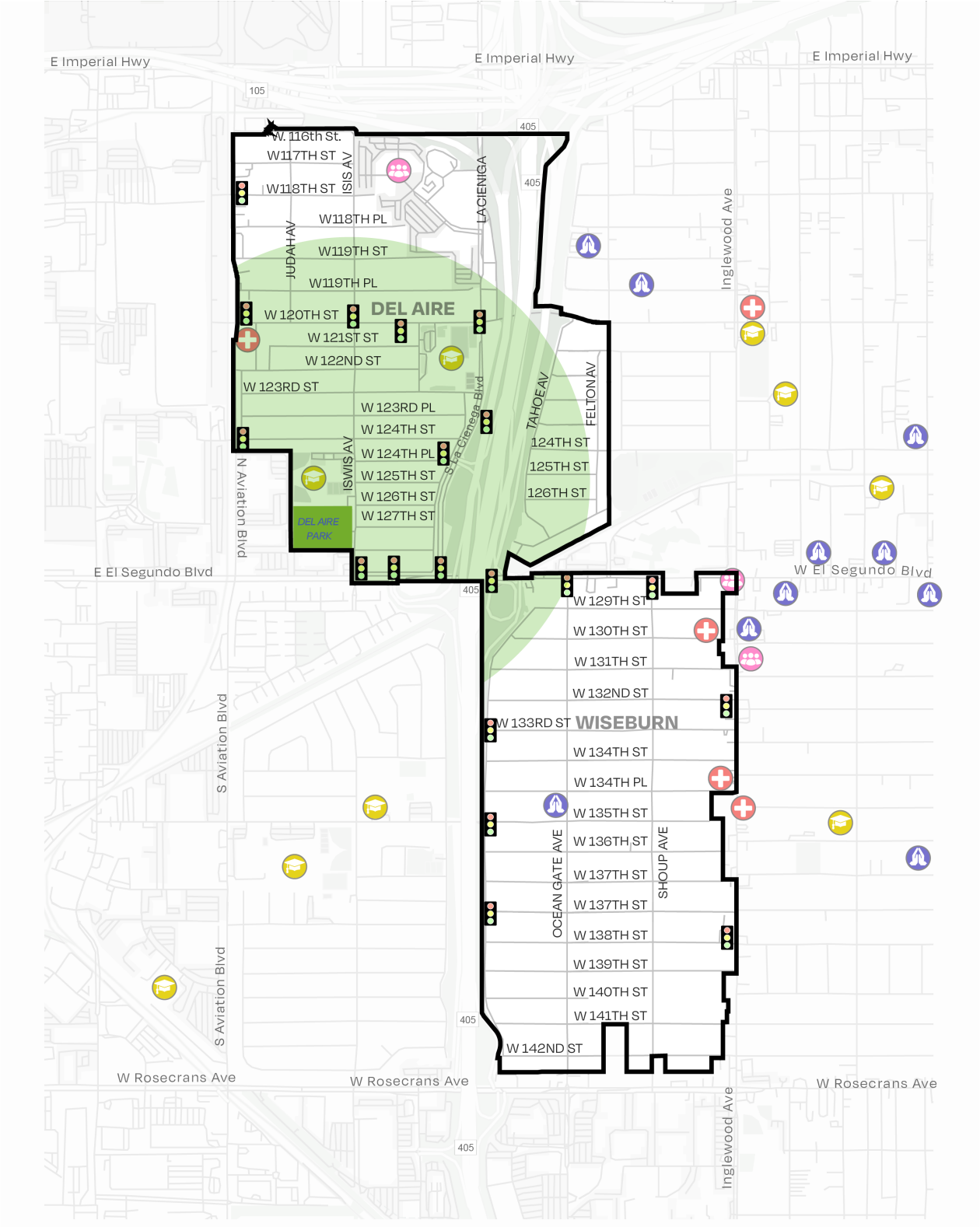
3 Los Angeles County Parks and Recreation, Parks Needs Assessment Study Area Profile (2016)

Table 15-5: Del Aire and Wiseburn Park Access

	LA County	Del Aire/Wiseburn
Total Park Acres	70,079 park acres	6.6 park acres
Park acres per 1,000 residents	3.3 park acres	0.7 park acres
Residents living within 1/2 mile of a park	49%	59%

Source: 2016 Parks Needs Assessment Study Area Profile

Figure 3. Del Aire/Wiseburn ½ Park Walkshed



DESTINATIONS

- Community Organizations
- Medical Facilities
- Schools
- Place of Worship

PARKS ACCESS

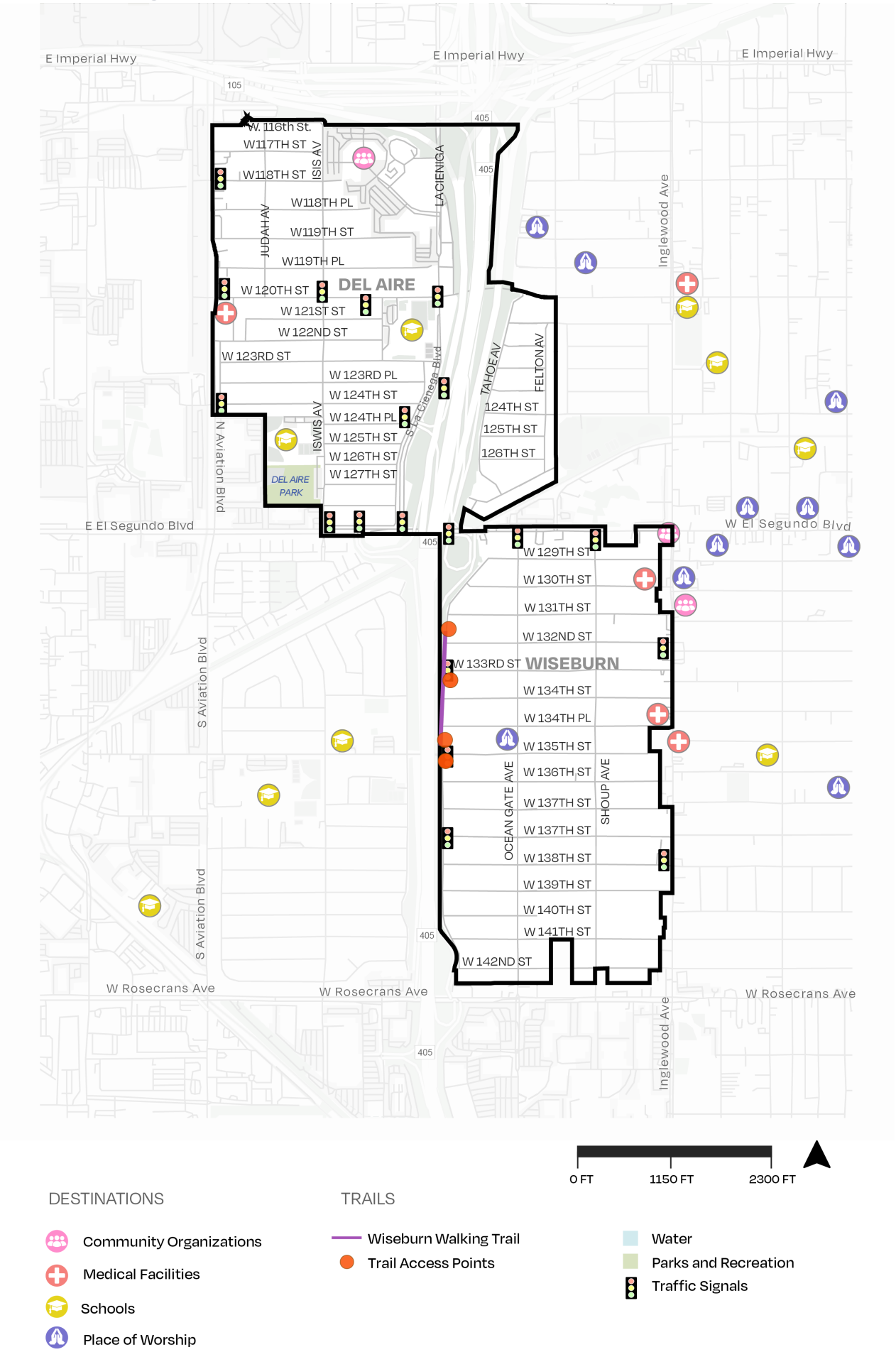
- One-Half Mile from Park
- Parks
- Water
- Traffic Signals

Trails

Pedestrian trails serve as vital connectors between communities and natural spaces, providing opportunities for recreation and fitness. Well-designed trails cater to diverse users, including walkers, cyclists, and individuals with mobility challenges, ensuring accessibility for all. Strategic access points enhance connectivity by linking trails to other neighborhoods, parks, and transit hubs, increasing pedestrian mobility and accessibility.

The Wiseburn Walking Path (spanning 0.3 miles) offers a unique recreational opportunity for residents of Del Aire/Wiseburn, connecting them to a broader network of green spaces and active transportation routes. The trail is open and fully accessible; this ADA-accessible path provides a safe and scenic path for walking, jogging, and cycling, encouraging physical activity and promoting physical and mental health. For a community where accessible recreational spaces may be limited, trails can be a vital resource, supporting healthier lifestyles by reducing barriers to regular exercise.

Figure 4. Del Aire/Wiseburn Trails and Access Points



PREVIOUS PLANS AND PROJECTS

This effort builds on several existing local and regional planning documents. An overview of previous plans and projects can be found below.

Los Angeles County Bicycle Master Plan (2012)

Los Angeles County Public Works

The most recently adopted Los Angeles County Bicycle Master Plan (BMP) (2012) established a vision for the future of biking in LA County. The County is currently updating the BMP (anticipated to be adopted in 2025), which will guide the development of safe and accessible bikeways and paths within unincorporated Los Angeles County and along County flood control district channels. The updated BMP will propose new bikeways, revisit the feasibility of unconstructed bikeways from the 2012 plan, incorporate new policies to share bikeway facilities with micro-mobility devices, identify first/last mile bikeway improvements to further connect to transit stations and bus stops, and prepare for the programmatic environmental impact report.

The following on-street facilities are proposed in Del Aire and Wiseburn in the draft BMP:

- Aviation Boulevard - Class 2 Bike Lanes
- Isis Avenue - Class 3 Bike Lanes
- El Segundo Boulevard - Class 2 Bike Lane
- 120th Street - Class 3 Bike Lane
- La Cienega Boulevard- Class 2 Bike Lane

These recommendations could also lead to improved safety for people walking in Del Aire and Wiseburn. For example, Class 2 bike lanes featuring traffic calming treatments have been proven to lead to lower traffic speeds, making streets safer for all users, including pedestrians. Future proposed pedestrian projects in Del Aire and Wiseburn will be coordinated with these BMP recommendations for continuity.

Los Angeles County General Plan 2035 (2015)

Los Angeles County Department of Regional Planning

The General Plan provides the policy framework for how and where unincorporated communities will develop through 2035. Land Use and Development policies for Del Aire and Wiseburn are included in the South Bay Area Plan which aims to encourage smart growth, sustainable land use practices, and resilient communities. The South Bay Area Plan identifies the northwest portion of Del Aire as a transit center opportunity area and aims to focus growth near the Aviation/LAX Metro Rail station. The plan also identifies

an opportunity to explore the potential for more commercial development and housing in proximity to high-frequency transit. In Wiseburn, the General Plan identified opportunities to transition to mixed-use zoning to introduce housing to commercial corridors along El Segundo Blvd. The plan aims to introduce housing at lower densities to meet State housing goals while maintaining community character.

Los Angeles County Parks Needs Assessment and Park Needs Assessment Plus (2016 & 2022)

Los Angeles County Department of Parks and Recreation

The Los Angeles County Parks Need Assessment (PNA) is an expansive study of parks and recreation access across the county. Completed in 2016, the PNA gathered data to determine the scope, scale, and location of park need in Los Angeles County. In 2022, DPR completed the Parks Needs Assessment Plus (PNA+) which complements and offers new information not previously included in the 2016 PNA. Specifically, PNA+ includes data about access to regional parks, open space, trails, beaches and lakes, and local parks in rural areas, as well as mapping and analyses related to population vulnerability, environmental benefits, environmental burdens, and priority areas for environmental conservation, environmental restoration, regional recreation, and rural recreation. Del Aire and Wiseburn were identified as having high park need in the 2016 PNA, as there is only 0.7 acres of park land per 1,000 residents across the two communities. The county average is 3.3 park acres per 1,000 people, with a goal of 4.0 acres per 1,000 people.

Los Angeles County Vision Zero Action Plan (2019)

Los Angeles County Department of Public Health and Public Works

The goal of Los Angeles County's Vision Zero initiative is to eliminate traffic-related fatalities on unincorporated County roadways by 2035. The Vision Zero Action Plan identifies Collision Concentration Corridors (CCCs) throughout the County, defined as any half-mile roadway segment that contained three or more fatal or severe injury collisions between January 1, 2013, and December 31, 2017. The CCCs were

prioritized based on factors such as health equity, the severity of injury, and whether pedestrians or bicyclists were involved in the collision. El Segundo Boulevard under the 405 in Del Aire and Wiseburn is a CCC. The County will look for opportunities to implement traffic safety infrastructure enhancements and programs along this and all CCCs in the pedestrian plans.

Route Refinement Study for South Bay Local Travel Network (2021)

South Bay Cities Council of Governments

The South Bay Cities Council of Governments (SBCCOG) conducted a two-year study to identify a network of slow-speed, low-stress streets that could be improved to accommodate the safe use for personal zero-emission micro-mobility modes. The Local Travel Network (LTN) proposed in this study prioritizes relatively low-cost street treatments to 243 miles of slow streets that will slow traffic to improve emissions and safety and connect neighborhoods to neighborhood destinations. Aviation Boulevard and 120th Street in Del Aire/Wiseburn are included in the LTN.

Metro Active Transportation Strategic Plan (2023)

Los Angeles County Metro

The 2023 Active Transportation Strategic Plan (ATSP) supports LA Metro's mission to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within LA County. The ATSP includes plans for First/Last Mile (FLM) improvements, pedestrian districts, and regional bikeways. The first ATSP was adopted in 2016 and was prefaced by Metro Board motions calling for the agency's proactive role in countywide active transportation. This update of the ATSP is an opportunity to advance Metro's and other agencies' policies in the years since the ATSP was first adopted. The Aviation/LAX station of the C line is in Del Aire and is undergoing planning by Metro for potential first/last mile connections consistent with the ATSP. There is also a Pedestrian District in Wiseburn that was identified in the ATSP which will be the focus for projects that provide greater comfort in walking and rolling.

South Bay Area Plan (2024)

Los Angeles County Department of Regional Planning

The South Bay Area Plan (SBAP) is a General Plan-level policy document intended to direct future development and achieve a shared vision in the unincorporated communities of the South Bay through 2045. The purpose of the SBAP is to respond to local planning challenges, guide long-term development, enhance community spaces, promote a stable and pleasant environment, balance growth and preservation, and promote diverse housing options to enhance the quality of life and support vibrant, thriving, safe, healthy communities in the South Bay. The SBAP includes areawide goals, policies, and implementation programs within six different elements; 3.1 Land Use; 3.2 Mobility; 3.3 Conservation, Open Space, and the Environment; 3.4 Public Services and Facilities; 3.5 Economic Development; and 3.6 Historic Preservation.

The Mobility Element of the SBAP is the most intertwined with pedestrian planning as it sets the overall vision and goal for long-term transportation updates in the region. The Mobility Element of the SBAP maps out specific improvements in each unincorporated community in the plan, specifically; widened sidewalks, Americans with Disabilities Act (ADA) upgrades, high-visibility crosswalks at key intersections, increased lighting, shade trees, and other streetscape improvements. The following are goals and policies specific to Del Aire and Wiseburn:

Del Aire/Wiseburn

Policy 1.3: Community Services and Facilities. Encourage community services and public accessible community gathering spaces as part of new development and existing County or Metro properties to provide neighborhood amenities within walking distance of existing and future residents.

Policy 1.4: Landscape Buffers. Enhance or create landscape buffers to serve as noise/screening/air pollution buffers again freeways and industrial uses along the following areas:

- Along Aviation Boulevard
- Along 116th Street
- Between Aviation/LAX station and residential community
- Between industrially zoned areas and residential community

Room to Grow - A Community Forest Management Plan for Los Angeles County (2024

Los Angeles County Chief Sustainability Office

The Community Forest Management Plan (CFMP) is an actionable, long-term strategy to manage trees in the unincorporated communities of Los Angeles County. It also provides information, analyses, and guidance relevant to the entire LA region so that everyone can share the benefits of trees today and for future generations. The CFMP covers all parts of managing our community forest, including tree planting and establishment, tree maintenance, tree protection and preservation, and community engagement and education. The Plan analyzes both the existing tree canopy as well as the social sensitivity index (which measures the level of susceptibility to climate hazards) to identify a community's tree canopy need. A high tree canopy score means that the community has a high social sensitivity and low or medium canopy level need. A medium tree canopy score occurs with medium sensitivity and low or medium canopy level or with low sensitivity and low canopy level. A low canopy need score is with any combination of sensitivity and high canopy level or low sensitivity and medium canopy level. Del Aire has a low canopy need as the community already has almost 15 percent tree canopy cover, while Wiseburn has a medium canopy need as the existing tree canopy level is under 10 percent.

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ONGOING PROJECTS

The following projects within Del Aire and Wiseburn are enhancing transportation infrastructure to help reduce traffic, pedestrian collisions and improve overall mobility in the area for all modes of transportation.

Judah Av Et Al - Del Aire Pavement Preservation

Public Works

The proposed work includes micro-milling to improve road ride-ability; scrub seal to seal cracks; and slurry seal to preserve the pavement and provide a smoother, more finished driving surface. The preservation is estimated to extend the pavement life for an additional 6 to 8 years. Needed sidewalk, curb, and gutter repair as well as installation of curb ramps will also be performed, making the necessary improvements to improve the pedestrian environment.

Del Aire Park Gym - Switchgear and Transformer Replacement

Parks and Recreation

There are several capital improvements planned for Del Aire Park, including; replacement of the switchgear, transformer, and panels in the gymnasium.

South Bay ITS - Arterial System Detection

Public Works

Installing these video detection and Bluetooth origin-destination equipment on traffic signal poles in the South Bay regions will improve speed management and pedestrian safety. The video system allows real-time monitoring of traffic flow and speeds, enabling optimized signal timings to reduce speeding.

Del Aire Tree Campaign

Public Works

In collaboration with the Los Angeles County Department of Public Works, the Del Aire Tree Campaign has successfully facilitated the planting of over 100 trees throughout the Del Aire community. As part of the outreach strategy, committee members engage in door-to-door efforts to inform residents about the opportunity to receive free trees through the County's tree planting program.

LA County Metro MAT Project – Imperial Metro Station Area

Metro

The Del Aire community is engaged in the LA County Metro MAT (Metro Active Transportation) Project, which focuses on improving infrastructure and mobility within a half-mile radius of the Imperial Metro Station. This initiative aims to enhance pedestrian and cyclist access, increase safety, and support equitable transportation options in the area.

Greenway Planning Subcommittee

Del Aire Neighborhood Association

The Greenway Planning Subcommittee has been actively advocating for the development of a greenway along Aviation Boulevard for several years. Through ongoing community engagement and coordination with local agencies, the subcommittee is working to transform this corridor into a safe, accessible, and environmentally sustainable space that promotes active transportation and enhances the quality of life for Del Aire residents.

PLACEKEEPING

Public art, such as murals, sculptures, and community or cultural landmarks, can play a powerful role in placekeeping, especially in an area with limited pedestrian amenities. Placekeeping goes beyond placemaking by focusing on the long-term stewardship and preservation of a space's cultural, social, and historical assets, ensuring sustainable and community-driven care. Murals and sculptures not only enhance the visual appeal of streets and public spaces but also help to foster a sense of identity and pride among residents. In areas like Del Aire and Wiseburn, where the built environment can feel stark, public art that is reflective of the community can offer a creative contrast that makes walking and gathering spaces more inviting.

These art installations can also serve as cultural landmarks that celebrate the community's history, diversity, and unique character, giving residents and visitors a deeper connection to the area. For pedestrians, public art creates points of interest along their routes, breaking up long stretches of monotonous design and encouraging foot traffic. By adding color and storytelling to walls and public spaces, murals and sculptures make the area feel safer, more vibrant, and more welcoming, transforming it from a pass-through zone to a place people want to explore and spend time in.

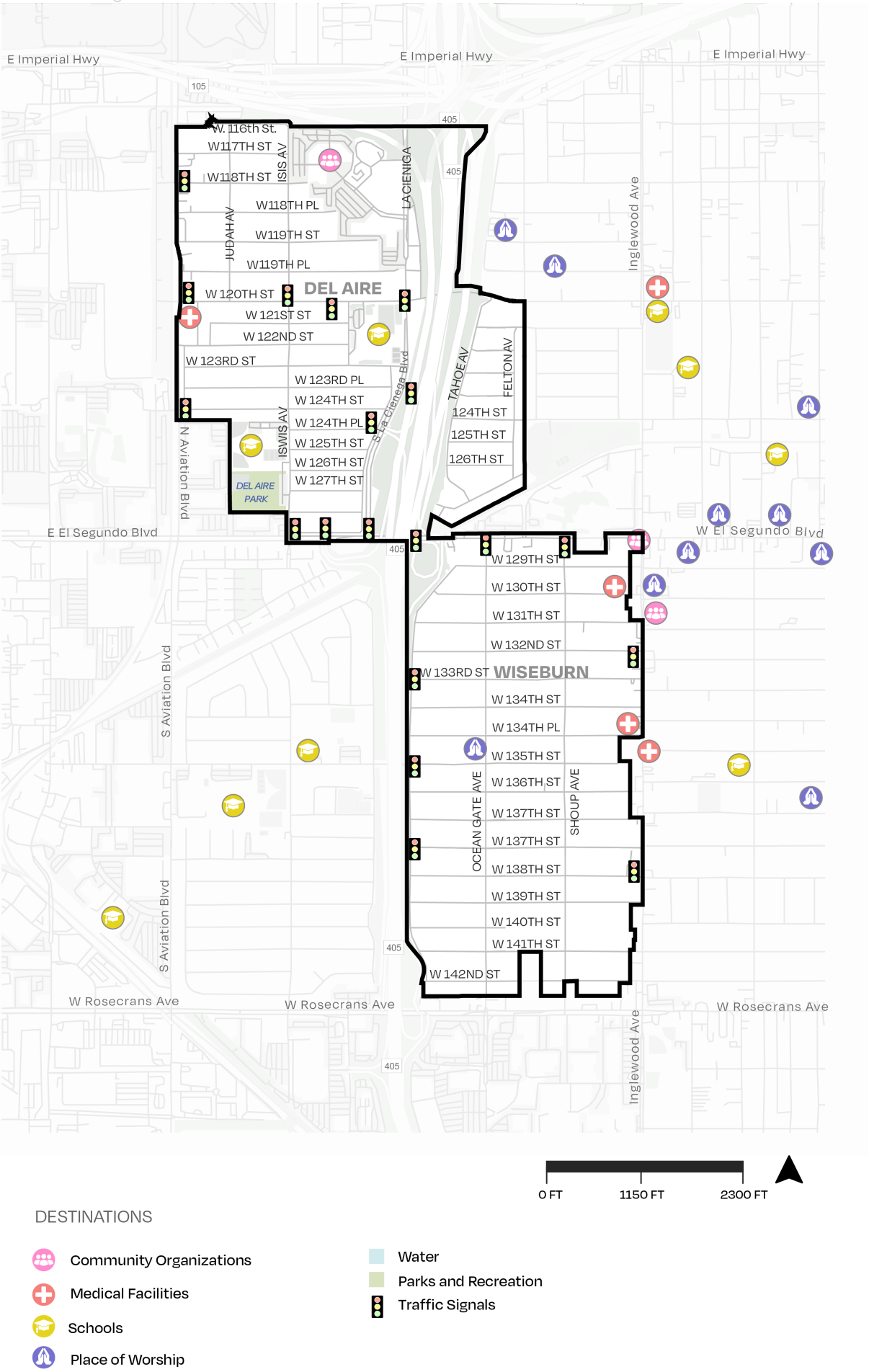
Additional placekeeping strategies and opportunities for Del Aire and Wiseburn are included further in this plan. See the Programs and Policies section for more information on programs that can support community identity, public art, and long-term stewardship of public spaces.

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Destinations

Identifying local destinations in the Del Aire and Wiseburn communities is essential when planning for improvements to pedestrian accessibility as these destinations serve as vital hubs for education, recreation, healthcare, and daily activities. Schools, libraries, parks, and recreation centers are key places where residents of all ages gather, making safe and convenient pedestrian access a priority. Emergency services and healthcare facilities also require accessible routes to ensure community safety and well-being. Destinations such as senior centers and religious institutions are integral to fostering social connections, while the post office, cultural centers, and grocery stores enhance daily functioning and local engagement. Mapping these destinations helps to prioritize infrastructure improvements that enhance mobility, promote equity, and support the diverse needs of the Del Aire and Wiseburn communities. Key community destinations will be further explored and analyzed in the later chapters of the plan.

Figure 5. Del Aire/Wiseburn Destinations



COMMUNITY INVOLVEMENT

In collaboration with the Department of Public Health (Public Health) and Los Angeles County

Public Works (Public Works), Strength-Based Community Change (SBCC) led outreach efforts to gather community input throughout the development of the draft Del Aire/Wiseburn Community Pedestrian Plan (Plan). The project team used an engagement strategy based on the Plan's goals and an understanding of existing community-identified issues. The project team then analyzed community input and feedback, which informed this Plan and its recommendations.

The first phase of engagement helped the project team understand barriers and opportunities for walking in Del Aire and Wiseburn. These outreach efforts took place between October 2024 and April 2025, and included attending existing meetings held by community organizations, schools, and neighborhood groups; tabling at community events; stakeholder interviews; surveys; community workshops; and community data collection activities. Project staff held a total of 29 events, including one in-person workshop, one virtual workshop, five educational presentations, two large park events at Del Aire Park, one community walk, one photovoice project, and 20 smaller community outreach events that included meetings, presentations, tabling, and canvassing to recruit for CAC members. Four Community Advisory Committee meetings were held between December 2024 and April 2025. A summary of these outreach activities and key findings on barriers to walking in the community as well as desired enhancements, amenities, and programs, is provided in this section.

Community members expressed a desire for enhanced walkability, connectivity, and safety along routes to parks, walking paths, and schools. The community also emphasized beautification and greening improvements on key corridors, as well as the need to have countermeasures to address excessive vehicle speeds.

Community Advisory Committee

The team assembled a Community Advisory Committee (CAC) to provide guidance on community engagement efforts and proposed projects and inform this planning process. The Del Aire and Wiseburn CAC is composed of parents, seniors, homeowners, community representatives, teachers, local school district administration, representatives of local organizations, and business owners. All CAC members provided advice on community concerns, priorities, and preferences.

Four CAC meetings were held between December 2024 and April 2025, alternating between meeting locations in Del Aire and Wiseburn. In these CAC meetings, members learned about community data collection methods, County processes for long-range planning and more immediate maintenance, and the connections between walkability, public health, public safety, and advocacy.

Community Collaboration

To maximize community involvement, SBCC and Public Health identified recurring meetings to reach stakeholders where they already convened. This also helped the team identify specific target populations and host presentations and stakeholder interviews to better understand concerns and opportunities for walking in Del Aire and Wiseburn.

One challenge of outreach was that the plan covered both Del Aire and Wiseburn: two neighboring but distinct communities with very different needs and priorities. Despite this, the project team was able to successfully bring residents together by engaging the Del Aire Neighborhood Association and Wiseburn Watch, community-rooted organizations in each area. The project team made sure that outreach prioritized trust building by creating varied opportunities for participation for all community members. The meetings provided recurring shared spaces, promoting an atmosphere of cross-community dialogue where both Del Aire and Wiseburn came together under a shared vision but could honor each communities' distinct needs and priorities.

During in-person events, the team has asked participants to identify challenges to walking and key community destinations by drawing on a large-scale community map and by entering comments and feedback using an online mapping tool. Community members were also asked to complete a survey, online or in-person, that asked about their experiences walking in the community.

Participants frequently identified unsafe walking conditions due to speeding and risky driving behaviors, deficient pedestrian facilities, the need for greenery and streetscape enhancement, and safer routes to school for kids. SBCC also asked participants to identify places that they would like to walk, and local places that bring joy to the community; responses included green spaces (Wiseburn Walking Path and Del Aire Park) and local events organized by community groups.

Community groups and businesses engaged in the development of the draft Plan included:

- Aviation Elementary School
- Azucanela Churros and Coffee
- Castillo's Family Child Care
- Da Vinci Connect
- Del Aire Baptist Church
- Del Aire Elementary School
- Del Aire Neighborhood Association
- Grupo con Deciones Neighborhood Action Council
- Hollyglen Elementary School
- Mychal's Learning Place
- Ocean Gate Southern Baptist
- Volunteers of America
- Wiseburn Library
- Wiseburn Middle School
- Wiseburn Unified School District
- Wiseburn Watch
- Zacatecas Mexican Restaurant

Community Events

To get a comprehensive understanding of the community's needs, the project team identified and participated in community events that provided an opportunity to reach stakeholders who may not typically attend County workshops. At each event, stakeholders provided input on a map of Del Aire and Wiseburn, identifying barriers and challenges to walking and common community destinations. The team also encouraged stakeholders to complete a survey on their current walking habits, concerns, and desired projects. The project team collected over 100 surveys completed in English and Spanish.

Respondents' top three areas of concern:

- Safe Routes to School
- Excessive Vehicle Speeds
- Community Beautification





Community events the project team attended for Phase 1 included:

- Del Aire Church Food Distribution
- Del Aire Neighborhood Association Potluck
- Del Aire Neighborhood Potluck Block Party
- Del Aire Park Halloween Event
- Del Aire Park Regional Park Community Meeting
- Del Aire Park Winter Event
- Del Aire Senior Club Meet-up
- Del Aire Youth Ministry Winter Wonderland
- First Walk-2-School Day with Volunteers of America
- Grupo con Decisiones Meet-up
- Hawthorne City Hall- Senior Resource Fair
- Hawthorne High School Back to School Night
- Hawthorne High School Coffee with Principal
- Second Walk-2-School Day with Volunteers of America
- SPA 8 Regional Networking Meeting
- Volunteers of America PTA Outreach Day
- Wiseburn Watch Monthly Meet-up

Community Data Collection

PHOTOVOICE

Photovoice is a participatory, visual, and qualitative research method that involves photography and narrative storytelling. This kind of approach to data capture enables the community to visually document their environments and experiences.

On February 27th, 2025, five community members joined the project team for a walk where folks were invited to capture images of locations that felt unsafe or in need of improvement, as well as of places that supported walkability and community connection. The starting point of the walk was on W 135th St. & La Cienega Blvd., and ended with a debrief discussion at Azucanela Churros and Coffee. This walk highlighted the Wiseburn community's pedestrian needs.

With more seniors present during this walk, concerns about uneven sidewalks, speeding drivers, street cleanliness, and the need for safer, more comfortable walkways for older adults were raised.

All collected images and narratives were added to the StoryMaps created by DPH and incorporated into the development of the project lists.

WALK AUDITS

A walk audit is an unbiased evaluation of the walking environment to identify opportunities for enhancements related to the safety, access, comfort, and convenience of the walking environment. An audit can also be used to identify potential alternatives or solutions such as engineering treatments, policy changes, or education measures.

On April 18th, 2025, the project team, together with Public Works, Supervisorial District 2, and six Del Aire and Wiseburn residents conducted a walk audit. Participants received training prior to the walk audit from project planning consultant City Fabrick, then formed two teams to walk a priority corridor in Del Aire and Wiseburn and document walking conditions and opportunities for improvement. The walk audit focused on sections of El Segundo Blvd., an LA County Vision Zero Collision Concentration Corridor. Participants regrouped at Del Aire Park following the audit to debrief findings.





Images are from walk audit in Del Aire conducted on April 18th, 2025.

COMMUNITY WORKSHOPS PHASE 1

On August 5th, 2025, Public Health, with City Fabrick and SBCC, hosted a community open house workshop in conjunction with the National Night Out event at Hollygen Elementary School. During the workshop, residents identified barriers to walking that included the need for better traffic calming, safer routes to school, more green-scapes, and safer pedestrian crossings.

Two tables were provided by Wiseburn Watch, the host organization, to accommodate all who attended. The project team recorded information using big and small maps, where participants were able to attach post-it notes with their input. Another posterboard that illustrated potential interventions and key infrastructure elements allowed "voting" on changes they'd most like to see implemented. Finally, participants were asked to fill out a paper survey that asked about their current walking habits, concerns, and desired community enhancements.

On August 20th, 2025, Public Health, with City Fabrick, SBCC, and LANI, hosted a virtual Pedestrian Plan Workshop, at which the project team provided attendees with an overview of the project and solicited input from stakeholders from different project communities in separate virtual "rooms."

Concerns and opportunities for Del Aire and Wiseburn include:

- Speeding and other risky driving behaviors/ traffic calming
- Student safety
- Tree canopy and corridor beautification
- Enhanced crosswalks

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PEDESTRIAN ENVIRONMENT

Levels of Walking and Driving

To understand current levels of walking in the plan area, the County looked at statistics on commuting to work and car ownership collected from the Census (2022) and conducted pedestrian counts at select locations in the community.

Table 6 details the commute patterns and vehicle ownership data in Del Aire and Wiseburn compared to the greater county from 2022 ACS 5-Year Estimates. A majority of residents in Del Aire and Wiseburn rely on private vehicles to commute to work. Approximately 70 percent of commuters drive alone while commuting to work, and 9 percent of commuters share rides or carpool.

Approximately 3.5 percent of Del Aire/Wiseburn residents use public transportation to get to work, which is slightly lower than the county average. The plan area is served by multiple transit routes, including Metro rail and bus services, as well as other local South Bay Bus Lines (Figure 9). The Metro Local Line (Line 211) is Wiseburn's most significant transit connection, running the entire length of Inglewood Avenue. With stops at every intersection along the avenue. Another significant transit connection is the South Bay GTrans, which runs through Aviation Boulevard and E El Segundo Boulevard.

Additionally, 2.4 percent of Del Aire/Wiseburn residents walk to work, and 0.5 percent ride bikes, which are similar to the county rates.[1] Nearly 97 percent of households in the plan area have access to at least one vehicle, which is higher than the county rate of 81 percent.[2] Enhancing all modes of transportation, whether by improving public transit, walking paths, or biking routes, will be essential for increasing mobility options and reducing the risk of collisions. By creating a more balanced and accessible transportation network, we can make these areas safer and more connected for everyone.

Pedestrian counts provide information about pedestrian volumes at certain intersections and corridors. Counts were conducted at four

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1 U.S. Census Bureau American Community Survey 5-Year Estimates (2022)
2 USC Public Exchange, Transportation In Los Angeles County (July 2022)

Table 15-6: Del Aire and Wiseburn Vehicle Access

	LA County	Del Aire/Wiseburn
Mode of Transportation to Work (16+ years old)		
Total	4,749,934	5,221
Car, truck, or van - drove alone	66.4%	69.2%
Car, truck, or van - carpooled	9.9%	9%
Public Transportation (excluding taxicab)	4.1%	3.5%
Walk	2.5%	2.4%
Other means	1.9%	1.5%
Bicycle	0.6%	0.5%
Worked from Home	14.7%	13.8%
Vehicle Ownership		
No vehicle available	9.1%	2.9%
1 vehicle available	35%	31%
2 vehicles available	34.1%	36.3%
3 or more vehicles available	21.9%	29.8%

Source:U.S. Census Bureau American Community Survey 5-Year Estimates (2022)

Del Aire/WIseburn locations to measure facility use trends and contextualize other data. Pedestrian counts can also help the community understand where there are relatively high pedestrian volumes and where pedestrian improvements may be most needed.

MOTOR VEHICLE VOLUMES

The Annual average daily traffic county (AADT) is displayed in figure 10. These counts give a sense for the traffic volumes in the area, and the streets that see the highest number of automobile traffic everyday. Del Aire and Wiseburn are split by the I-405 which sees extremely high traffic at all times of day. El Segundo Boulevard which runs east/west on the southern edge of Del Aire and northern edge of Wiseburn also has very high traffic volumes, El Segundo Boulevard is also a collision concentration corridor, drawing a connection between high traffic and collision frequency. In Wiseburn, Inglewood Avenue has very high traffic counts, and in Del Aire, La Cienega also has high traffic counts.

POSTED MOTOR VEHICLE SPEED LIMITS

The posted speeds on major roads in Del Aire/Wiseburn vary between 35 mph (e.g., W 120th Street), and 40 mph (e.g., La Cienega Boulevard and Aviation Boulevard). Most residential streets in Del Aire have a posted speed limit of 15 mph while most of the residential streets in Wiseburn have a speed limit of 25 mph.

Table 15-7: Del Aire and Wiseburn Automated Pedestrian Counts Summary

Location	Number of Pedestrians (Daily Average)
Hindry Avenue /120th Street	101
Judah Avenue & 119/118th Street	122
Isis Avenue & 124th Street	482
Ocean Gate Avenure & 137th Street	180

Source: Los Angeles County, April 2025

Figure 6. Del Aire/Wiseburn Posted Speed Limits

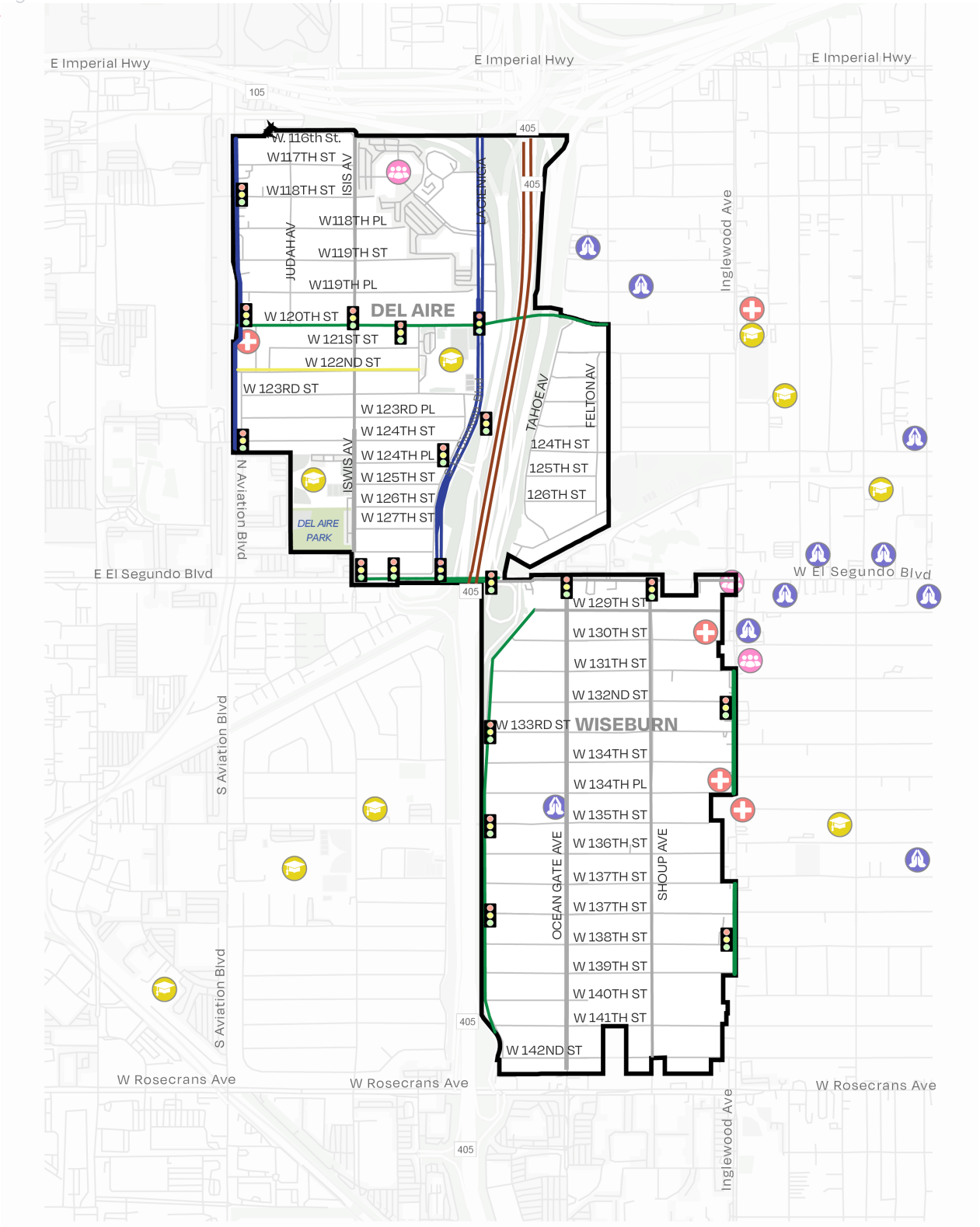
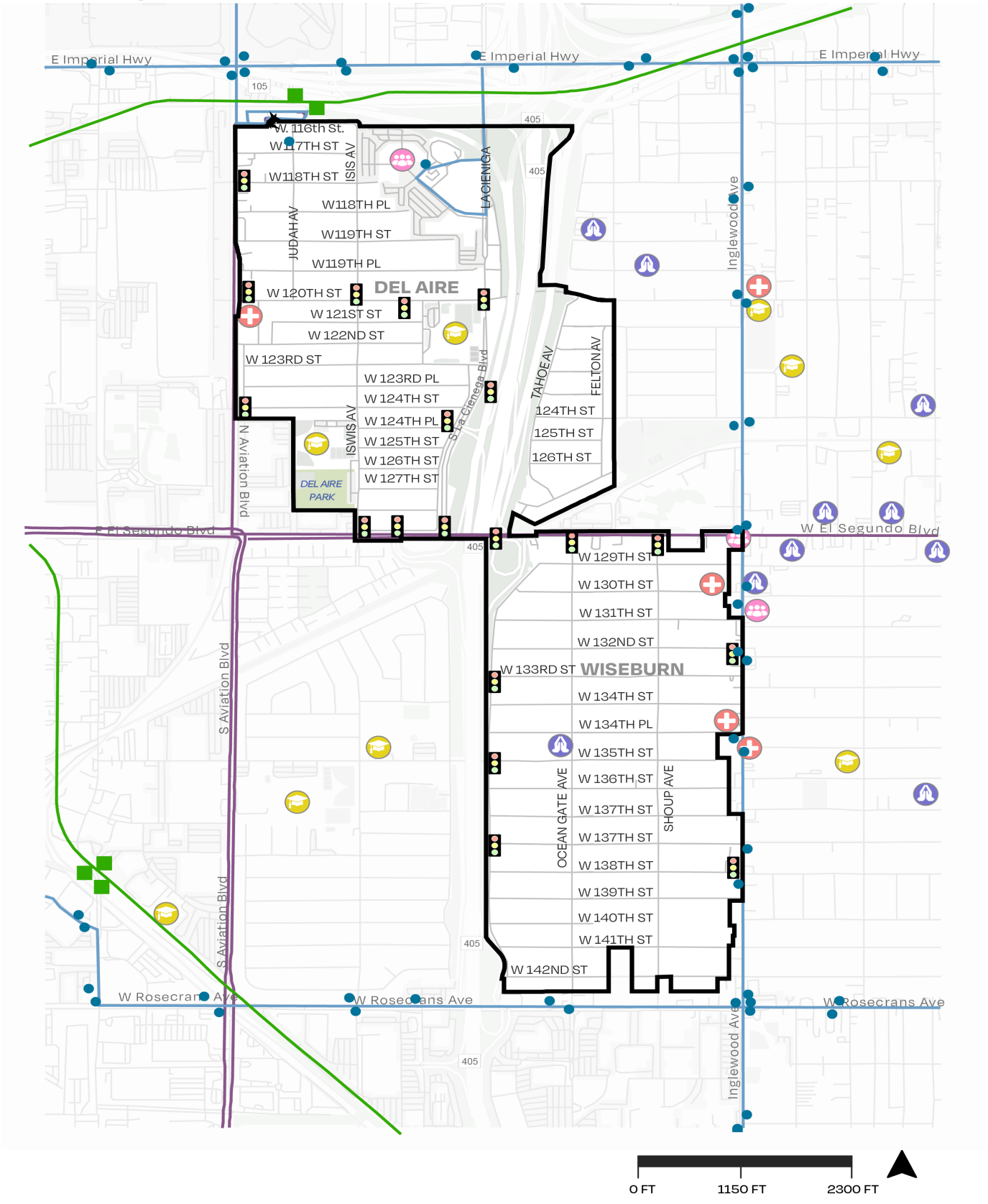


Figure 7. Del Aire/Wiseburn Transit Network



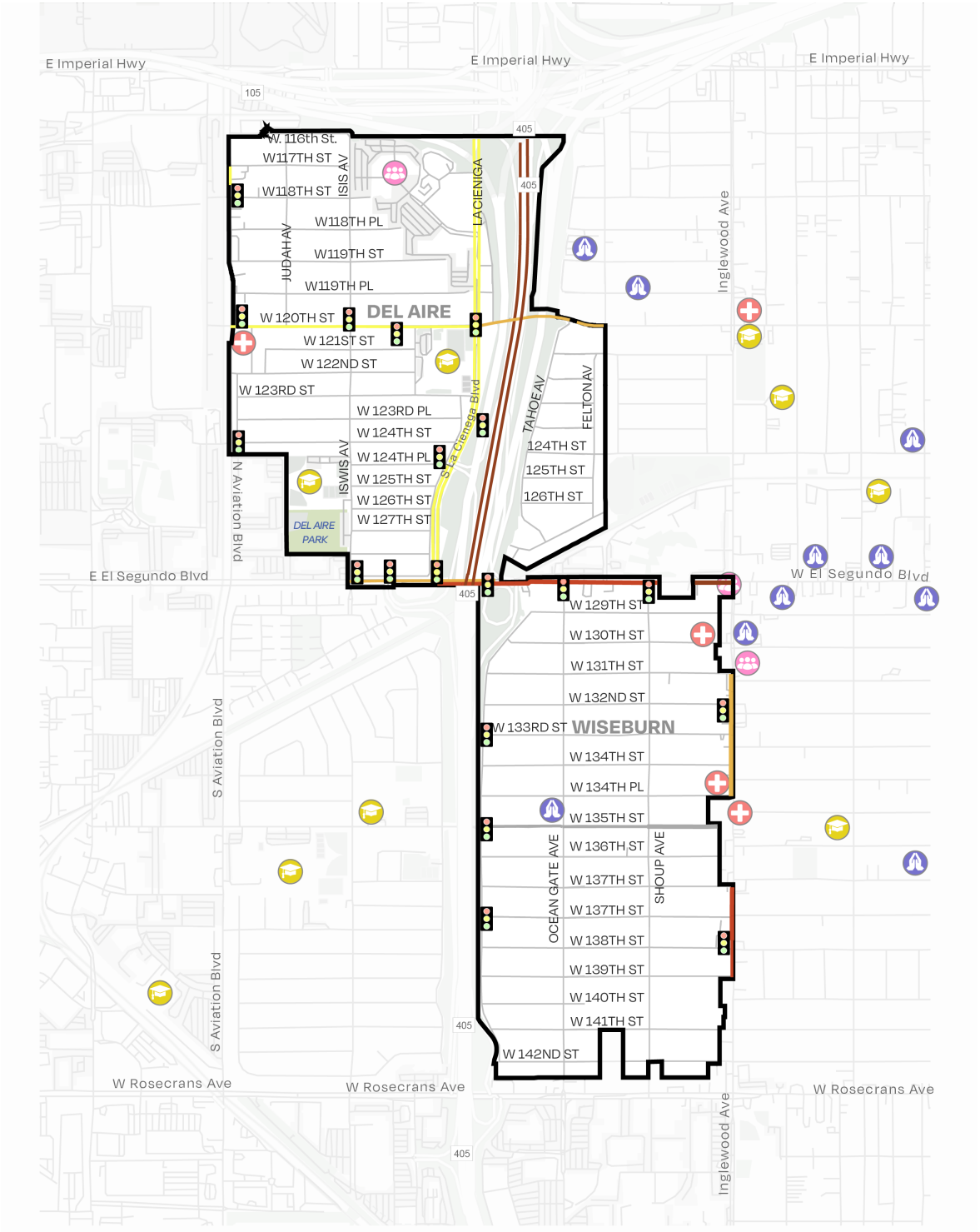
DESTINATIONS

- Community Organizations
- Medical Facilities
- Schools
- Place of Worship

EXISTING PUBLIC TRANSIT NETWORK

- Metro Rail Stop
- Metro Rail Route
- Bus Stop
- LA Metro Bus Route
- South Bay Bus Line

Figure 8. Del Aire/Wiseburn Annual Average Daily Travel



CHALLENGES TO WALKING

This section examines past pedestrian collisions in the plan area to better understand the factors that lead to collisions and other challenges to walking, including barriers such as nuisances and crime.

INJURY COLLISIONS

Between 2016 and June 2024, there were 23 injury collisions involving people walking and 17 collisions involving people biking within the plan area. Of these incidents, two resulted in fatalities and 20 resulted in possible injuries. In Del Aire, approximately half the collisions occurred on South La Cienega Boulevard, while more than half of collisions in Wiseburn occurred on Ocean Gate Avenue. The time of day with the most collisions in Del Aire was daylight hours (9 AM—5 PM), while dawn and dusk (6 AM—9 AM and 5 PM—8 PM) was the time of day with most collisions in Wiseburn. Daylight hours have the most collisions in both communities.

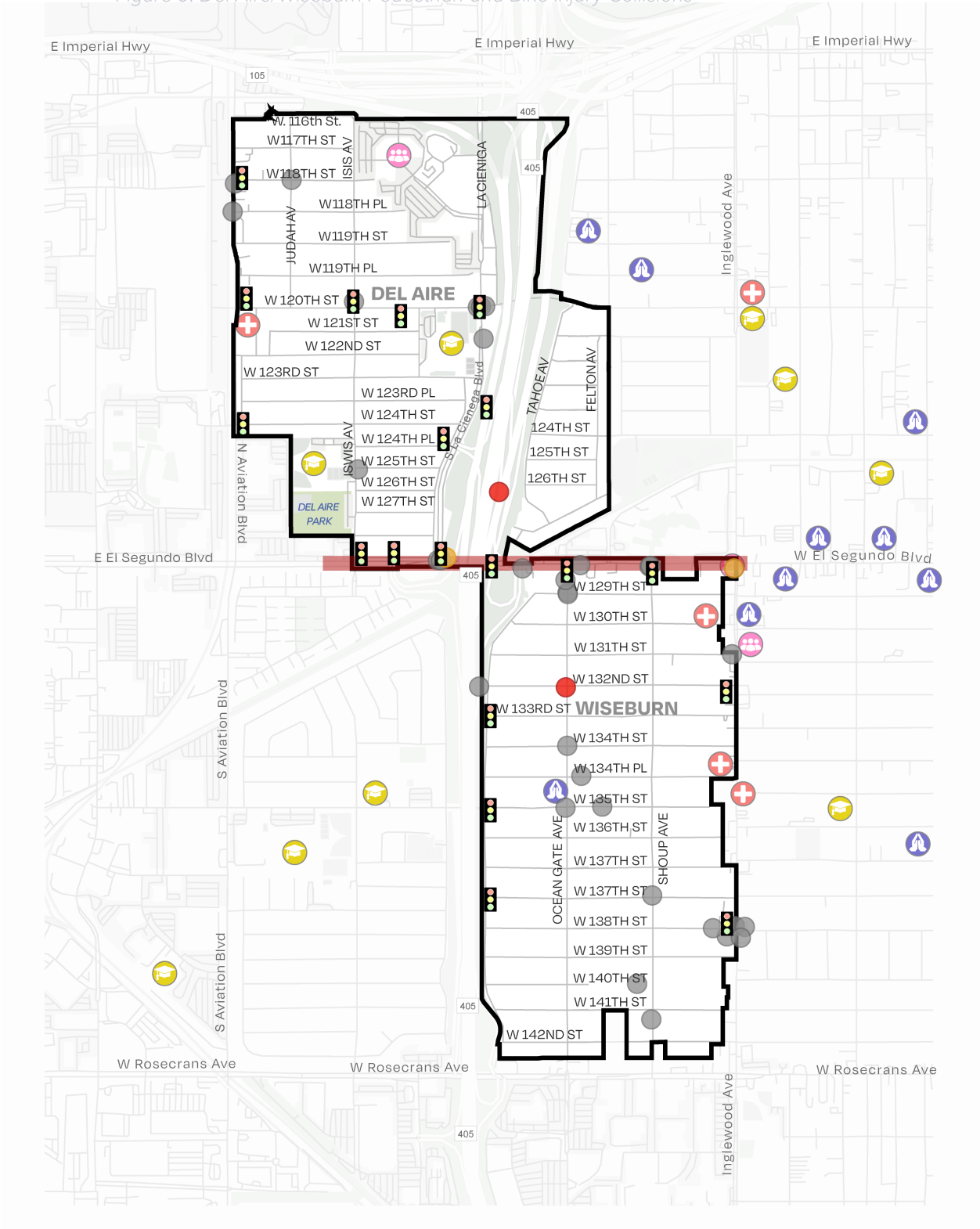
In Del Aire, over 30 percent of injury collisions are attributed to pedestrian right-of-way (i.e., driver's fault). While both pedestrian right of way and traffic signal and sign violations accounted for 23.81 percent of collisions in Wiseburn. Other significant contributing factors included the wrong side of the road and improper turning. See Table 8 for more information.

Table 15-8: Del AIre and Wiseburn Injury Collision Indicators

	Del Aire Number of Collisions	Del Aire Percent of Collisions	Wiseburn Number of Collisions	Wiseburn Percent of Collisions
Collisions by Time of Day				
Daylight (9AM- 5PM)	8	53%	4	19%
Dawn and Dusk (6AM-9PM and 5PM-8PM)	1	7%	17	81%
Nighttime (8PM-6AM)	6	40%	0	0%
Collisions by Violation (Top 5)				
Pedestrian Violation	2	13.3%	2	9.5%
Pedestrian Right of Way	5	33.3%	5	23.8%
Improper Turning	2	13.3%	2	9.5%
Traffic Signals and Signs	2	13.3%	5	23.8%
Wrong Side of Road	1	6.7%	1	4.7%
Collisions by Severity				
Fatal Injury	1	6.3%	1	4.2%
Suspected Serious Injury	1	6.3%	1	4.2%
Suspected Minor Injury	6	37.5%	10	41.7%
Possible Injury	8	50%	12	50%
Lighting Conditions				
Daylight	5	62.5%	7	63.6%
Dusk - Dawn	0	0%	0	0%
Dark - Street Lights	2	25%	4	36.4%
Dark - No Street Lights	1	12.5%	0	0%
Dark - Street Lights Not Functioning	0	0%	0	0%

Source:University of Berkeley, Transportation Injury Mapping System (TIMS) (January 2016 - June 2024), Public Works Collision Data (January 2016 - June 2024)

Figure 9. Del Aire/Wiseburn Pedestrian and Bike Injury Collisions



DESTINATIONS

- Community Organizations
- Medical Facilities
- Schools
- Place of Worship

BIKE AND PEDESTRIAN COLLISIONS (2016-2024)

- Fatal Injury
- Suspected Serious Injury
- Possible Injury; Suspected Minor Injury
- Collision Concentration Corridor (CCC)

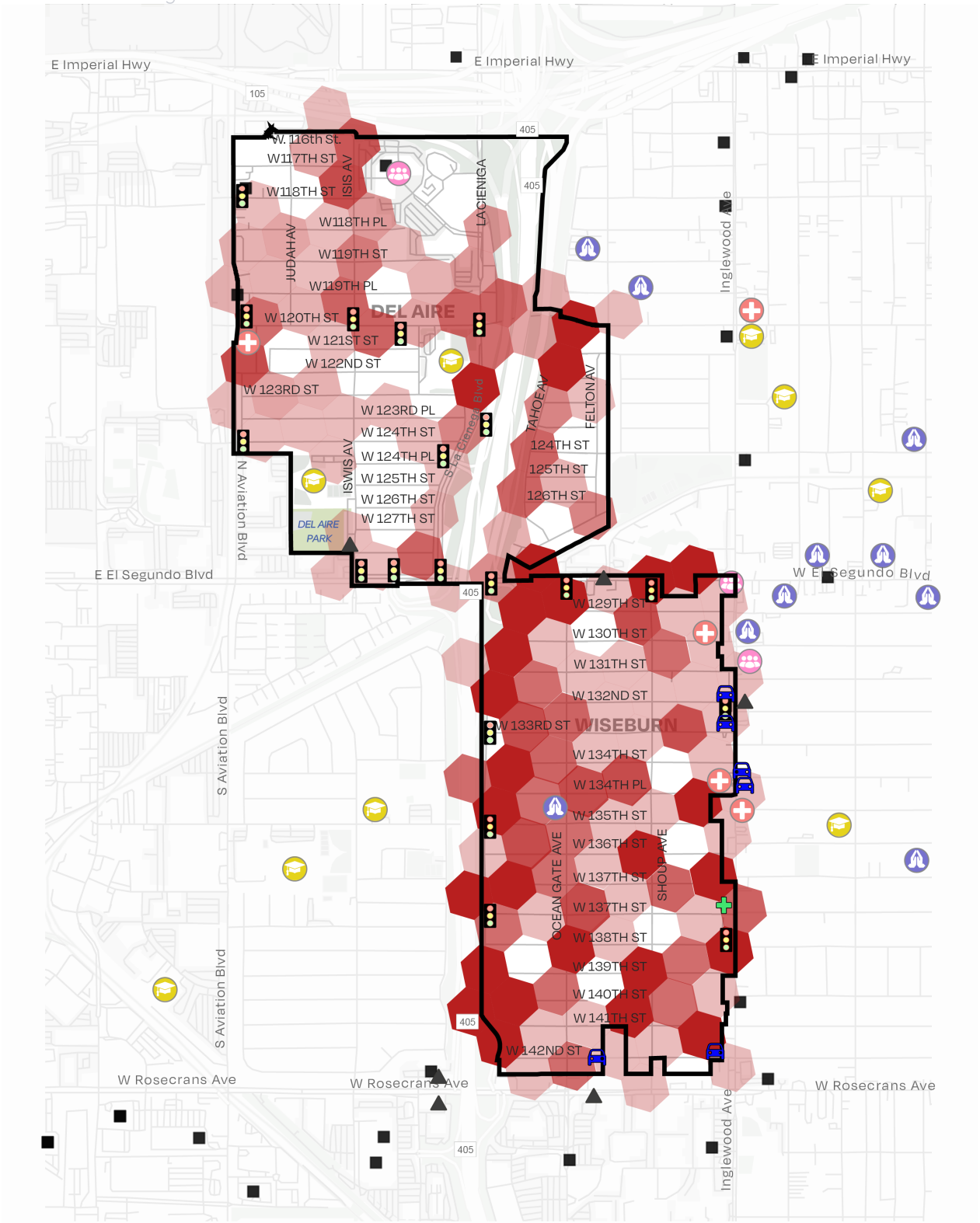
- Water
- Parks and Recreation
- Traffic Signals

NUISANCE ACTIVITIES

Nuisance activities refer to actions that some residents view as unwanted, disruptive, or illegal, which can affect the safety, comfort, and appeal of the surrounding area. The map below highlights locations of such activities in Del Aire/ Wiseburn:

- **Dispensaries:** Commercial cannabis activity is currently banned in unincorporated Los Angeles County, meaning that locations of unlicensed dispensaries may vary over time. There are zero dispensaries in Del Aire and one unlicensed dispensary in Wiseburn.
- **Liquor Stores**: Liquor stores in a community are often linked to increased nuisance activities and can negatively impact the health of nearby residents. In Del Aire, there are currently three establishments selling liquor, while Wiseburn has two, with three additional establishments just outside its borders.
- **Illegal Dumping Sites:** Illegal dumping in Del Aire/Wiseburn is prevalent within the whole area. It is particularly evident in high-traffic areas, such as Isla Avenue and along the 405 Freeway near South La Cienega Boulevard and Tahoe Avenue. In Wiseburn, illegal dumping is prevalent along La Cienega Boulevard, which runs along the 405 Freeway. There are also several hot spots along Ocean Gate Avenue and Inglewood Avenue.
- **Auto Body:** Auto Body shops establishments can contribute to environmental and noise concerns, if not properly managed. Issues such as chemical runoff, emissions from paint and solvents, and waste disposal can negatively impact surrounding areas if not managed properly. Del Aire and Wiseburn has five auto body shops, all which are located on Inglewood Avenue.
- **Graffiti:** Graffiti can influence both pedestrian safety and the community's overall sense of well-being. Unregulated graffiti on public or private property —can create an environment that feels neglected or unsafe. Graffiti in certain areas, especially near sidewalks, transit stops, or underpasses, can deter pedestrians by giving the impression of an area that lacks regular maintenance or

Figure 10. Del Aire/Wiseburn Nuisance Activities



attention, which can lead to a reduced sense of safety for individuals walking through.

- **Drive-thrus:** Increase vehicle traffic around their locations, leading to congestion and creating more obstacles for pedestrians trying to navigate nearby sidewalks and crosswalks. The constant flow of cars entering and exiting drive-thru lanes adds potential risks for pedestrians, who may find it challenging to safely cross streets or walk near these areas. Drive thru's in the Del Aire/Wiseburn are mainly located on South Inglewood Avenue and East El Segundo Boulevard.

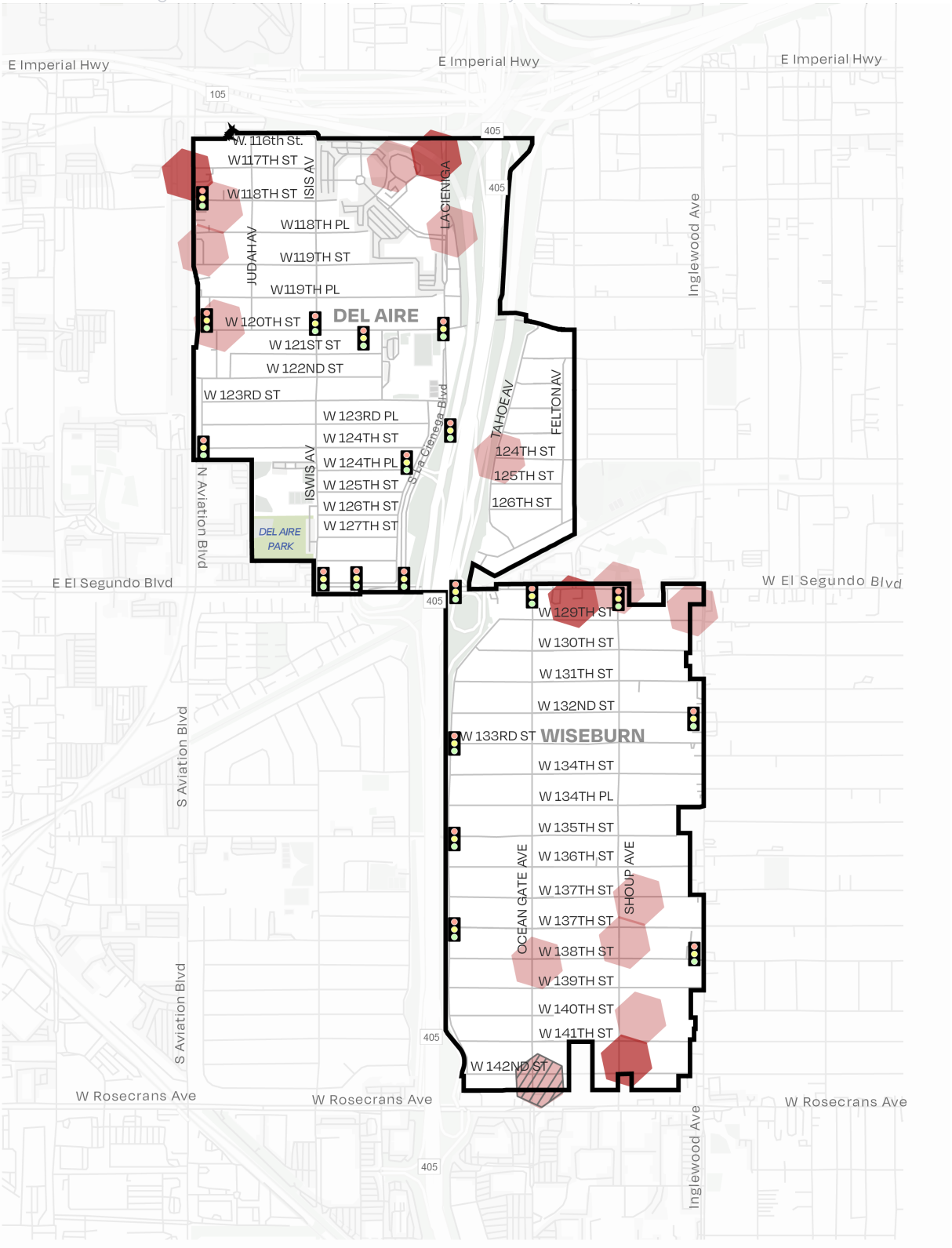
CRIME

Fear due to real or perceived crime can limit access to public spaces and can discourage participation in healthy activities, such as walking and visiting public parks.

In 2023 and 2024, instances of crime were reported throughout Del Aire/Wiseburn. Violent crime, which includes homicide, rape, aggravated assault, and robbery, accounted for many reported crimes. Between January 2023 and September 2024, there was one homicide in Wiseburn and zero in Del Aire.[1]

1 *County Sheriff's Department Part I and Part II Crimes Data (January 2023 to September 2024)*

Figure 11. Del Aire/Wiseburn Crime Activity



CRIME ACTIVITY REPORTED FROM JANUARY 2023 TO SEPTEMBER 2024

0 FT 1150 FT 2300 FT

- Crime with Reported Gang Activity
- Location of Reported Homicide

Number of Violent Crime

< 1

> 5

- Water
- Parks and Recreation
- Traffic Signals

ENVIRONMENTAL JUSTICE

Understanding environmental injustices and their tangible impacts on low-income communities of color is necessary to address and enhance the walking experience in these places equitably. Del Aire and Wiseburn are racially diverse communities that face numerous environmental challenges to health including pollution, noise from nearby transportation corridors, and limited green spaces. These issues tend to affect communities of color more significantly, as they often live closer to industrial areas or highways and experience higher levels of pollution and other environmental hazards. In Del Aire and Wiseburn, environmental justice efforts aim to address these disparities by advocating for better air quality, more green spaces, and resources to mitigate pollution for all residents regardless of race or income level.

The data shows that the built environment has a significant impact on people's health. Residents living in neighborhoods with high pollution burden levels are more likely to experience health issues such as asthma and cardiovascular disease. The California Office of Environmental Health Hazard Assessment (OEHHA) provides data on pollution burden and health outcomes across the state in the CalEnviroScreen data dashboard. Figure 12 shares the data from OEHHA and other public health data sources in Del Aire/Wiseburn to understand the risks to public health residents of these communities face.

According to the OEHHA and CalEPA data, Del Aire ranks in the 85th percentile and Wiseburn is ranked 87th percentile for environmental and health vulnerability. This means that based on residents' pollution exposure and socioeconomic factors that make folks more vulnerable to environmental impacts, residents Del Aire and Wiseburn are more impacted by pollution than 85 and 87 % of the state respectively. Del Aire and Wiseburn both have relatively low socio-economic risk, but the two communities have much higher than average pollution exposure. Del Aire falls in the 94st percentile for pollution burden, with traffic impacts ranked in the 93rd percentile, reflecting the area's exposure to industries and major roadways like Interstate 405.[1]

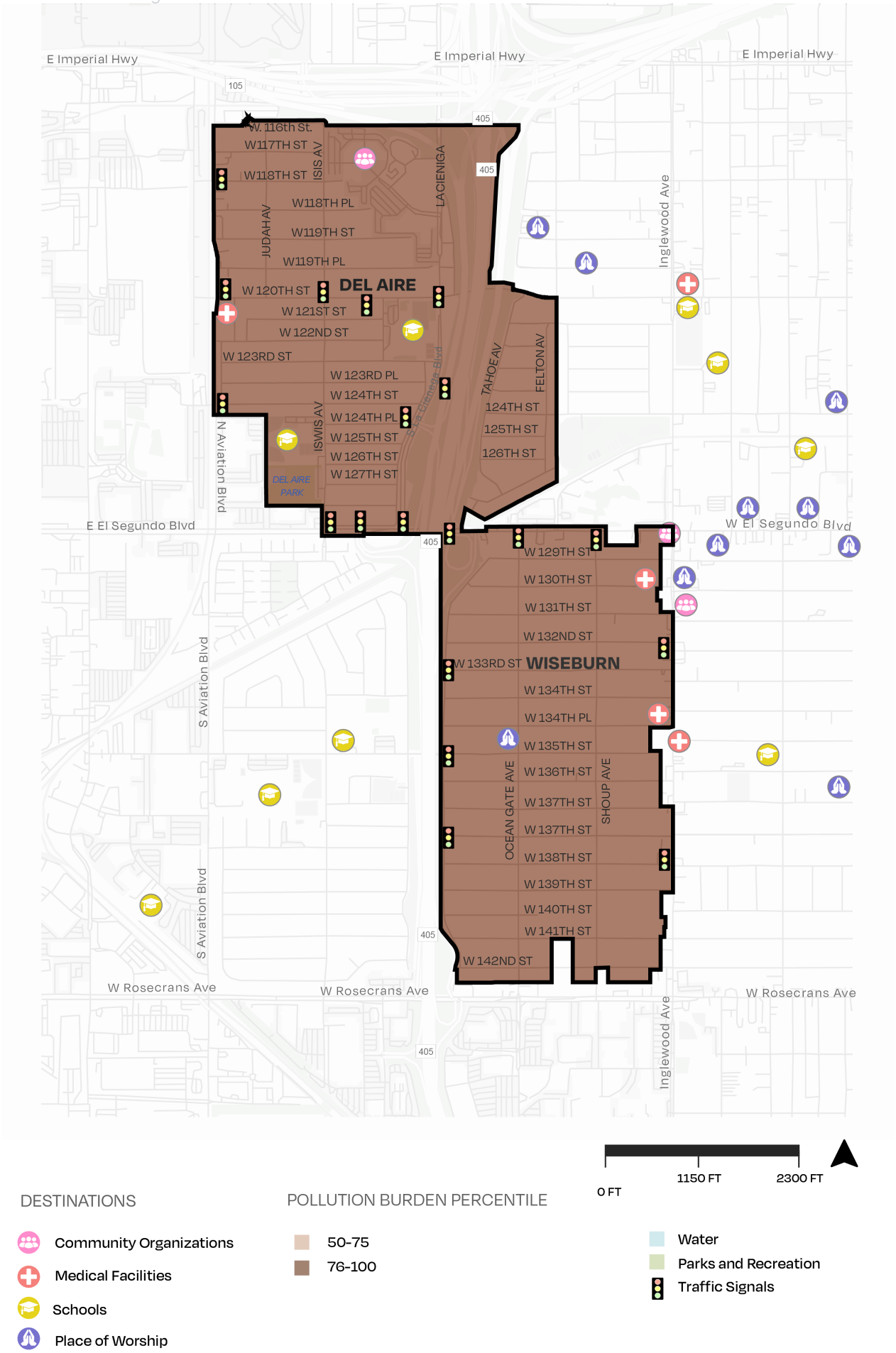
Del Aire residents are also impacted by their proximity to the Los Angeles International Airport (LAX), and the manufacturing industries west of Aviation Blvd. The communities orientation under the LAX flight path subjects residents to the pollutants emitted by the traffic on local freeways, as well as from aircraft overhead. The manufacturing industries that produce auto parts, biotech materials, and other aerospace products also increase pollution burden in the community.

Wiseburn ranks at the 88th percentile for pollution burden, lower than Del Aire, but still high for the County. This difference may be attributed to Wiseburn's greater distance from the industrial zone and airport. The community still faces worse pollution than 88 percent of other places

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1 USC Public Exchange, Environment In Los Angeles County (July 2021)

Figure 12. Del Aire/Wiseburn Pollution Burden



in California, with close proximity to I-405, and relatively close to one of the busiest airports in the world. Health-related risks are also prominent, with asthma rates in the 65th percentile and cardiovascular disease rates in the 66th percentile in Del Aire, and asthma rates in the 84th percentile and cardiovascular disease rates in the 87th percentile in Wiseburn.[2]

CLIMATE

Hotter days and wetter storms due to a changing climate affect some populations more than others, depending on geography, social factors, and having the infrastructure in place to protect them from extremes. The LA County Climate Vulnerability Assessment (CVA) examines the County's social and physical vulnerability to climate hazards such as extreme heat, wildfire, and flooding, which are projected to become more severe in the coming decades.

The CVA's Social Sensitivity Index combines 29 indicators, such as age, health, income, and transportation access, to identify places with the most significant proportion of climate-sensitive residents. All census tracts in Del Aire and Wiseburn are in the highest tier for social sensitivity in LA County, as shown in Figure 13.

Humans start to experience a higher risk of heat illness at 95°F. According to the CVA, the countywide 95th percentile daily maximum temperature will increase by an average of 5.4°F, from a historical baseline of 93.2°F to a mid-century average of 98.6°F. This means the hottest days will generally be much hotter than they are today and far more unpleasant to walk or roll without refuge from the heat, such as shade trees, green spaces, and bus shelters.

Urban greening infrastructure helps keep heat and other climate risks at bay. Tree canopy, the amount of surface area shaded from direct sun with trees, provides well understood physical and mental health benefits. According to theLos Angeles County Community Forest Management Plan (CFMP) , LA County has a canopy cover of approximately 15.9 percent, while Del Aire has a canopy cover of 14.6 percent. Additionally, the CFMP finds that Del Aire has a low social sensitivity and medium existing tree canopy, which makes it a low canopy need area. Wiseburn has a low social sensitivity and a much lower existing tree canopy (9.9 percent) which makes it a medium canopy need area.[3] Additional information about the Tree Canopy can be found in the Pedestrian Environment section below.

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2 California Office of Environmental Health Hazard Assessment (OEHHA) (2024)

3 Los Angeles County Community Forest Management Plan (2024)

Figure 13. Del Aire/Wiseburn Social Sensitivity

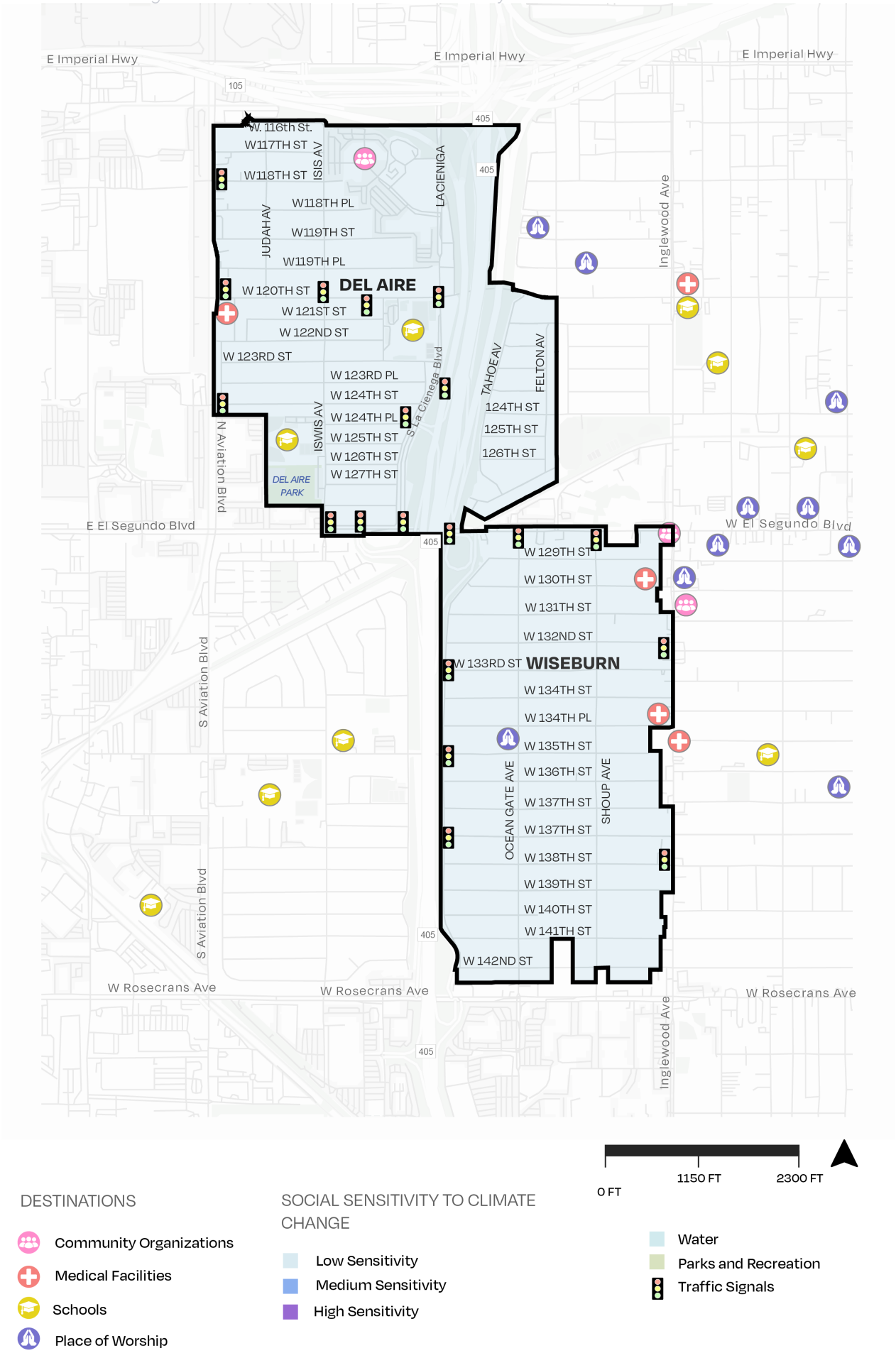


Table 15-9: Del Aire and Wiseburn Environmental Health

	Del Aire Percentile	Wiseburn Percentile
CalEnviroScreen Percentiles	**Percentile**	**Percentile**
CalEnviroScreen 4.0	85	87
Pollution Burden	94	88
Traffic	87	99
Asthma	65	84
Cardiovascular Disease	66	87
Tree Equity Score		
Tree Canopy Cover	14.6%	9.9%

Source: California Office of Environmental Health Hazard Assessment (OEHHA) (2024), Los Angeles County Community Forest Management Plan (2024)

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EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities, including sidewalks, crosswalks, traffic signals, curb ramps, tree canopy, and lighting conditions, all contribute to access and aesthetics that make places more accessible and more pleasant to walk in. This section looks at existing pedestrian facilities and opportunities for enhancement in Del Aire/Wiseburn. Opportunities for enhancement are recorded in Figure 16.The existing conditions shown in these figures are based on observations recorded during walk audits along specific corridors throughout the community and online analysis using Google Earth.

Sidewalks

Sidewalks form the backbone of pedestrian transportation networks. Most streets in Del and Wiseburn are equipped with sidewalks on both sides of the street. This allows for pedestrians to travel safely from through the community. Most streets in the area have sidewalks on both sides, providing safe and convenient pathways for pedestrians. The only exception is Tahoe Avenue, as seen on Figure 14. The sidewalks around the two schools in Del Aire are in well-mainted, making it easy and safe for students to walk through the area. Wiseburn also has well-maintained sidewalks that provide residents with safe and convenient routes to the Wiseburn Walking Trail and other destinations.

Given the heavy reliance on streets to navigate areas with limited or no sidewalks, it is important to assess the condition of the street. PCI is a numerical rating system, which ranges from 0 to 100, that is used to determine the condition of streets and roads. The PCI rating helps to determine what streets and roads require maintenance and repair priorities. Streets with a PCI of 85-100 are considered excellent, with little to no visible damage, while those rated 70-84 are in good condition but may show minor signs of wear. A PCI of 55-69 indicates fair conditions with noticeable surface wear, while roads rated 40-54 are classified as poor, showing significant cracks, potholes, or rough patches that may require resurfacing. Streets with a PCI below 40 are in very poor or failed condition, often requiring major reconstruction. The streets in Wiseburn are generally in “good” condition along residential streets according to the Public Works Pavement Condition Index (PCI),[1] while streets in Del Aire are generally in “poor” or “fair” conditions.

1 *Public Works Pavement Condition Index (2024)*

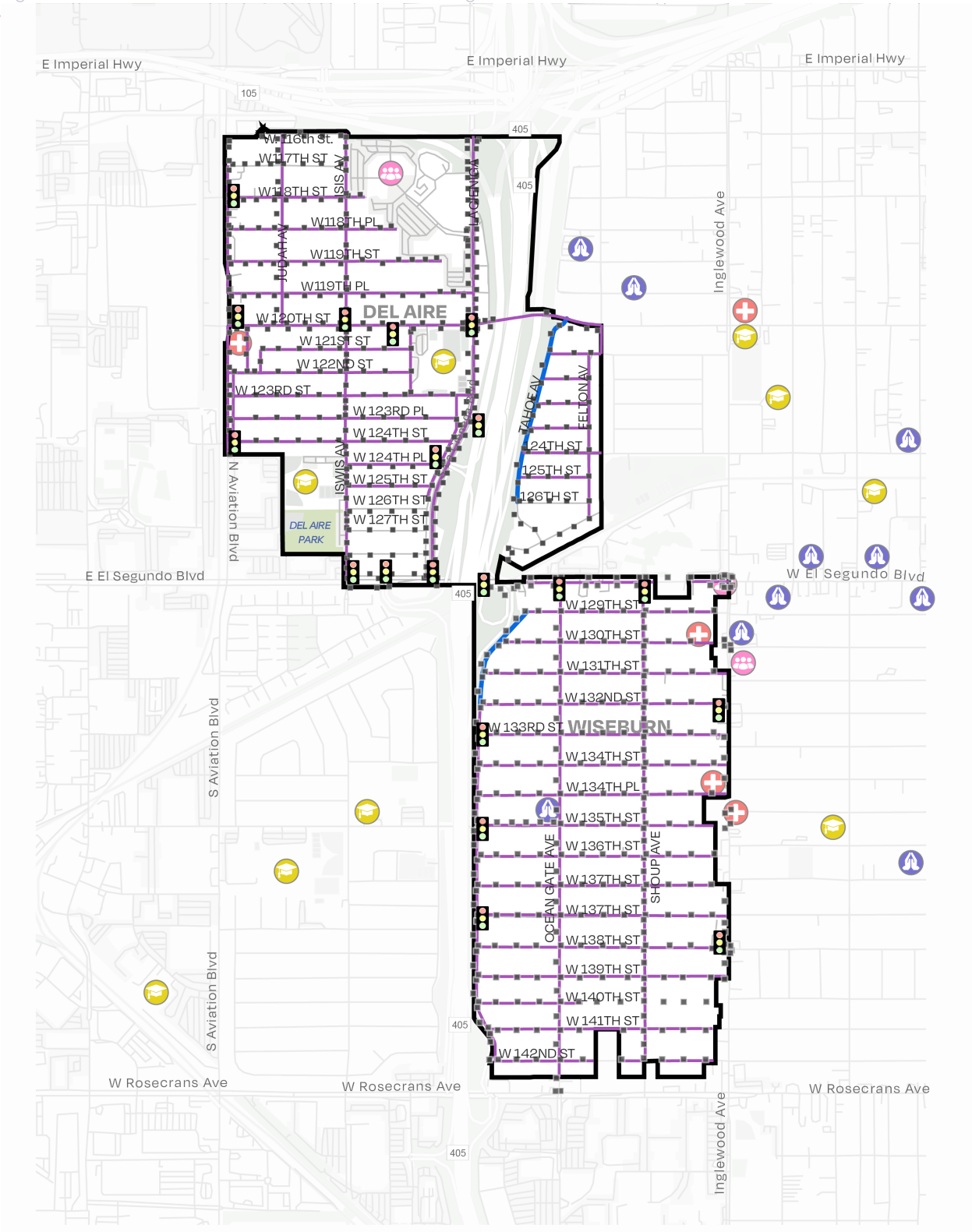
Crosswalks

Crosswalks guide pedestrians crossing the street by making their path of travel more straightforward. Crossings at intersections are not legally required to be marked; however, marked crosswalks are installed to guide pedestrians and help enhance driver awareness of potential pedestrian activity, increasing the chances that a driver will stop for a pedestrian. There are many different styles of crosswalk markings. Standard crosswalk markings have two parallel lines, while continental and ladder crosswalks are considered "high-visibility" patterns. These styles can enhance the visibility of crossings from greater distances than with standard markings.

Street blocks that exceed 300 feet, especially those nearing or exceeding 600 feet without the inclusion of a mid-block crossing, communities that can feel less pedestrian-friendly. These long blocks can discourage walking by increasing travel distances, reducing connectivity, and making neighborhoods feel less accessible. Mid-block crossings are usually located near public transit stops, shopping districts, schools or parks, and major destinations. These crossings can be equipped with safety features like high-visibility crosswalks, flashing beacons, or pedestrian-activated signals to ensure safe passage across busy streets. These styles can enhance the visibility of crossings from greater distances than with standard markings.

Clearly marked crosswalks help pedestrians cross the street safely and increase driver awareness. Residential neighborhoods feature both standard and ladder-style crosswalks, ensuring clear and accessible pathways for pedestrians.

Figure 14. Del Aire/Wiseburn Sidewalks and Street Lights



DESTINATIONS

- Community Organizations
- Medical Facilities
- Schools
- Place of Worship

PEDESTRIAN INFASTRUCTURE

- Sidewalk on Both Sides of Street
- Sidewalk on One Side of Street
- No Sidewalk
- Street Light

- Water
- Parks and Recreation
- Traffic Signals

Curb Ramps and Radii

Curb ramps can assist all users in moving from the street to the sidewalk. For example, a sidewalk without a curb ramp can be a barrier to someone in a wheelchair, leading them to travel in the street instead of on the sidewalk and to use driveways for access to and from the sidewalk.

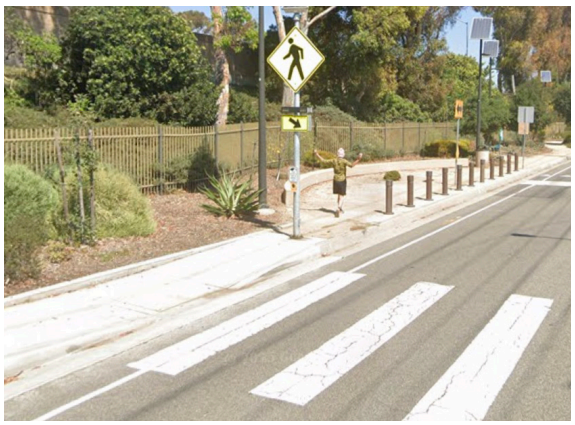
Curb extensions can enhance the pedestrian environment by encouraging vehicles to slow down before turning and shortening the crossing distance between two curbs. Most existing curb ramps in Del Aire/Wiseburn are ADA-compliant.



Standard crosswalk on Ocean Gate Avenue.

Traffic Signals

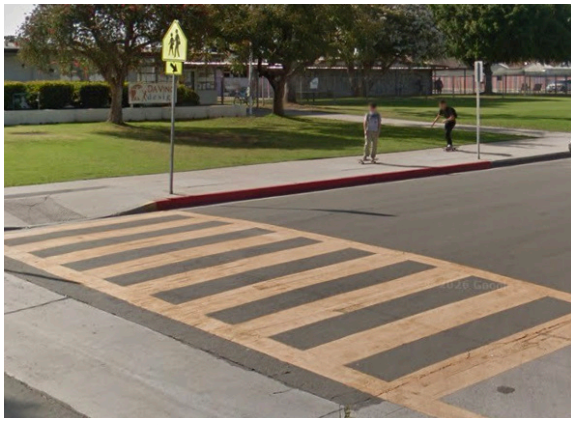
Traffic signals are present at many intersections along major roads in Del Aire/Wiseburn, such as along El Segundo Boulevard and Inglewood Ave. Most of these signals include push-button-activated countdown signals to indicate when pedestrians can enter the crosswalk.



An example of a continental crosswalk with pedestrian signage.

Lighting

Lighting is important for ensuring pedestrians feel safe while walking through their neighborhoods at night. Most major roads in Del Aire/Wiseburn have street lights, which illuminate the roadway but do not always adequately light the sidewalk, which could discourage community members from walking at night. Additionally, some residential streets only have street lights on one side (seen on map), reducing visibility and limiting safe walking conditions in the dark. Poor lighting can make it difficult for pedestrians to navigate safely at night and be seen by drivers.



An example of a ladder crosswalk with pedestrian signage.

Tree Canopy

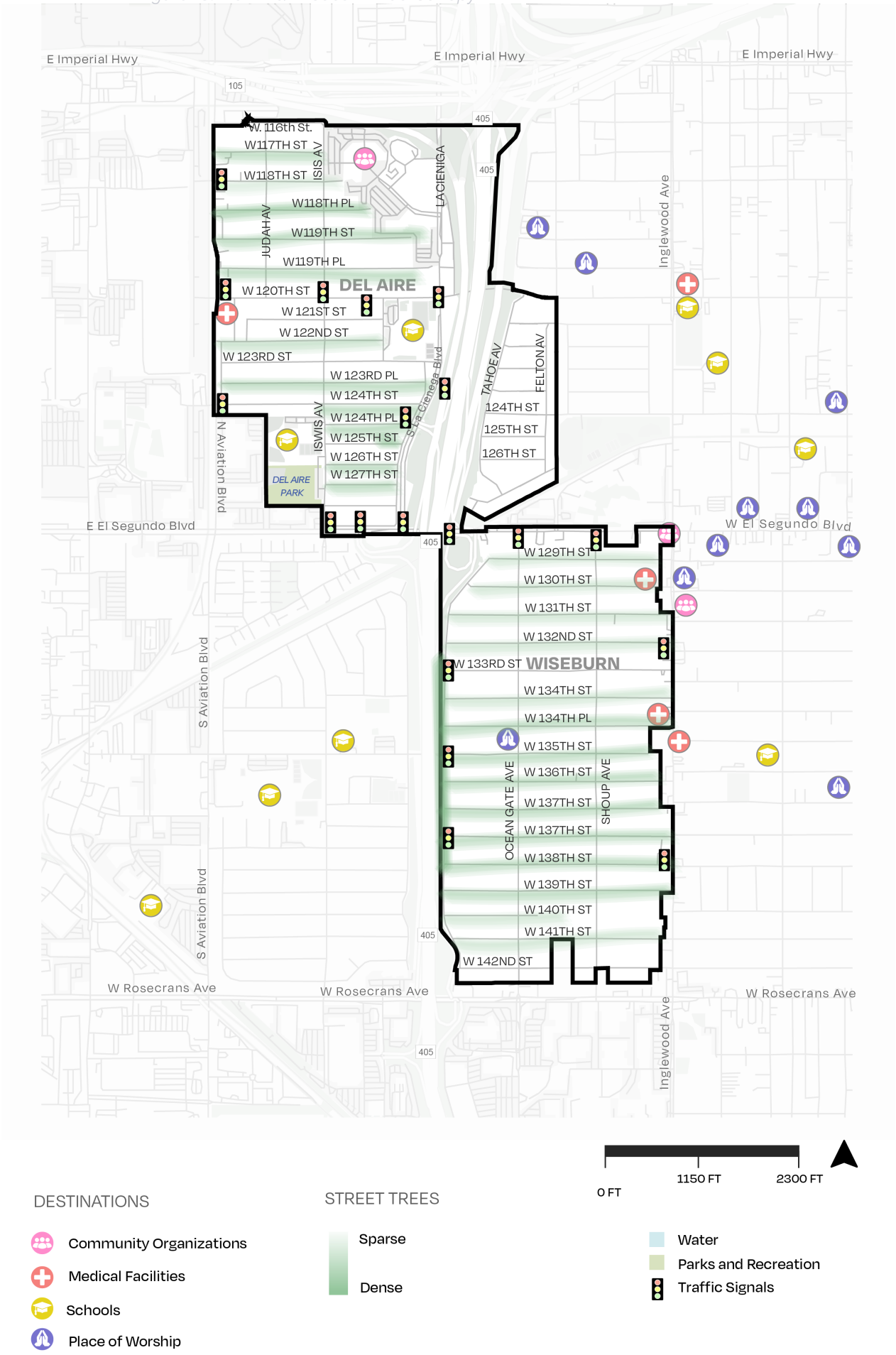
Tree canopy coverage is an essential strategy for cooling neighborhoods and helping communities adapt to a changing climate. Trees can make walking feel safer and more pleasant, beautify the community, provide crucial mental health benefits, and improve overall quality of life. Even so, while a robust tree canopy has many benefits, nearly all trees can conflict with surrounding infrastructure. Having enough space around and above trees is an essential consideration in which species are planted, where, and for what purpose.

The plan area has an overall relatively low tree canopy, which affects the area's overall environmental quality and residents' well-being. According to the CFMP, multi-family residence areas in Del Aire and Wiseburn have limited tree coverage with only 3 percent canopy, leaving the street exposed to direct sunlight and lacking the cooling benefits trees provide. Single-family residential areas have a tree canopy coverage of 11 percent, which is higher than in multi-residence zones but still insufficient to provide pedestrians with adequate shade and comfort as they navigate their neighborhoods.[2] According to the Healthy Places Index, around 46.9 percent of California cities have greater tree canopy coverage than Del Aire and Wiseburn.[3]

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2 Los Angeles County Community Forest Management Plan (2024)
3 California Healthy Places Index 3.0 (2024)

Figure 15. Del Aire/Wiseburn Tree Canopy



PROPOSED PEDESTRIAN FACILITIES

This section discusses proposed projects for Del Aire and Wiseburn pedestrian network. Proposals were developed through conversations with County departments, public safety agencies, and community residents; as well as careful observations of the existing transportation network, to identify actions that can support efforts for people to walk, wheel, live and thrive in Del Aire and Wiseburn. The proposals are intended to inform County departments' pedestrian safety efforts; and provide a record of community needs and desires for residents, advocates, and policymakers.Most proposed projects are concentrated on the community's major roadways such as El Segundo Boulevard. El Segundo Boulevard is a Vision Zero Collision Concentration Corridor, and has high motor vehicle volumes and speeds, and were identified as priorities during community outreach. The proposed projects are categorized and defined in the following sections.

Corridor Studies - Potential roadway reconfigurations that could enhance walking conditions and potentially add more green space to the community, but need more extensive study to implement.

For example:

- Reconfiguring the corridor of Judah Avenue Street between 118th Street to 120th Street Judah to reduce traffic lanes and add a bicycle lane that can help reduce vehicle speeds and create a safer, more comfortable environment for people biking.
- Removing the slip lane at Judah Avenue and 118th Street would create opportunities for enhanced crosswalks and other pedestrian improvements, making it easier and safer for people to walk and cross the street. Adding a mini roundabout could also help reduce vehicle speeds and create a safer intersection for all road users.

Crossing Projects - Facilities that enhance crossing the street at intersections and mid- block, including high-visibility crosswalks, advance yield markings, pedestrian-activated warning systems, new traffic signals with pedestrian signal heads, and ADA compliant curb ramps. Any recommendations to stripe a cross- walk (at controlled or uncontrolled locations) shall be consistent with local and state guidelines. For example:

- Crossing enhancements at Ocengate Avenue and 137th Place, and Shoup Avenue and 137th Street will help make walking feel safer and more comfortable for pedestrians. High-visibility crosswalks and leading pedestrian intervals will help to place the pedestrian in clearer view of drivers, and curb extensions will shorten the distances that the pedestrian has to cross in the street.
- Crossing improvements along El Segundo Avenue will be important for creating safer and more accessible connections to transit stops, schools, and Del Aire Park.

Sidewalk/Path Projects - Facilities that could enhance walking down the street, including adding new or widened sidewalks and evaluating removal or relocation of driveways, such as:

- Widening sidewalks on the east side of Century Boulevard from 116th Street to 124th Street on Aviation Boulevard would provide easier pedestrian access to Del Aire Park, nearby schools, and businesses for North Del Aire residents.

Traffic Calming - Facilities that could slow down drivers, reduce traffic volumes, and deter other dangerous driver behavior like donuts, such as mini roundabouts and all-way stops. Examples of proposed traffic calming projects include:

- Judah Avenue at 118th Street, 119th Street, and 119th Place has a reported history of drivers performing donuts. Installing mini roundabouts at these locations could help discourage this behavior while also reducing vehicle speeds and improving overall traffic safety.

Pedestrian Lighting - Human-scaled lights that provide lighting for people walking in Florence-Firestone, as opposed to those at heights and directions intended to light the roadway for motorists. See Chapter 4 of Step by Step for more information about requesting pedestrian-scale lighting in Florence-Firestone. These proposalsinclude, but are not limited to:

- Areas where additional lighting has been identified as a need to help pedestrians feel safer, particularly along Isis Avenue and Ocean Gate Avenue.

These proposed projects are detailed in Table 15-10, and are mapped in Figures 18. Chapter 6 of Step by Step provides an overview of how the County will implement these projects, and Appendix D of Step by Step contains detailed information on potential funding sources.

Implementation of proposed projects in Del Aire and Wiseburn is contingent upon environmental analysis, as well as future engineering review to ensure consistency with applicable County guidelines and practices, including, but not limited to, the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans Highway Design Manual, Los Angeles County Code, and the Los Angeles County General Plan. Additionally, installation/construction of the proposed projects, fulfillment of actions, and implementation of programs described in this Plan are contingent upon available resources, right-of-way, sufficient funding to finance installation, operation, and on-going maintenance, and obtaining community and political support.

Table 15-10: Del Aire and Wiseburn Proposed Pedestrian Projects

Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - High	Prioritization Score
Aviation Boulevard						
County	Aviation Boulevard (116th Street to 124th Street)	East and west legs	Study for roadway reconfiguration (to add bike lane)	$250,000	$350,000	
			Plant street trees	Varies	Varies	
			Add Bus Shelters	$28,000	$50,000	
		West Leg	Study for greenway next steps using existing conditions	Varies	Varies	
		East Leg	Widen Sidewalk	$45 sq ft	$65 sqf t	
County	Aviation Boulevard and 118th Street	North, south, and east legs	Restripe as continental crosswalk with advance stop line	$9,000	$15,000	
		All corners	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
County	Aviation Boulevard and 118th Place	East Leg	Install a continental crosswalk with advance stop line	$5,000	$10,000	
County	Aviation Boulevard and 120th Street	North and east legs	Restripe as continental crosswalk with advance stop line	$9,000	$15,000	
		All corners	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	

Table 15-10: Del Aire and Wiseburn Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - Hlgh	Prioritization Score
County	Aviation Boulevard and 124th Street	North and east legs	Restripe as continental crosswalk with advance stop line	$9,000	$15,000	
		All corners	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
Judah Avenue						
County	Judah Street (116th Street to 120th Street)	East and west legs	Install pedestrian scale lighting	Varies	Varies	
			Plant street trees	Varies	Varies	
		All way	Study for traffic calming	Varies	Varies	
County	Judah Street (118th Street to 120th Street)	East and west legs	Study for roadway reconfiguration	$250,000	$350,000	
County	Judah Ave and 118th Street	All way	Restripe as continental crosswalk with advance stop line	$9,000	$15,000	
		South leg	Remove slip lane	$ 200,000	$ 400,000	
		All legs	Install continental crosswalks with advance stop line	$5,000	$10,000	
		Southeast and South-west corners	Reduce curb radius	$15,000	$50,000	
			Install bollards			

Table 15-10: Del Aire and Wiseburn Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - Hlgh	Prioritization Score
County	Judah Avenue and 119th Street	All way	Install a round-about, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	$150,000	$700,000	
		All legs	Install continental crosswalks with advance stop line	$5,000	$10,000	
		Northwest and Southeast corners	Install bollards			
County	Judah Avenue and 119th Place	All way	Install a round-about, traffic circle, or mini-roundabout if appropriate; alternatively install an all-way stop	$150,000	$700,000	
		All legs	Install continental crosswalks with advance stop line	$5,000	$10,000	
		Northwest and Southeast corners	Install bollards			
		North and south legs	Install advance yield markings	$1,000	$2,000	
County	Judah Avenue and 120th Street	Northwest corner	Reduce curb radius	$15,000	$50,000	
Isis Avenue						
County	Isis Avenue (116th Street to El Segundo)	East and west legs	Install pedestrian scale lighting	Varies	Varies	
			Plant street trees	Varies	Varies	
		All way	Study for speed humps or cushions	$25,000	$50,000	

Table 15-10: Del AIre and Wiseburn Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	Isis Avenue and 118th Street	East and west legs	Install continental crosswalks with advance stop line	$5,000	$10,000	
County	Isis Avenue and 120th Street	All corners	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
			Restripe as continental crosswalk with advance stop line	$9,000	$15,000	
		North and south legs	Install raised crosswalk	$25,000	$40,000	
		Northwest and Southeast corners	Install curb extension	$65,000	$100,000	
County	Isis Avenue and 124th Street	West and south legs	Restripe as continental crosswalk with advance stop line	$9,000	$15,000	
County	Isis Avenue and 125th Street	North leg	Restripe as continental crosswalk with advance stop line	$9,000	$15,000	
		East leg	Install continental crosswalks with advance stop line	$5,000	$10,000	
County	Isis Avenue and 126th Street	East leg	Install continental crosswalks with advance stop line	$5,000	$10,000	

Figure 18. Del Aire/Wiseburn Proposed Project List

Table 15-10: Del Aire and Wiseburn Proposed Pedestrian Projects, continued

Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - High	Prioritization Score
El Segundo Boulevard						
County	El Segundo Boulevard and La Cienega Boulevard	Northeast and north-west corners	Reduce curb radius	$15,000	$50,000	
			Study for right turn on red restriction	$2,000	$4,000	
		All corners	Install curb extension	$65,000	$100,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
		North and East	Restripe as continental crosswalk with advance stop line	$9,000	$15,000	
County	El Segundo Boulevard (Isis Avenue to Inglewood Avenue)	North and south legs	Widen Sidewalk	Varies	Varies	
			Install pedestrian scale lighting	Varies	Varies	
County	La Cienega Boulevard and 405 N Freeway Entrance on El Segundo Boulevard	East and west legs	Install pedestrian scale lighting in freeway underpass	Varies	Varies	

Table 15-10: Del Aire and Wiseburn Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	El Segundo Boulevard and Shoup Avenue	East and west legs	Install centerline hardening	$3,000	$10,000	
		South corner	Study for right turn on red restriction	$2,000	$4,000	
		Northeast, southeast, southwest corners	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
		East leg	Study for protected left turn	$400,000	$550,000	
		East and south legs	Restripe as continental crosswalk with advance stop line	$9,000	$15,000	
County	El Segundo Boulevard and Ocean Gate Avenue	All corners	Study for right turn on red restriction	$2,000	$4,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
County	El Segundo Boulevard and 405 N Freeway Entrance	South leg	Study for roadway reconfiguration	$250,000	$350,000	
			Reduce curb radius	$15,000	$50,000	
			Install a right turn traffic signal	$2,000	$4,000	

Table 15-10: Del Aire and Wiseburn Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	El Segundo Boulevard and Inglewood Avenue	All corners	Study for right turn on red restriction	$2,000	$4,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
			Study for protected left turn	$400,000	$550,000	
		All legs	Restripe as continental crosswalk with advance stop line	$9,000	$15,000	
Inglewood Avenue						
County and City of Hawthorne	Inglewood Avenue (El Segundo Boulevard to Rosecrans Avenue)	East and West legs	Install pedestrian scale lighting	Varies	Varies	
			Add bus shelters	$28,000	$50,000	
		East leg	Paint curb red within 20 feet of intersections	$100	$100	
County and City of Hawthorne	Inglewood Avenue and 138th Street	All legs	Install centerline hardening	$3,000	$10,000	
			Study for right turn on red restriction	$2,000	$4,000	

Table 15-10: Del Aire and Wiseburn Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	Inglewood Avenue and 138th Street (cont)	All legs	Restripe as continental crosswalk with advance stop line	$9,000	$15,000	
		All corners	Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
La Cienega Boulevard						
County	La Cienega Boulevard (120th Street and 123rd Street)	East and west legs	Study for roadway reconfiguration	$250,000	$350,000	
			Plant street trees	Varies	Varies	
		Median	Study for depaving and tree planting	Varies	Varies	
County	La Cienega Boulevard (Pacific Concourse Drive and 119th Place)	East and west legs	Study for roadway reconfiguration	$250,000	$350,000	
			Widen sidewalk	Varies	Varies	
		Median	Study for depaving and tree planting	Varies	Varies	

Table 15-10: Del Aire and Wiseburn Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	La Cienega Boulevard and 120th Street	All corners	Study for right turn on red restriction	$2,000	$4,000	
			Modify traffic signal to accommodate a Leading Pedestrian Interval and add countdown timers	$4,000	$30,000	
			Study for protected left turn	$400,000	$550,000	
		All legs	Restripe as continental crosswalk with advance stop line	$9,000	$15,000	
			Install Centerline Hardening	$3,000	$10,000	
			Install Gateway Monument	Varies	Varies	
County	La Cienega Boulevard and 130th Street	North, east, and south legs	Install stop signs	$20,000	$40,000	
			Install a continental crosswalk with advance stop line	$5,000	$10,000	
County	La Cienega Boulevard and 141st St	East leg	Install a continental crosswalk with advance stop line	$5,000	$10,000	
		Northeast and Southeast corners	Reduce curb radius	$15,000	$50,000	

Table 15-10: Del Aire and Wiseburn Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
Ocean Gate Avenue						
County	Ocean Gate Avenue (El Segundo Boulevard and 142nd Street)	East and west sides	Install pedestrian scale lighting	Varies	Varies	
			Study for depaving and tree planting opportunities	Varies	Varies	
			Study for speed humps or cushions	$25,000	$50,000	
County	Ocean Gate Avenue and 129th Street	All corners	Install curb extension	$65,000	$100,000	
		East West and South Legs	Install a continental crosswalk with advance stop line	$5,000	$10,000	
		North and south legs	Study for multi-way stop	$600	$2,000	
County	Ocean Gate Avenue and 131st Street	All legs	Study for all-way stop control	$600	$2,000	
		All legs	Install a continental crosswalk with advance stop line	$5,000	$10,000	
County	Ocean Gate Avenue and 135th Street	North, South, and West legs	Restripe as continental crosswalk with advance stop line	$9,000	$15,000	
		East leg	Install a continental crosswalk with advance stop line	$5,000	$10,000	

Table 15-10: Del AIre and Wiseburn Proposed Pedestrian Projects, continued

Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
County	Ocean Gate Avenue and 137th Street	All legs	Install a continental crosswalk with advance stop line	$5,000	$10,000	
County	Ocean Gate Avenue and 139th Street	East and west legs	Install a continental crosswalk with advance stop line	$5,000	$10,000	
		All legs	Study for multi-way stop	$600	$2,000	
Shoup Gate Avenue						
County	Shoup Avenue (El Segundo Boulevard and 142nd Street)	East and west legs	Install pedestrian scale lighting	Varies	Varies	
			Plant street trees	Varies	Varies	
			Study for speed humps or cushions	$25,000	$50,000	
County	130th St and Shoup Avenue	North and south legs	Install stop signs			
		All Legs	Install a continental crosswalk with advance stop line	$5,000	$10,000	
County	133rd St and Shoup Avenue	East and west legs	Study for all-way stop control	$600	$2,000	
County	136th St and Shoup Avenue	East and west legs	Study for all-way stop control	$600	$2,000	
County	137th Pl and Shoup Avenue	All Legs	Study for all-way stop control	$600	$2,000	
		East and west legs	Install raised crosswalk	$25,000	$400,000	

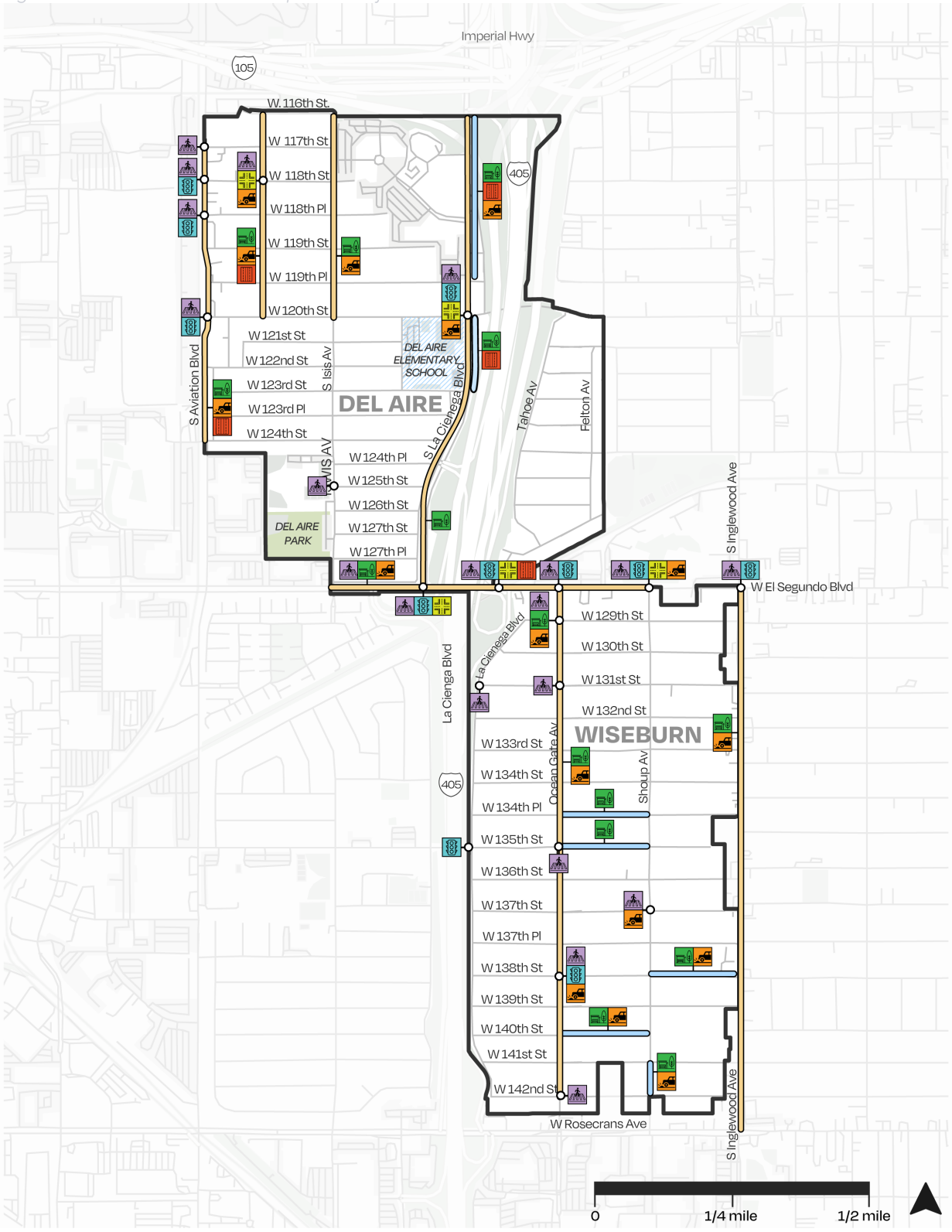
Table 15-10: Del Aire and Wiseburn Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
119th Place						
County	119th Place (Aviation and La Cienega)		Study for speed humps or cushions	$25,000	$50,000	
120th Street						
County	120th Street (Aviation and Hindry Avenue)	North and south legs	Plant street trees	Varies	Varies	
			Install pedestrian scale lighting	Varies	Varies	
			Study for speed humps or cushions	$25,000	$50,000	
122nd Street						
County	122nd Street (Aviation and Hindry Avenue)	North and south legs	Plant street trees	Varies	Varies	
			Install pedestrian scale lighting	Varies	Varies	
123rd Street						
County	123rd Street (Aviation and Hindry Avenue)	North and south legs	Study for speed humps or cushions	$25,000	$50,000	

Table 15-10: Del Aire and Wiseburn Proposed Pedestrian Projects, continued
Further studies will be required to determine if the project is feasible prior to implementation

Jurisdiction	Location	Corner/Leg	Project Description	Estimated Capital Cost - Low	Estimated Capital Cost - HIgh	Prioritization Score
134th Street						
	134th Place (La Cienega Boulevard and Shoup Avenue)	North and south legs	Plant street trees	Varies	Varies	
			Install pedestrian scale lighting	Varies	Varies	
			Study for speed humps or cushions	$25,000	$50,000	
135th Street						
County	135th Street (La Cienega Boulevard and Inglewood Avenue)	North and south legs	Plant street trees	Varies	Varies	
			Install pedestrian scale lighting	Varies	Varies	
			Study for speed humps or cushions	$25,000	$50,000	
138th Street						
County	138th Street (La Cienega Boulevard and Inglewood Avenue)	North and south legs	Study for speed humps or cushions	$25,000	$50,000	
140th Street						
County	140th Street (La Cienega Boulevard and Inglewood Avenue)	North and south legs	Study for speed humps or cushions	$25,000	$50,000	

Figure 18. Del Aire/Wiseburn Proposed Project List



Project Boundary

PROJECT LOCATIONS

- Intersections
- Street Midblocks*
- Street Segments*

TYPES OF SAFETY INTERVENTIONS

- Pedestrian Crossings
- Sidewalks
- Signalization
- Intersection Treatments
- Speed Management
- Road Redesign

***Street Midblocks:** A street block between two consecutive streets. | **Street Segments:** A stretch of a street that extends more than one block.

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PROPOSED ACTIONS AND PROGRAMS

While proposed location-specific infrastructure projects help to enhance the pedestrian experience, these alone are not enough to make long-term, widespread changes. Actions reinforce the proposed infrastructure projects and help standardize procedures across all agencies. Proposed countywide actions are listed in Chapter 2 of Step by Step, while Table 15-11 lists actions that will be particularly important for long-term enhancements in the pedestrian environment in Del Aire and Wiseburn. Relevant actions from LA County's Vision Zero Action Plan are listed in Table 15-12.

Additionally, programs help support pedestrian infrastructure projects through education, encouragement, enforcement, and evaluation. All proposed countywide programs are described in Chapter 5 of Step by Step; those suggested for Del Aire and Wiseburn are listed in Table 15-13.

Table 15-11: Countywide Actions Suggested for Del Aire and Wiseburn

Action	Lead Departments	Timeframe
EH-2.1: Develop guidelines that establish a maximum distance between controlled intersections and marked crosswalks.	Public Works	Short-term
Action EH-2.6b: Consolidate signage for multiple providers onto one pole as much as possible to reduce visual clutter and enhance accessibility.	Public Works	On-going
Action EH-2.8: Develop and publicize a process through which communities can engage Public Works in developing ideas on litter prevention, including identifying locations for and implementing public waste containers for collecting trash and recyclables, making use of contract waste haulers where applicable for ongoing maintenance and community outreach.	Public Works	Medium-Term
Action C-2.2: Increase outreach to and education for local businesses to prevent obstruction of pedestrian walkways by items such as advertisement signs and merchandise.	Member Departments of the Healthy Design Work-group	On-going
Action C-2.6: Enforce compliance with existing ordinances related to sidewalk obstructions including, but not limited to, vegetation incursion and parking on or across sidewalks.	Public Works, Sheriff, California Highway Patrol	On-going

Table 15-12: Countywide Actions Suggested for Del Aire and Wiseburn

Action	Lead Departments	Timeframe
Action A-9: Incorporate traffic safety enhancements into Public Works projects along the Collision Concentration Corridors where feasible and appropriate.	Public Works	On-going
Action A-12: Utilize the Collision Concentration Corridors list when seeking funding from local, regional, state, and federal roadway infrastructure and planning grant opportunities.	Public Works	On-going
Action B-4: Establish a Safe Routes to School Program to provide traffic safety education to students, identify safety enhancements around schools, and promote walking and bicycling.	Public Works	On-going
Action B-5: Establish a Safe Routes to Parks Program to support safe and equitable access to parks through community engagement and education, park design, signage and way-finding, and other strategies in the National Recreation and Park Association's Safe Routes to Parks Action Framework.	Parks and Recreation	On-going
Action D-11: Continue leading the Street Racing Task Force aimed at reducing roadway racing regionally by coordinating among law enforcement agencies and the community.	California Highway Patrol	On-going

Table 15-13: Countywide Actions Suggested for Del Aire and Wiseburn

Action	Lead Departments
Safe Passages	Safe Passages is a program that focuses on providing safety to students as they travel to school in high violence or high crime communities. Safe Passages programs are specifically designed to ensure that students can travel to school without fear of intimidation or harm due to gang activity, drugs, or crime. Safe Passages programs have also been initiated to enhance safety for community members walking to parks in communities with high violence or crime to ensure that they can access resources, be physically active, and engage with neighbors.
Safe Routes to School	Safe Routes to School (SRTS) programs have many goals including: (1) teaching youth the rules of the road, so they are more prepared to navigate their community on foot and eventually become safe drivers; (2)encouraging active modes of getting to school through new infrastructure and programming; (3) decreasing the prevalence of childhood obesity through increased physical activity; and (4) reducing cut-through traffic on residential streets near schools due to school drop-off and pickup.
Walking Clubs	Public Health leads walking clubs at a number of County parks that participate in the Parks After Dark (PAD) Program. The program gets residents engaged in physical activity while their children or grandchildren take advantage of park activities. Public Health also developed a Community Walking Club Toolkit, which is available for community members and organizations interested in organizing their own walking clubs. It provides nutrition and physical activity information to inform walking club participants. Walking clubs also build social cohesion as participants get to know their neighbors
The Works	Public Works has an online and mobile application called The Works that serves as a one-stop solution for County residents to report and track services. If the service is not handled by Los Angeles County, The Works will provide residents with the appropriate contact information.
Traffic Signal Cabinet Art Program	Establish a sustainable Traffic Signal Cabinet Art Program for unincorporated communities through coordination between the Department of Arts & Culture, Regional Planning, and Public Works. The program could engage local artists and community members to transform traffic signal cabinets into public art that reflects neighborhood identity and culture, particularly along key pedestrian corridors and near community destinations.
Pedestrian Wayfinding Program	Install walking-oriented signs showing walking times and directions to schools, parks, transit, libraries, commercial areas, trails, and other destinations
Artist-Led Traffic Safety Program	Partner with local artists to develop culturally relevant traffic-safety campaigns, installations, events, and engagement. The Department of Public Health and Arts and Culture already use Creative Strategists for arts-based traffic-safety outreach, providing a strong model.

CONCLUSION

The Del Aire and Wiseburn Community Pedestrian Plan ("Plan") is a guide for enhancing walking for residents and visitors, and includes proposed projects and programs that, once implemented, will provide safer and more comfortable pedestrian experiences in the community. The proposed projects and programs based on an analysis of recent data, such as Census data and collision data, and extensive community input.

To guide implementation of this Plan, the County developed a prioritization framework to evaluate and score each proposed projects based on a set of objective, data-driven criteria. This process creates a blueprint for enhancing the walking in Del Aire and Wiseburn over the next many years, and enables the County to focus on projects that will have the greatest impact on enhancing safety, comfort, and mobility for all, as funding becomes available.

Further, the Plan will help the County when applying for competitive regional, state, and federal grant opportunities to fund implementation of the projects and programs in the Plan.

Through investment in projects and programs included in this Plan, the County has the potential to encourage Del Aire and Wiseburn residents and visitors to walk more often for school, work, recreation, shopping, and other trips. Ultimately, this Plan will help the County meet its Vision Zero goals while creating a higher quality of life for Del Aire and Wiseburn residents overall.