



# Park to Playa Trail Feasibility Study and Wayfinding Plan

November 21, 2011

Prepared For:  
Mountains Recreation and Conservation Authority

Prepared By:  
Alta Planning + Design

## Acknowledgements

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Office of Second District Supervisor Mark Ridley-Thomas  
Baldwin Hills Regional Conservation Authority  
Mountains Recreation and Conservation Authority (MRCA)  
Baldwin Hills Conservancy  
Los Angeles County Parks and Recreation  
Los Angeles County Flood Control District  
Los Angeles County Department of Public Works – Watershed Management Division  
California Department of Parks and Recreation  
City of Los Angeles Department of Recreation and Parks  
City of Los Angeles Department of Transportation  
California State Coastal Conservancy  
Santa Monica Bay Restoration Commission  
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# Table of Contents

## Chapter 1. Introduction

1.1 Project Background and Purpose .....	3
1.2 Site Setting .....	3
1.3 Project Approach.....	5
1.4 Project Partners.....	5
1.5 Public Outreach.....	5
1.6 Project Objectives.....	6

## Chapter 2. Existing Environment

2.1 Document Review.....	9
Relevant Park Plans .....	9
Active Projects in Park to Playa Corridor.....	10
2.2 Existing Conditions .....	11
2.3 Regional Connections.....	13
2.4 Opportunities and Constraints .....	13
Stocker Corridor East .....	19
Stocker Corridor West .....	21
Kenneth Hahn State Recreation Area.....	23
Blair Hills Corridor .....	29
Baldwin Hills Scenic Overlook.....	31
Culver City Park.....	33
2.5 Community Identified Use and Needs.....	35
User Survey .....	35
Community Identified Needs.....	35

## Chapter 3. Trail Design Guidelines

3.1 Design Standards .....	41
Minimum Trail Design Standard .....	41
Trail Accessibility.....	42
3.2 Trail Alignment .....	42
3.3 Trail Restoration.....	44

3.4 Trail Use Designations . . . . .	45
3.5 Alternative Trail Routes . . . . .	45
3.6 Trail System Support Features . . . . .	46
Trail Access . . . . .	46
Amenities: . . . . .	48
3.7 Management and Maintenance . . . . .	52

## Chapter 4. Trail Alignment and Improvement Plan

4.1 Introduction . . . . .	58
Segment 1: Stocker Corridor . . . . .	59
Segment 2: KHSRA Eastern Ridge . . . . .	63
Segment 3: KHSRA Western Ridge . . . . .	67
Segment 4: KHSRA Valley Trail . . . . .	71
Segment 5: Blair Hills Corridor . . . . .	73
Segment 6: Baldwin Hills Scenic Overlook . . . . .	77
Segment 7: Culver City Park . . . . .	81

## Chapter 5. Comprehensive Wayfinding System

5.1 Introduction . . . . .	85
5.2 Existing Sign Analysis . . . . .	86
5.3 Wayfinding and Branding . . . . .	88
TrailLogo . . . . .	88
Sign Placement . . . . .	89
Symbols . . . . .	89
Americans with Disabilities Act . . . . .	89
Agency Logos . . . . .	90
QR Tags . . . . .	90
5.4 Wayfinding Elements . . . . .	90
User Map . . . . .	94
Trail Medallion on Park Entrance Sign . . . . .	94
Gateway Sign . . . . .	95
Transit Sign . . . . .	96

Bike Guide Sign .....	97
Warning Signs .....	98
Map Kiosk .....	99
Direction Sign.....	100
Juncture Sign.....	102
Confirmation Sign.....	103
Pavement Marking .....	104

## Chapter 6. Project Implementation

6.1 Implementation Steps .....	107
6.2 Project Priorities and Phasing .....	109
6.3 Planning-Level Cost Summary.....	109

## Appendices

### Special Thanks to Agency Staff

Special Thanks to Agency Staff.....	2
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### Appendix A: Community Outreach

Web-based Survey .....	3
Public Workshop #1 Summary Notes .....	11
Public Workshop #2 Summary Notes.....	17
Public Workshop #3 Summary Notes.....	23

### Appendix B: Trail ADA Guidelines

Background.....	25
Sidewalks and Pedestrian Routes .....	25
Recreational Trails .....	26
Bikeway Guidelines .....	28

## List of Figures

Figure 1.1 Ballona Creek Watershed .....	4
Figure 1.2 Park to Playa Trail Feasibility and Wayfinding Plan Study Area.	4
Figure 1.3 Project Approach .....	5
Figure 2.1 Parklands of the Park to Playa Trail .....	12
Figure 2.2 Park to Playa Trail Elevation Profile .....	12
Figure 2.3 Survey results- frequency of trail use .....	36
Figure 2.4 Survey results - trail use type .....	36
Figure 2.5 Survey results - trail use location .....	36
Figure 3.1 Minimum trail cross section .....	42
Figure 3.2 Sustainable trail alignment .....	43
Figure 5.1 Trail logo options .....	88
Figure 5.2 Standardized symbols .....	89
Figure 5.3 Wayfinding elements .....	91

## List of Tables

Table 1.1 Park to Playa Trail Agency Partners .....	6
Table 3.1 Minimum trail standards .....	41
Table 3.2 Native Plant Palette .....	44
Table 3.3 Allowed Uses on Trails .....	45
Table 3.4 Proposed Park to Playa Trailheads .....	46
Table 3.5 Proposed Park to Playa Trail Gateways .....	47
Table 5.1 Wayfinding elements .....	91
Table 6.1 Relevant Permitting Agencies .....	108
Table 6.2 Order of Magnitude Cost Opinion .....	113

## List of Maps

Map 2-1 Park to Playa Regional Connections .....	14
Map 2-2 Existing Trails - 1 of 4 .....	15
Map 2-3 Existing Trails - 2 of 4 .....	16
Map 2-4 Existing Trails - 3 of 4 .....	17
Map 2-5 Existing Trails - 4 of 4 .....	18
Map 4-1 Proposed Park to Playa Trail Alignment .....	56
Map 4-2 Allowed Bicycle Use and Proposed On-Street Bike Route .....	57
Map 4-3 Stocker Trail East .....	60
Map 4-4 Stocker Trail, 5 Points Intersection, Norman O. Houston Park, KHSRA Eastern Ridge Line .....	62
Map 4-5 KHSRA Western Ridge Line Trail and KHSRA Valley Trail .....	68
Map 4-6 Blair Hills Corridor .....	74
Map 4-7 Baldwin Hills Scenic Overlook and Culver City Park .....	78
Map 5-1 Proposed Wayfinding Plan .....	92
Map 6-1 Park to Playa Trail Improvement Priorities .....	110



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# 1. Introduction



*The Park to Playa Trail will connect 13 miles of trails from Urban Los Angeles to the Pacific Ocean*

## 1.1 Project Background and Purpose

The Mountains Recreation and Conservation Authority (MRCA) commissioned this trail feasibility and wayfinding study for the seven-mile “Park to Playa” corridor within Baldwin Hills, a district of Los Angeles County. In 2000, the Park to Playa vision was first articulated: to connect the Ballona Wetlands area in Marina Del Rey east along Ballona Creek to the Baldwin Hills. The vision to create a seamless trail that connects urban residents with the Pacific coast will be realized through a cooperative effort between several agencies and jurisdictions. The final trail will be approximately 13 miles long and will connect the trail systems, parks and open spaces within the Baldwin Hills, along Ballona Creek, to the Ballona Wetlands and the Marvin Braude Bike Trail along the beach. This Feasibility Study (The Study) advances the Park to Playa vision by connecting trails and parklands within the Baldwin Hills and enhancing accessibility for residents in adjacent communities.

The objective of the Feasibility Study is to articulate a regional trail system by linking together and improving existing trail segments, identifying alignments to close gaps, and creating a plan that targets achievable projects. The Study’s scope includes planning the physical trail connections, improvements and amenities. The wayfinding plan will help users navigate the Park to Playa trail, brand the network, and transform the individual segments into a recognizable and memorable regional trail. The project area bridges five park jurisdictions. Trail use policies and standards vary within each of the jurisdictions. The Study responds to existing use policies and design approaches, while striving to provide a consistent identity along the Park to Playa Trail.

## 1.2 Site Setting

The ridge lines and canyons of the Baldwin Hills cover two square miles of open space located within the Santa Monica Bay watershed, a densely urbanized area in southwestern Los Angeles County (see Figure 1.1). As the last large open space remaining within urbanized Los Angeles County, Baldwin Hills provides refuge and respite to both wildlife and people. The coastal sage scrub vegetation features areas of valuable natural habitat for California native flora and fauna as well as space for passive and active recreation for community enjoyment.

The Baldwin Hills Parklands are owned and managed by a number of public and private entities, and its existing uses range from active recreation, to habitat restoration and preservation to active oil and gas production and processing.

The Study project area begins at the State of California-owned Stocker Corridor to the East, and crosses through and connects the land and trail systems of Los Angeles County’s Ruben Ingold Park; the City of Los Angeles Norman O. Houston Park; Kenneth Hahn State Recreation Area (KHSRA), which is operated by Los Angeles County Department of Parks and Recreation; the Baldwin Hills Scenic Overlook, owned and operated by California State Parks; and Culver City Park to the west, owned and operated by the City of Culver City (see Figure 1.2).



Figure 1.1 Ballona Creek Watershed

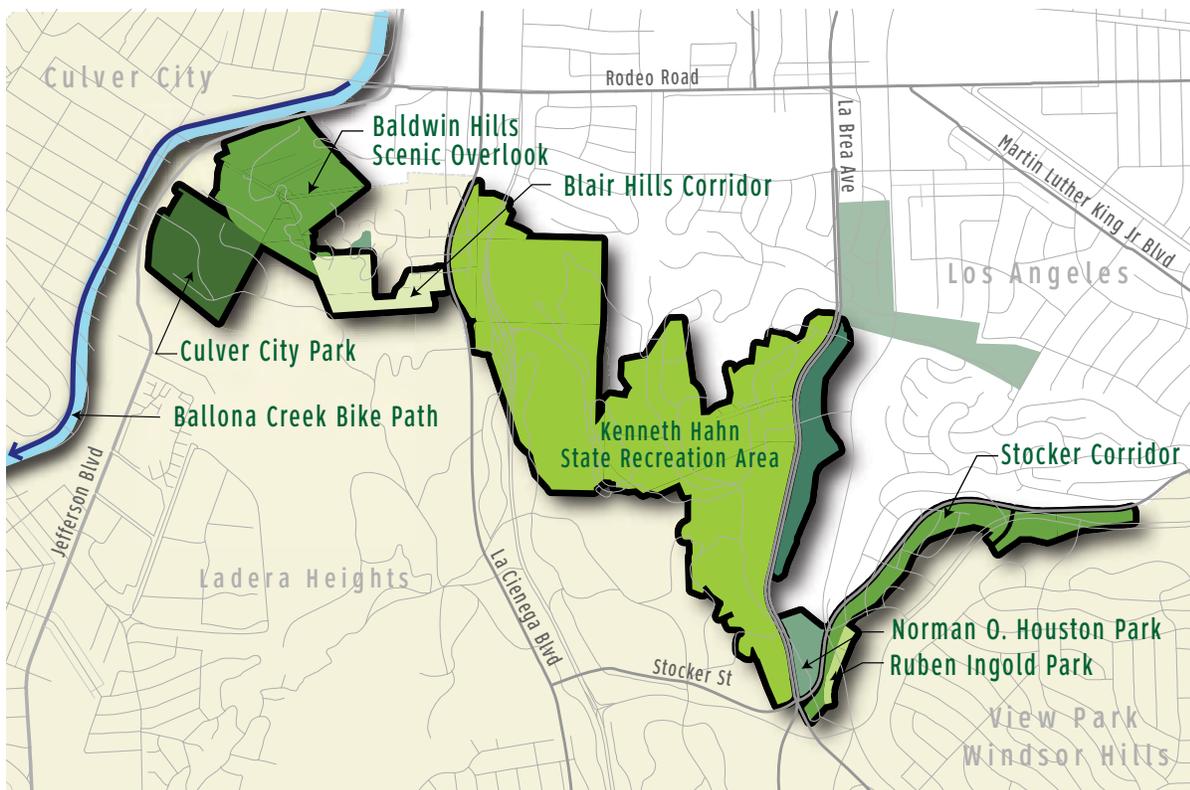
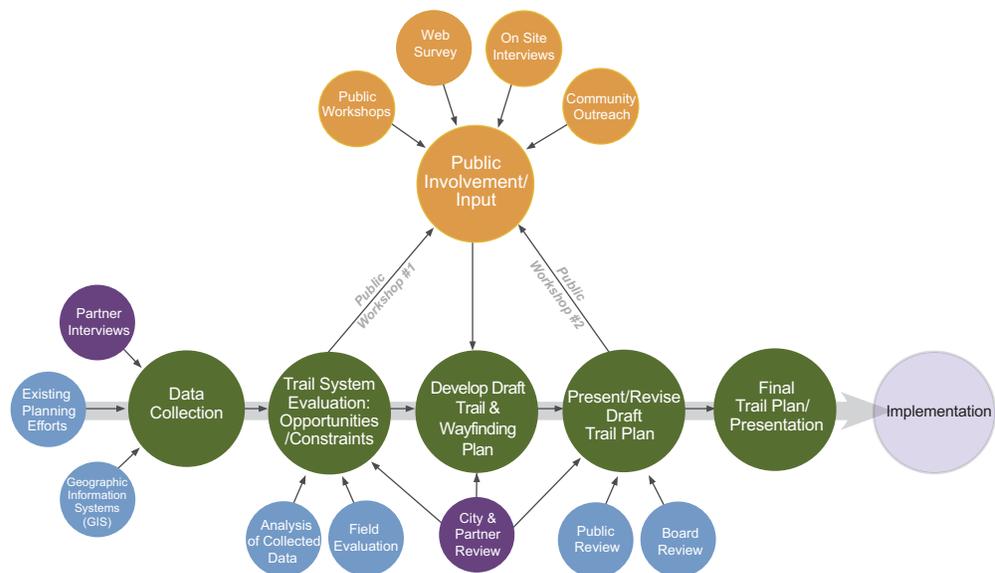


Figure 1.2 Park to Playa Trail Feasibility Study Study Area

## 1.3 Project Approach

In 2011, the MRCA, in partnership with the Office of Supervisor Mark Ridley-Thomas, retained Alta Planning + Design to prepare this Park to Playa Feasibility Study and Wayfinding Plan. The development of the Feasibility Study involved several phases, including coordination with project partners, data collection, evaluation of the existing environment and planning context, and extensive public participation at three key stages: 1.) route alternatives and corridor conditions stage; 2.) draft trail alignments and improvements stage; and 3.) draft Study report stage. The Study is designed to present the preferred trail alignments and recommendations for design, phasing, and implementation.



**Figure 1.3 Project Approach**

## 1.4 Project Partners

The Park to Playa Trail is a collaboration between numerous partners, including state agencies, regional entities, local governments and organizations as listed in Table 1.1. Project partners participated in technical advisory meetings and follow-up discussions to inform alignment recommendations and implementation actions.

## 1.5 Public Outreach

The public outreach program included information about the project posted on agency websites, an online survey, on-site interviews with trail and park patrons, and three public workshops. An overview of the public's comments and desires is presented in Chapter 2. A full report of public comments submitted at the public workshops can be found in Appendix A.

<b>Table 1.1 Park to Playa Trail Agency Partners</b>
<b>Land Owners and Land Managers</b>
Baldwin Hills Regional Conservation Authority
California Department of Parks and Recreation
City of Los Angeles Department of Recreation and Parks
City of Los Angeles Department of Transportation
City of Culver City
Los Angeles County Department of Public Works - Watershed Management Division
Los Angeles County Flood Control District
Los Angeles County Parks and Recreation
<b>Agencies</b>
Office of Second District Supervisor Mark Ridley-Thomas
Mountains Recreation and Conservation Authority
Baldwin Hills Conservancy
California State Coastal Conservancy
Santa Monica Bay Restoration Commission

## 1.6 Project Objectives

The Park to Playa Trail (the Trail) is a regional network that ties together trails and paths in several jurisdictions and park facilities. The design of the Trail will vary depending on site conditions and uses and the policies and practices of the agency with jurisdiction over the relevant portion of the route. In this context, the participating agencies agreed to basic shared design objectives and a recommended design guidelines for the Trail.

The following objectives guide the planning and implementation of the Park to Playa Trail. The objectives are guidelines rather than adopted policies, but they are consistent with the policies and practices of the agencies involved in the trail project. In some cases there might be conflict between objectives on a particular trail section or feature. In these cases the policies and processes of the agency with jurisdiction would be used to make a determination, with the other participating agencies in a commenting role.

1. Provide a Park to Playa regional trail identity in terms of public awareness, involvement and useful public information;
2. Provide a trail that can be easily found and followed by users, with a unique design signature created by signage and design elements;
3. Provide connections to important destinations in the region by coordinating with other existing and planned trails, bicycle and pedestrian routes;
4. Be compatible with the facilities, policies and uses of the park and private lands on or adjacent to the trail route;

5. Respect private property rights and work only on a willing seller basis to acquire land or easements for the trail where public access does not currently exist;
6. Provide a safe and enjoyable trail experience by designing and managing to standards and best practices;
7. Provide a sustainable trail that avoids impacts on the environment or neighbors and requires minimal maintenance;
8. Improve the natural habitat along the trail by realigning inappropriately designed or unnecessary existing trails and disturbed areas and restoring them back to native landscape;
9. Provide or identify support facilities for trail users such as parking, restrooms, water, and bike racks,
10. Provide amenities such as benches, shade, interpretive materials, and art installations to make the trail a more enjoyable and informative experience.

## 2. Existing Environment



*The Park to Playa Trail supports the goals and objectives of the Baldwin Hills Master Plan One Big Park concept*



This chapter describes the existing environment in the Baldwin Hills that provides the setting for the feasibility study and wayfinding plan. Relevant existing plans and current projects are reviewed for their relevance to trail development. Existing conditions are reviewed and analyzed to identify the opportunities and constraints for trail connections in the corridor. Finally, existing public attitudes, concerns, and priorities are summarized from the public input process.

## 2.1 Document Review

### *Relevant Park Plans*

Developed in 2000, the “Park to Playa” vision has been continually supported this past decade through planning projects and public support. Several documents are the guiding resources for information on the Park to Playa Feasibility Report and Implementation Plan. The Baldwin Hills Master Plan-One Big Park, Baldwin Hills Linkages and Access Plan, and Kenneth Hahn State Recreation General Plan Amendment all support a trail system from the Stocker Corridor to Ballona Creek. The Baldwin Hills Conservancy Draft 2010 Strategic Plan identified the “Park to Playa” concept as a top priority project.

The previous plans represent important efforts, provide valuable insight and background, and have influenced the development of this Study. These plans are reviewed and summarized below only as they relate to existing conditions and future needs for the Park to Playa Trail within the Baldwin Hills. For further information, please consult the reviewed document in its entirety.

### **Baldwin Hills Park Master Plan- One Big Park (2002)**

The Baldwin Hills Park Master Plan, prepared for California Department of Parks and Recreation and the Baldwin Hills Conservancy, serves as a guide for future natural open space and parkland acquisition and improvements, facility development, habitat restoration and for developing connections to trails, parks and other public facilities. The One Big Park concept envisions a continuous two-square mile park created by the construction of a land bridge spanning LA Cienega Boulevard. The Park to Playa trail recommendations support the goals of the Baldwin Hills Park Master Plan in terms of improving pedestrian and bicycle access to existing trails and improving and establishing connections between park properties. Recommendations carried forward are the ideas of providing greater access to the park, universally accessible trail head entrances, and grade separated crossings over busy roadways.

### **Baldwin Hills Access & Linkages Study (2005)**

In 2005, The Baldwin Hills Conservancy prepared the Access & Linkages Planning Study, which built upon the Baldwin Hills Park Master Plan. This study identified projects within the Baldwin Hills that increased public access, raised the awareness of the larger Baldwin Hills park area, and provided enhanced recreational amenities. Since the completion of this study several projects have been implemented, including the Stocker Corridor Trail, the Eastern Gateway Entrance in Kenneth Hahn State Recreation Area,

and a branding and signage system that was designed as part of this project and is scheduled to be installed in 2011.

### County of Los Angeles Trail Manual (2011)

The County of Los Angeles Department of Parks and Recreation (LACDPR) developed a trail manual to provide guidance to County departments for trail planning, design, development and maintenance. The Park to Playa design guidelines identified in Chapter 4 are consistent 2011 LACO Trail Manual.

### Bicycle Plans

Providing bicycle and pedestrian access to the Park to Playa Trail is an important component of the Feasibility Study. This Study has referenced the planned bicycle facilities from the 2010 Los Angeles Bicycle Plan Update, the 2011 Draft Los Angeles County Bicycle Master Plan and the 2010 Culver City Bicycle and Pedestrian Master Plan.

### Additional Plans Reviewed

- Site Analysis Report and Trail head Plan for 6024 and 6034 West Jefferson. Report by North East Trees, October, 2007
- Ballona Creek and Trail Focused Special Study –Baldwin Hills to Washington Blvd. Plan by RRM Design Group, June 2003.
- Park to Playa Logos for Ranking and notes, MRCA
- Baldwin Hills Signage Guidelines 8-19-05- Road signs- directions to park from surrounding area. Installation completed Spring of 2011.
- Ballona Creek Branding and Street Signs, MRCA
- Baldwin Hills Scenic Overlook Signage Diagram, State Parks

### *Active Projects in Park to Playa Corridor*

#### Stocker Corridor Trail Improvements

The Baldwin Hills Conservancy has prepared 80% construction documents to realign two segments of the Stocker Corridor Trail that currently encroach onto private property. The proposed re-alignments have been referenced in the Park to Playa recommendations.

#### KHSRA Eastern Gateway Entrance

Baldwin Hills Conservancy has recently completed a project to formalize the neighborhood entrance to the Eastern Ridgeline along La Brea Avenue at Don Lorenzo Drive. The entryway and access improvements include a staircase access, storm water management improvements, and new native plant planting.

#### KHSRA Eastern Ridgeline Project

Los Angeles County Department of Public Works is designing and constructing this



*Design for the Eastern Ridgeline Trail is underway.*

trail connection along the Eastern Ridgeline of KHSRA as part of a larger project to add amenities and landscape restoration in the Eastern Ridgeline area. This plan provides for a 10' wide decomposed granite trail adjacent to a future access road from the existing parking lot at Janice's Green Valley, and extending south to a loop along the Eastern Ridgeline. In addition, the project will install outdoor fitness equipment along the trail. The scope of the project has been expanded to include a trail connection down to the Five Points intersection.

### **City of Culver City Proposed Intersection Improvements at Jefferson Boulevard at Hetzler Road**

The City of Culver City has received grant funding from the BHC to improve pedestrian conditions at the entrance to Baldwin Hills Scenic Overlook. The proposed improvement will involve constructing a sidewalk in conjunction with a new traffic signal and crosswalk at Jefferson Boulevard and Hetzler Road. Additional improvements include curb extensions, raised median islands, bike lanes and parking lot improvements. Constructing sidewalks will provide a continuous pedestrian walkway between Duquesne Avenue and Higuera Avenue and the intersection improvements will yield a more comfortable and efficient travel for motorists, bicycles, pedestrians.

## **2.2 Existing Conditions**

The Park to Playa trail is planned to traverse approximately 15 miles through the Baldwin Hills to the Pacific Ocean (see Figure 2.1). The trail has a starting elevation of approximate 320 feet above sea level and reaches 515 feet above sea level in Kenneth Hahn State Recreation. Figure 2.2 shows the approximate elevation profile of the trail if you were to walk it today.

Within the Baldwin Hills, the Park to Playa Trail traverses six developed public parks and one open space area. In the east, the Stocker Corridor is a 33-acre linear open space with 2' to 6' wide compacted earth trail. Located along Stocker Street between Presidio Drive and La Brea Avenue, the trails are popular with neighborhood pedestrians as route to and from KHSRA. Ruben Ingold Park, located at the top of the slope above the Stocker Corridor Trail is owned by Los Angeles County. The park has a track loop and outdoor exercise equipment. Norman O. Houston Park, a four-acre park owned the City of Los Angeles includes a loop trail, lawn area, basket ball courts, playground equipment and outdoor fitness equipment. At the Five Points intersection of Stocker Street, La Brea Avenue and Overhill Drive the Stocker Trail Corridor, Norman O. Houston Park and Kenneth Hahn State Recreation Area (KHSRA) anchor the eastern gateway of Baldwin Hills.

KHSRA supports 319 acres of passive recreation, including five miles of hiking trails, scenic vistas, picnic sites, "tot lots," a fishing lake and a community center. The KHSRA is managed by the LACDPR. The Eastern Ridge line Facilities Expansion brings new parking facilities and improved access to trails within KHSRA.

Between KHSRA and BHSO is an open space area owned by Baldwin Hills Regional Conservation Authority. Not currently open to public use, building a trail through this property is the most important new connection for the Park to Playa Trail in the

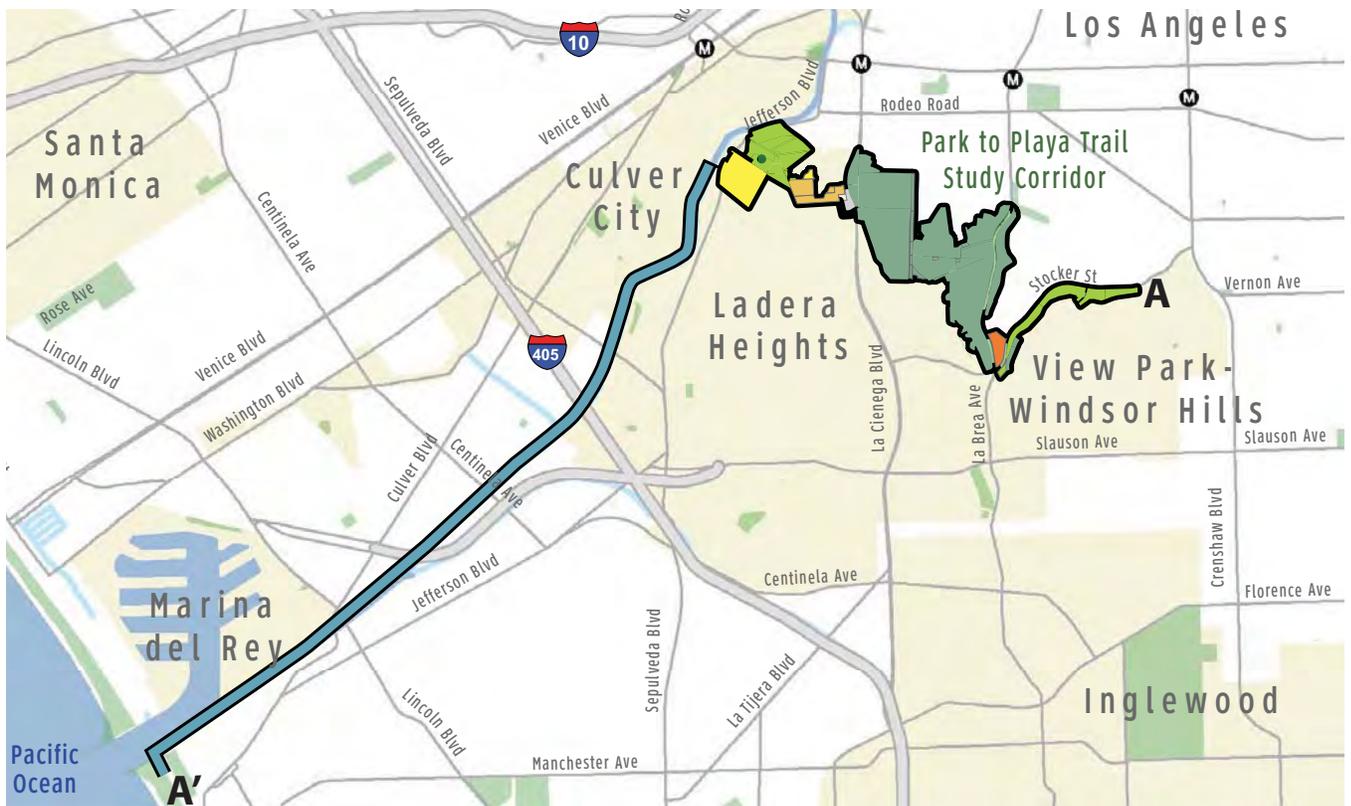


Figure 2.1 Parklands of the Park to Playa Trail

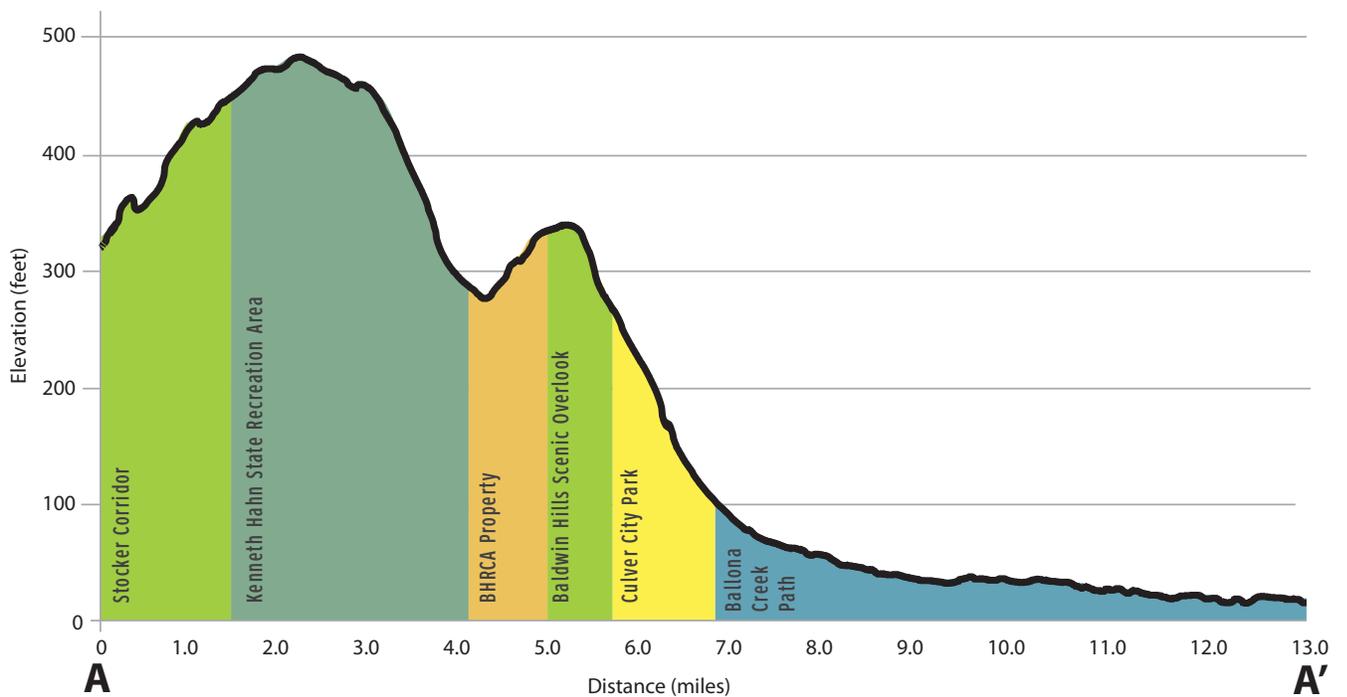


Figure 2.2 Park to Playa Trail Profile

Baldwin Hills.

Baldwin Hills Scenic Overlook (BHSO), located along the western ridge top, affords dramatic panoramic views of the Los Angeles region from the Santa Monica Bay to the San Gabriel Mountains. A parking lot and trailhead lead to a visitor center, trails, picnic sites and the observation area.

## 2.3 Regional Connections

The Park to Playa Trail can be accessed from all modes of transportation.

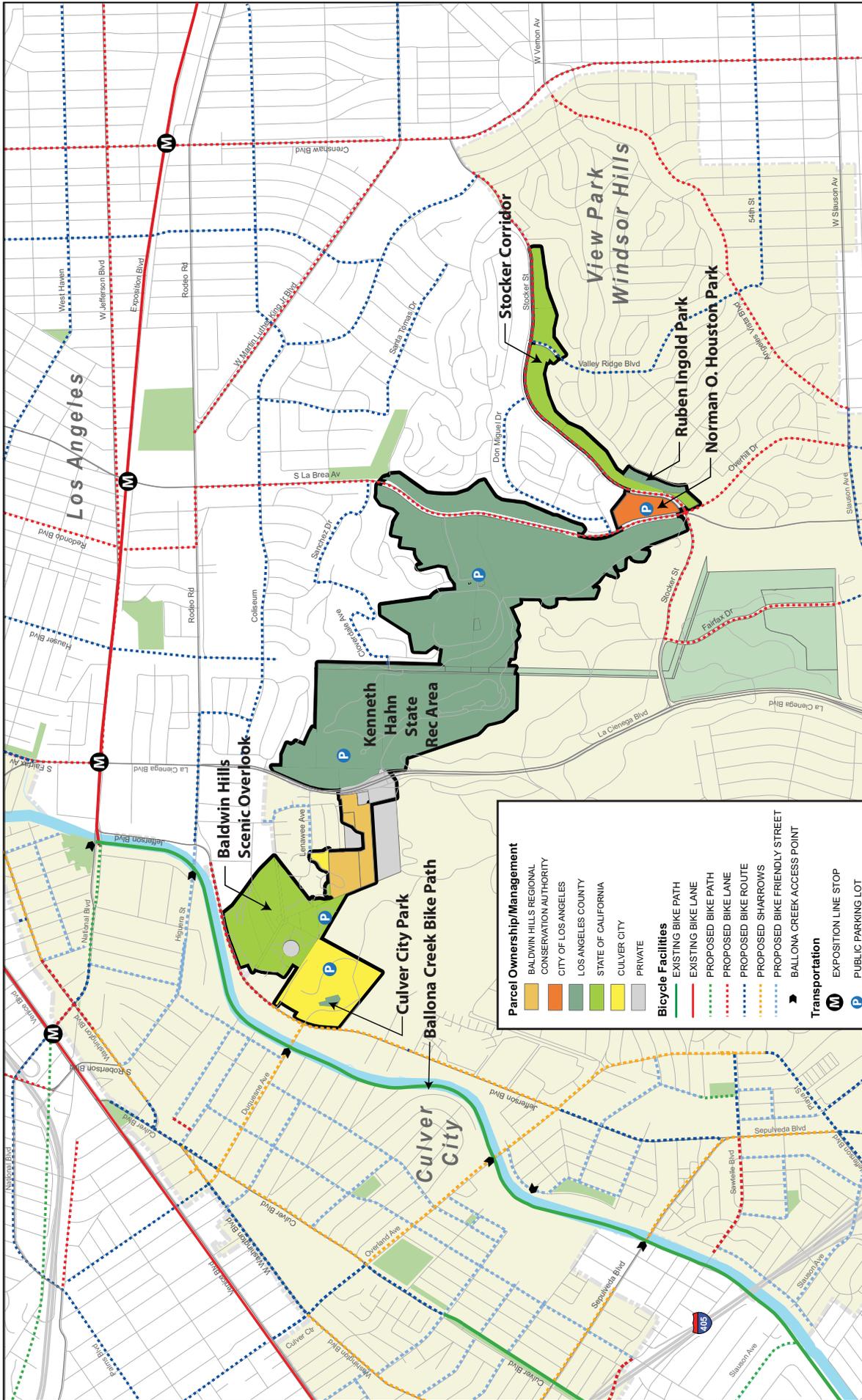
**By Biking or Walking:** The public identified the need for safe bicycle and pedestrian connections to the trail as a high priority (see section 2.5 Community Identified Use and Needs). High speed arterial roads plus a lack of an existing on-street bicycle network and limited sidewalks make accessing the trail from the north, south and east difficult by biking or walking. Plans for improving the bicycle network around the Baldwin Hills are underway. Map 2-1 identifies the proposed bike facilities from the Bike Plans by the City of Los Angeles (2010 Update), County of Los Angeles (2011-Draft) and Culver City (2010). It will be necessary to coordinate and collaborate with these jurisdictions in order to realize comprehensive bike and pedestrian access to the parklands.

**By Public Transportation:** The Trail will be accessible by public transportation. The Metro Expo Line will connect downtown Los Angeles to Culver City in 2012, and is expected to extend west to Santa Monica by 2015. Three Expo stations are located within 1 mile of the Baldwin Hills. In addition a light-rail line along Crenshaw Boulevard is expected to open later this decade connecting the Expo Line and Los Angeles International Airport. Several bus lines also run throughout the Baldwin Hills including the Metro 42 on Stocker Street, the Metro 212 and 312 on La Brea Avenue, Culver City Bus 4 on Jefferson Boulevard and Bus 5 on Lenawee Avenue.

**By Car:** The Trail is easily accessible by car. Public parking lots in Kenneth Hahn State Recreation Area and Baldwin Hills Scenic Overlook accommodate users from around the County. Parking lots in Norman O. Houston Park and Culver City Park are smaller and targeted for neighborhood users.

## 2.4 Opportunities and Constraints

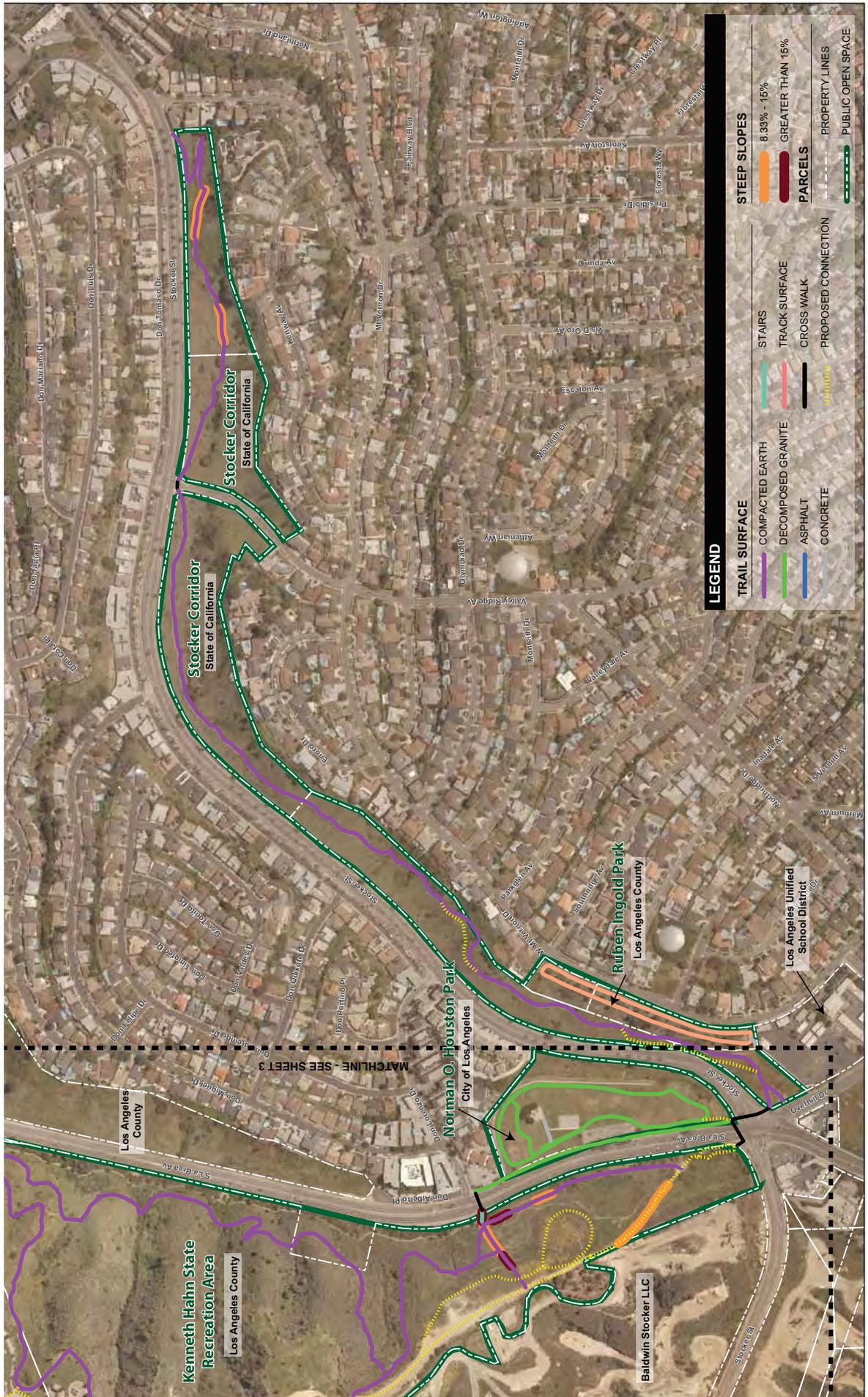
The regional trail is broken down into discreet segments to document existing trail and corridor conditions and to identify specific opportunities and constraints within each segment. A slope analysis was conducted using available topographic information from Los Angeles County Department of Parks and Recreation, the City of Los Angeles, and the Baldwin Hills Conservancy in order to determine where sections exceed the Americans with Disabilities Act guidelines for recreational trails. Site photos provide examples of existing conditions along the route. picnic sites and the observation area. Maps 2-2 through 2-5 provide an overview of the existing trails within the park areas. Following is the segment by segment analysis of the opportunities and constraints.



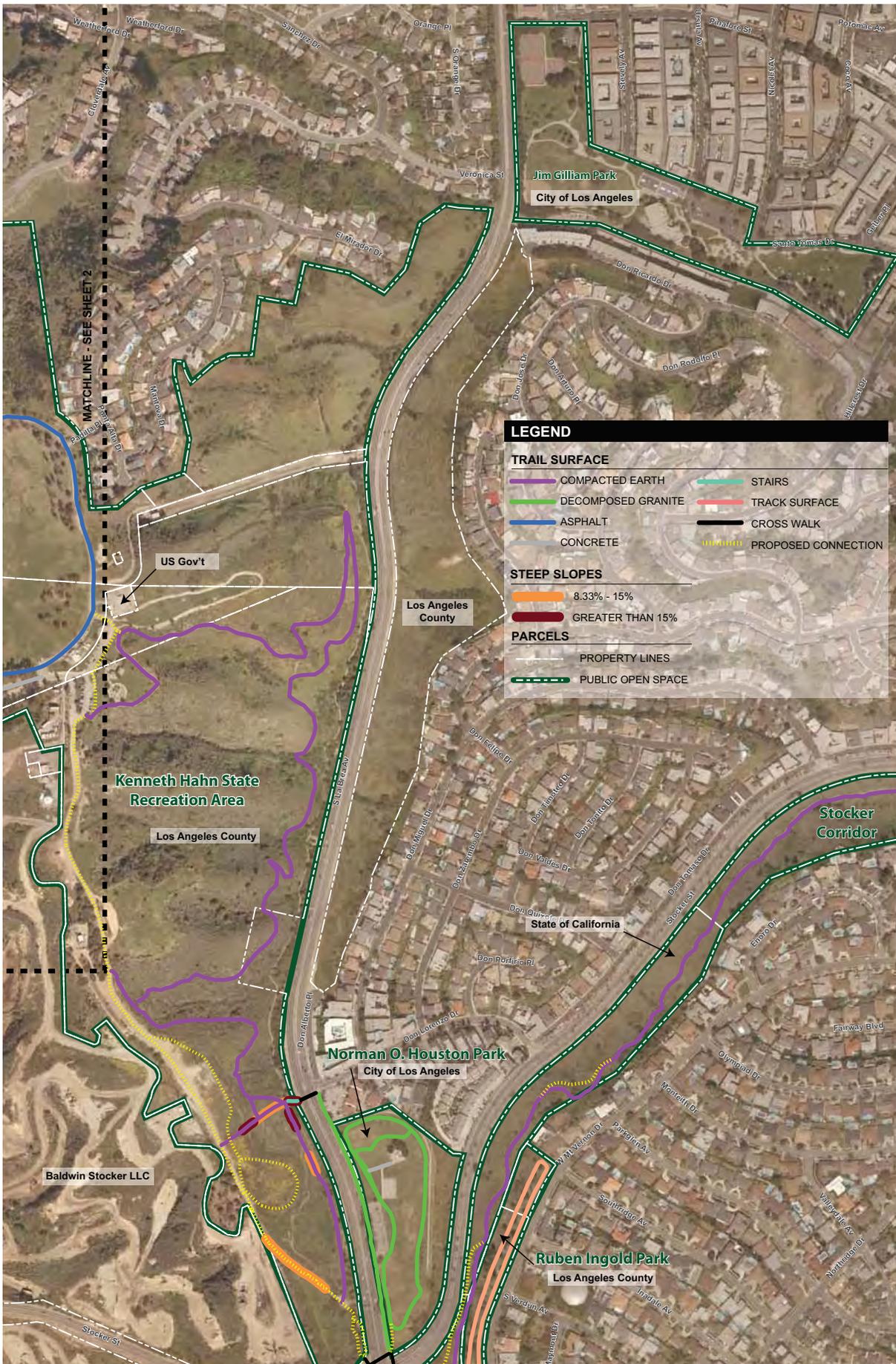
Parcel Ownership/Management	
[Orange Box]	BALDWIN HILLS REGIONAL CONSERVATION AUTHORITY
[Light Green Box]	CITY OF LOS ANGELES
[Dark Green Box]	LOS ANGELES COUNTY
[Yellow Box]	STATE OF CALIFORNIA
[Light Blue Box]	CULVER CITY
[White Box]	PRIVATE
Bicycle Facilities	
[Solid Green Line]	EXISTING BIKE PATH
[Dashed Green Line]	EXISTING BIKE LANE
[Dotted Green Line]	PROPOSED BIKE PATH
[Dotted Orange Line]	PROPOSED BIKE LANE
[Dotted Blue Line]	PROPOSED BIKE ROUTE
[Dotted Yellow Line]	PROPOSED SHARROWS
[Dotted Purple Line]	PROPOSED BIKE FRIENDLY STREET
[Blue Arrow]	BALDWIN CREEK ACCESS POINT
Transportation	
[M Symbol]	EXPOSITION LINE STOP
[P Symbol]	PUBLIC PARKING LOT

**Park to Playa Regional Connections**

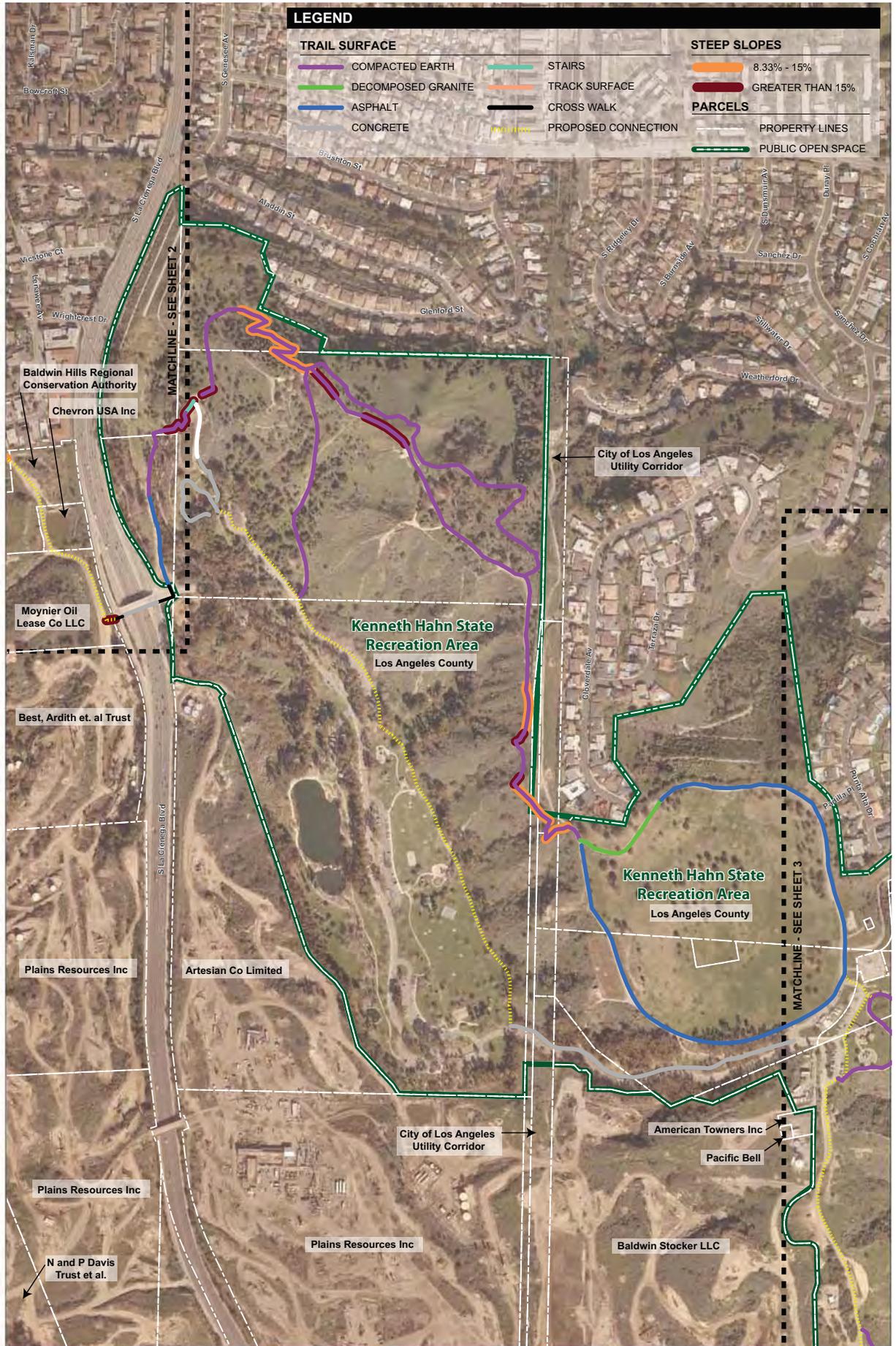
Park to Playa Trail Feasibility Study  
 Funded By: Baldwin Hills Regional Conservation Authority  
 Source: Data LA County Big Maps Date: 12/2/21



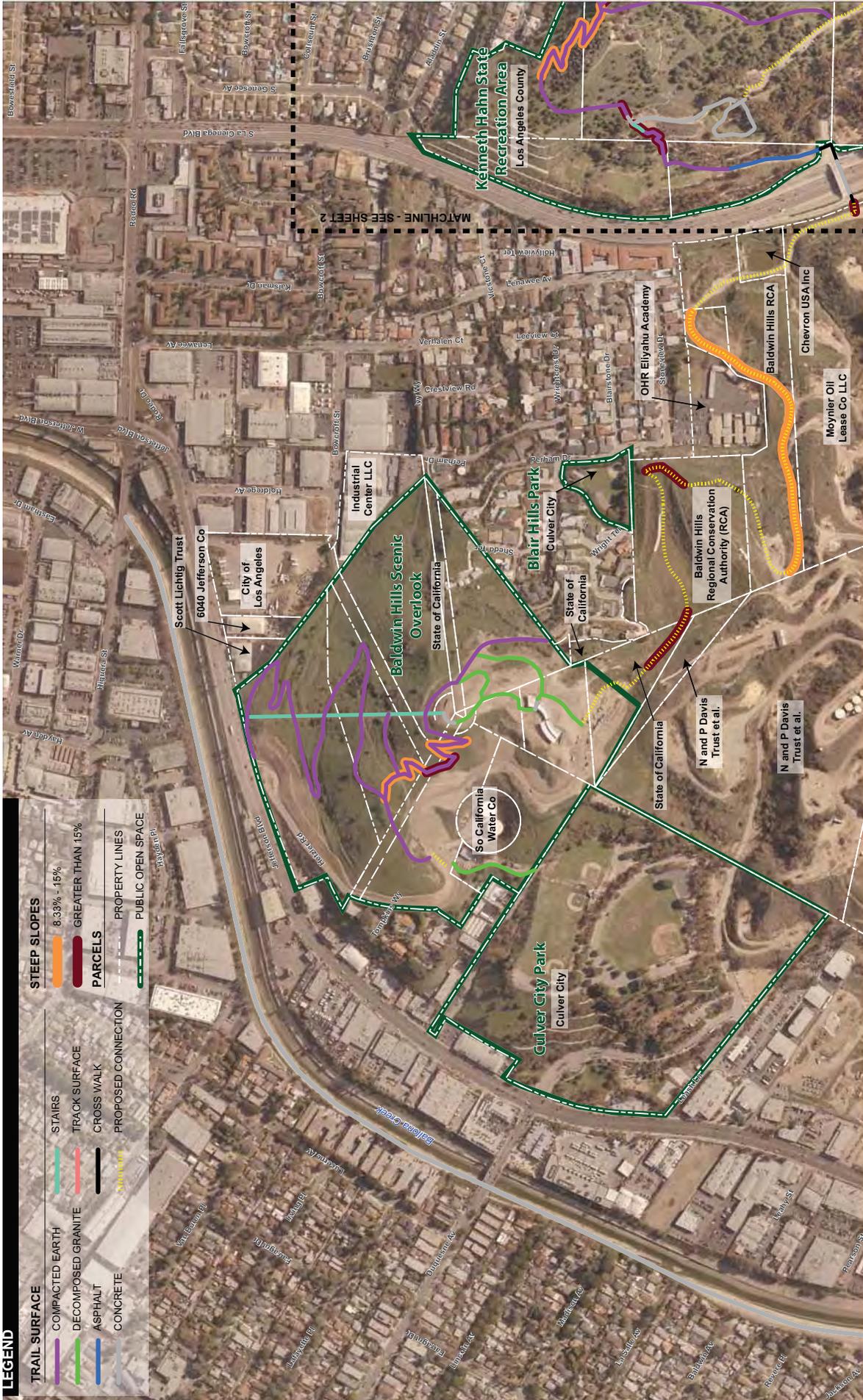
Map 2-2 Existing Trails - 1 of 4



Map 2-3 Existing Trails - 2 of 4



Map 2-4 Existing Trails - 3 of 4



**LEGEND**

- TRAIL SURFACE**
- COMPACTED EARTH
- DECOMPOSED GRANITE
- ASPHALT
- CONCRETE
- STAIRS
- TRACK SURFACE
- CROSS WALK
- PROPOSED CONNECTION
- STEEP SLOPES**
- 8.33% - 15%
- GREATER THAN 15%
- PARCELS**
- PROPERTY LINES
- PUBLIC OPEN SPACE

Map 2-5 Existing Trails - 4 of 4

# Stocker Corridor East

**Description:**

The eastern limit of the Park to Playa Trail originates along Stocker Street at Presidio Drive. The Stocker Corridor trail is cut into a north facing slope along Stocker Street, a 4-lane arterial road with raised median.

**Ownership/Management:**

Parcel 1- State of California Parks  
(See map to right for parcel number location)

**Trail Types:**

Existing 3' to 5' wide compacted earth trail.

**Allowed Uses:**

- Hiking, leashed dog walking, biking

**Opportunities:**

- Connection to bus route on Stocker Street
- Neighborhood connections from View Park
- Visible from Stocker Street
- Signalized intersection at Stocker Street and Valley Ridge Avenue allows for safe pedestrian crossing

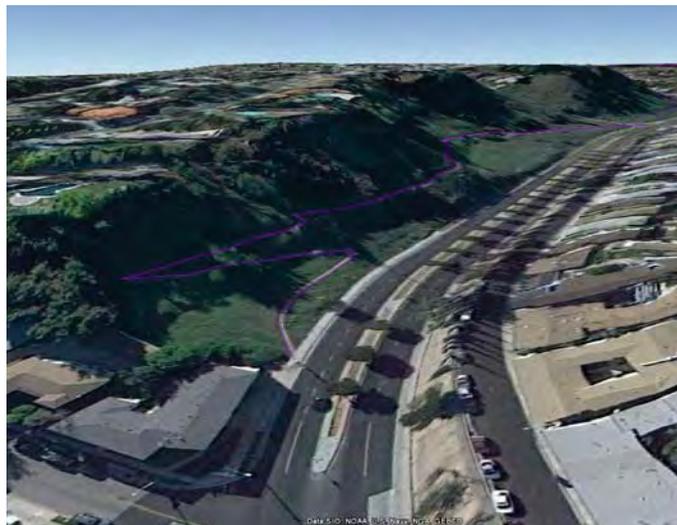
**Key Map:**



**Constraints:**

- Limited visibility of trail access at Presidio Drive
- Very steep switchback transitions at eastern entrance
- Erosion along slope of bench trail
- Segments with grade between 8.4% to 15%
- Limited public parking, potential conflicts with residential on-street parking

**Google Earth Flythrough**



Looking west along Stocker Street, visibility of trail access from Presidio Drive is constrained by cars often parked in adjacent private driveway.



The intersection at Valley Ridge Road and Stocker Street is signalized with pedestrian actuated signals.

## Stocker Corridor East

### Slope Analysis



### Site Photos



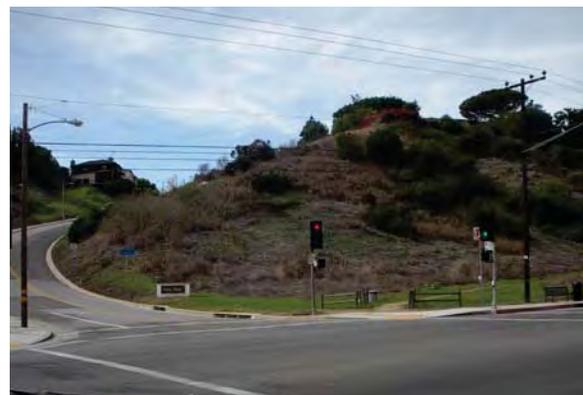
Steep switchback transition at eastern end of trail.



Unstable slope along bench trail.



View of trail entrance near Presidio Drive looking south



Trail access at Valley Ridge Avenue looking southwest from Stocker Street.

# Stocker Corridor West

**Description:**

At the Five Points Intersection of Stocker Street, La Brea Avenue and Overhill Drive four park area meet. Ruben Ingold Park is located above the Stocker Trail at the top of the slope. Stocker Trail is cut into the north facing slope. Across the valley of Stocker Street is Norman O. Houston Park, and KHSRA is located across La Brea Avenue.

**Ownership/Management:**

- Parcel 1- Stocker Corridor: State of California Parks
- Parcel 2- Ruben Ingold Park: Los Angeles County Parks
- Parcel 3- Norman O. Houston Park: Los Angeles City Parks
- Parcel 4- Kenneth Hahn State Recreation Area

**Trail Types:**

- 1- Stocker Corridor: 3' to 5' wide compacted earth trail.
- 2- Ruben Ingold Park: Sport track surface
- 3- Norman O. Houston Park: Decomposed granite

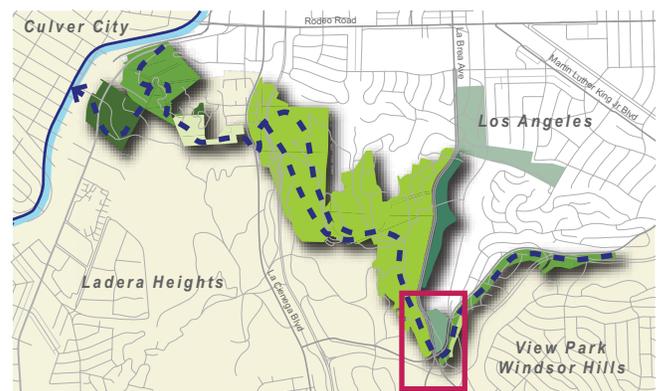
**Allowed Uses:**

- 1- Stocker Corridor: Hiking, leashed dog walking, biking
- 2- Ruben Ingold Park: Hiking, leashed dog walking
- 3- Norman O. Houston Park: Hiking, leashed dog walking

**Opportunities:**

- Outdoor fitness stations and drinking fountains at Ruben Ingold Park
- Connect Ruben Ingold Park and View Park neighborhood and Elementary School to Stocker Trail
- Topography provides the opportunity for a bicycle and pedestrian bridge across Stocker Street
- Create a connection to Eastern Ridge Line from Stocker Trail
- Existing public parking, drinking fountains, picnic tables and planned restroom facility at Norman O. Houston Park
- Enhance trailhead at Stocker Trail, opportunity for public parking lot
- Pedestrian actuated signals crossing Stocker Street and La Brea Avenue

**Key Map:**



**Constraints:**

- Steep, unstable slope between Ruben Ingold Park and Stocker Corridor
- Erosion along Stocker Trail
- Vehicle dominated intersection of three arterial roads
- Existing sidewalk along Norman O. Houston Park is directly adjacent to La Brea Avenue without a buffer and is not ADA compliant
- Connection from northwest corner of Houston Park to Eastern Gateway at Don Lorenzo Drive constrained by large irrigation equipment

**Google Earth Flythrough**



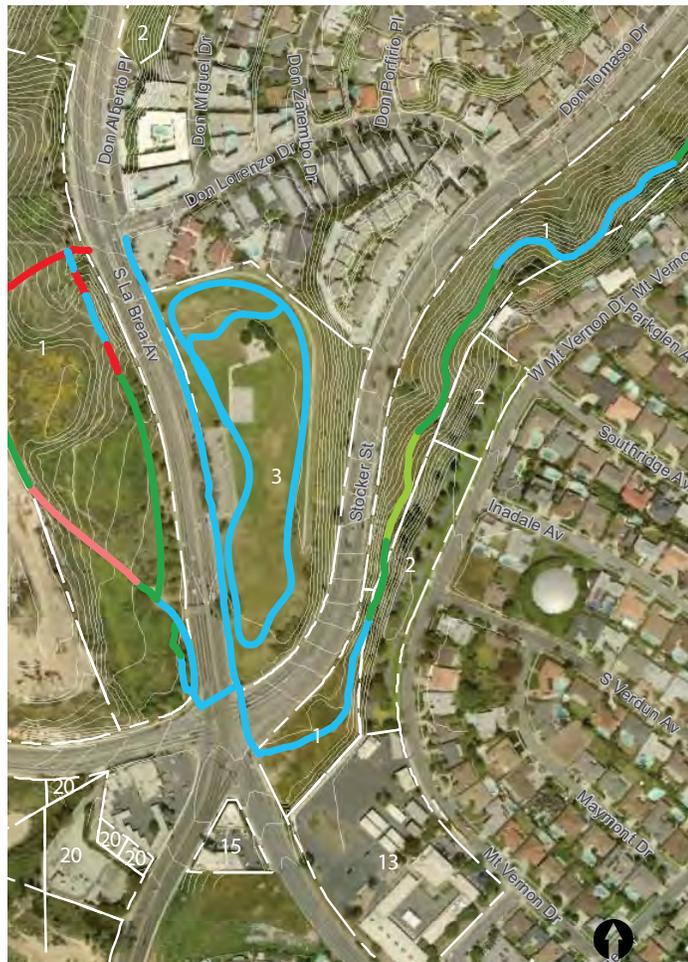
Looking west along Stocker Street, Ruben Ingold Park is located at the top of the slope, Stocker Corridor Trail runs parallel to Ingold park down slope, and Norman O. Houston park is located across the valley of Stocker Street.



Five Points intersection looking north along La Brea Boulevard with Norman O. Houston park in the background.

Stocker Corridor West / Five Points Intersection

Slope Analysis



Gradients: ■ > 2%    ■ 5.1% - 8.33%    ■ < 15%  
■ 2% - 5%    ■ 8.4% - 15%    5' Contour

Site Photos



Example of erosion of the top bank where the trail has been cut into a slope. A split rail fence is a barrier to the steep slope below.



An existing Stocker Corridor trailhead kiosk located at the Five Points intersection is under-utilized.

Site Photos



The vehicle dominated Five Points intersection has pedestrian activated signals and some existing curb ramps. Curb cuts are needed at the northeast corner of Stocker and La Brea. The crossings would need to be improved to meet ADA standards.



Ruben Ingold Park is a popular walking/jogging track with outdoor fitness stations.

# Kenneth Hahn State Recreation Area

## KHSRA Eastern Ridgeline

**Description:**

Connecting to KHSRA will occur along the Eastern Ridgeline.

**Ownership/Management:**

Parcel 1- Kenneth Hahn State Recreation Area: Owned by State of California Parks and managed by Los Angeles County Parks  
 Parcel 9- Private

**Trail Types:**

12' to 20' access road along top of ridge  
 3' to 5' wide compacted earth trail - part of La Brea Loop Trail  
 16' wide trail from Don Lorenzo Entrance to top of ridge

**Allowed Uses:**

Hiking, leashed dog walking, biking

**Opportunities:**

- New gateway entrance at Don Lorenzo Drive formalizes neighborhood access to KHSRA
- Eastern Ridgeline Project installing 10' wide decomposed granite path along ridge line and down to Five Points. This project will also install four outdoor fitness zones.
- Create public access to KHSRA at Five Points intersection
- Connection to Jim Gilliam Park along La Brea Greenbelt East
- Metro Bus stop on La Brea Avenue at Don Lorenzo Drive
- Views to downtown Los Angeles and San Gabirel Mountains provide interperetive opportunity
- Opportunities for habitat restoration

**Key Map:**



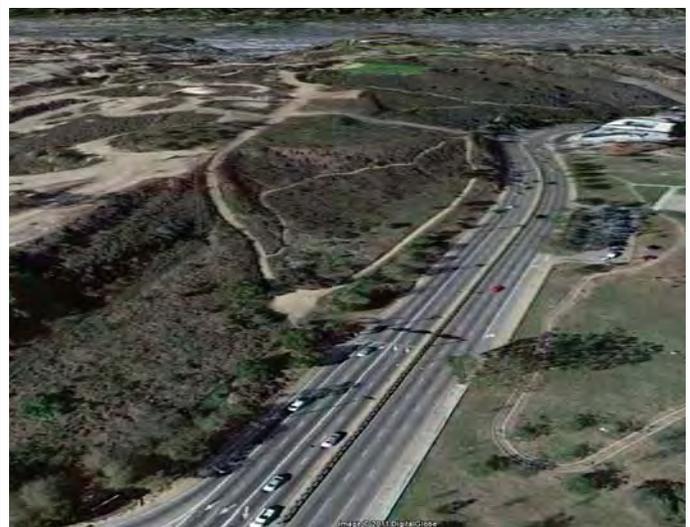
**Constraints:**

- Stairs at the Don Lorenzo Drive Gateway entrance and steep slopes above 15% leading to top of the ridgeline do not allow for an accessible route.

**Google Earth Flythrough**



Looking west at Don Lorenzo Drive at the Eastern Gateway to KHSRA.



Looking north toward the Eastern Ridge Line from the Five Points intersection.

## KHSRA Eastern Ridgeline

## Slope Analysis



## Site Photos



The Eastern Gateway provides a formalized entrance to KHSRA at Don Lorenzo Drive, however it is not ADA accessible.



Panoramic views to downtown Los Angeles and San Gabriel mountains provide an interpretive opportunity.



An access road along the top of the eastern ridgeline provides for a wide trail corridor.

# Kenneth Hahn State Recreation Area

## KHSRA Janice's Green Valley

**Description:**

Janice's Green Valley is located at the top of the KHSRA entrance road. The Bowl Loop trail circles the Valley.

**Ownership/Management:**

Parcel 1- Kenneth Hahn State Recreation Area: Owned by State of California Parks and managed by Los Angeles County Parks

**Trail Types:**

- 12' to 15' wide asphalt
- 6' wide decomposed granite
- 3' to 5' wide compacted earth

**Allowed Uses:**

Hiking, leashed dog walking, biking

**Key Map:**



**Opportunities:**

- Existing trailhead amenities including public parking, restrooms, drinking fountain and picnic tables
- Playground
- Utility corridor connection to Mid-City Los Angeles
- Connections to existing loop trails
- Connection to surrounding neighborhood and La Brea Avenue
- Accessible connection from Janice's Green Valley to lower picnic area
- Opportunities to restore concrete drainages to more naturalized drainages

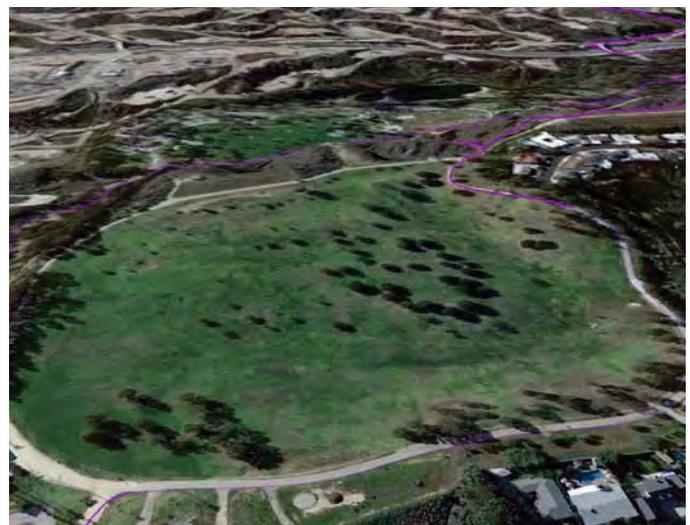
**Constraints:**

- Potential trail use conflicts in parking area - trail users and people accessing facilities (restrooms, playground, ect.) from thier cars
- Narrow, steep sidewalk adjacent to park entrance road from bowl loop down to picnic area
- Concrete drainage v-ditch

**Google Earth Flythrough**



Looking north from the eastern ridgeline to the parking area at the top of KHSRA park entrance road.



View of Janice's Green Valley looking west.

## KHSRA Janice's Green Valley

### Slope Analysis



**Gradients:** — > 2%    — 2% - 5%    — 5.1% - 8.33%    — 8.4% - 15%    — < 15%  
— 5' Contour

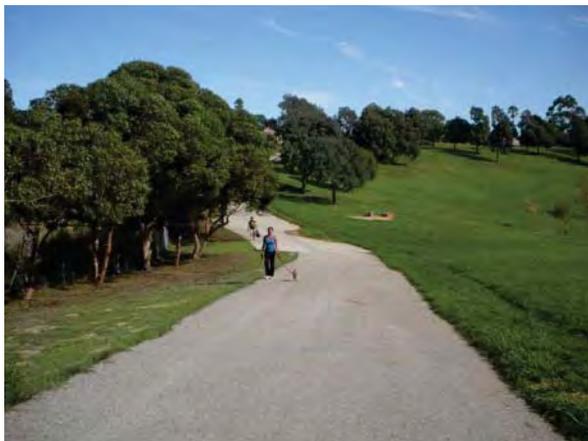
### Site Photos



The 911 Finger trail is a decomposed granite loop trail adjacent to Janice's Green Valley.



Concrete sidewalk with concrete drainage v-ditch leads from the lower picnic area up to Janice's Green Valley.



The Bowl Loop is a 12' to 15' wide asphalt path around Janice's Green Valley. The path also serves as a utility access road.



Compacted earth trail in Janice's Green Valley.

# Kenneth Hahn State Recreation Area

## KHSRA Western Ridgeline

**Description:**

The City View trail follows the Western Ridgeline and is an exposed trail that leads to the Japanese Waterfall plaza and down to the Olympic Forest near the entrance of KHSRA.

**Ownership/Management:**

Parcel 1- Kenneth Hahn SRA: Owned by State of California Parks and managed by Los Angeles County Parks

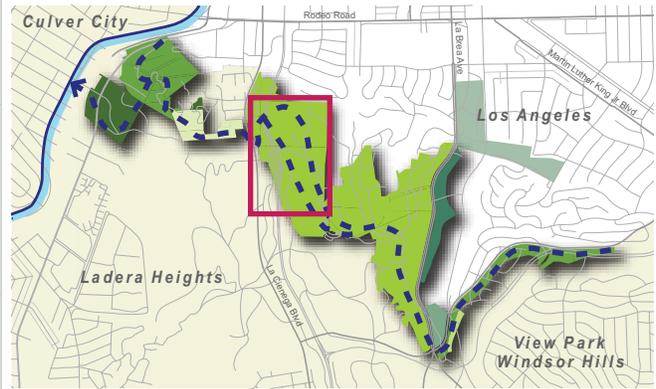
**Trail Types:**

3' to 5' wide compacted earth

**Allowed Uses:**

Hiking, leashed dog walking, biking

**Key Map:**



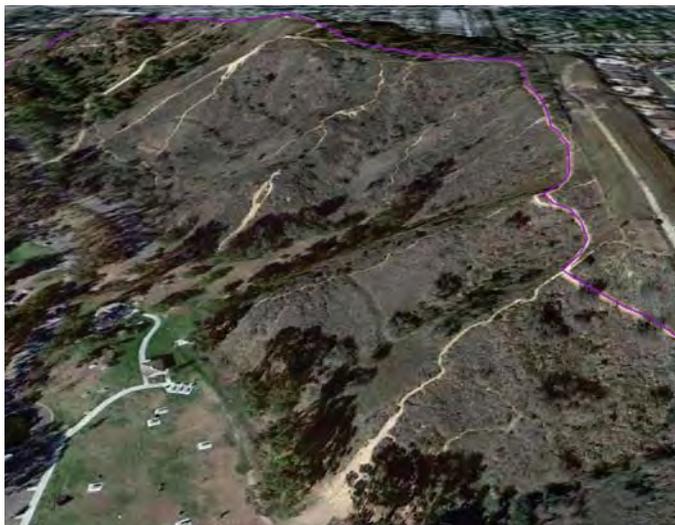
**Opportunities:**

- Scenic views of surrounding landscape, oil fields and Pacific Ocean from top of ridge line
- Overlooks with interpretive signs at Inspiration Point and Autumn's Peak
- Wide trail corridors along existing fire roads
- Existing trailhead amenities at the Japanese Gardens including public parking, restrooms and drinking fountains
- Improve crosswalks at park entrance

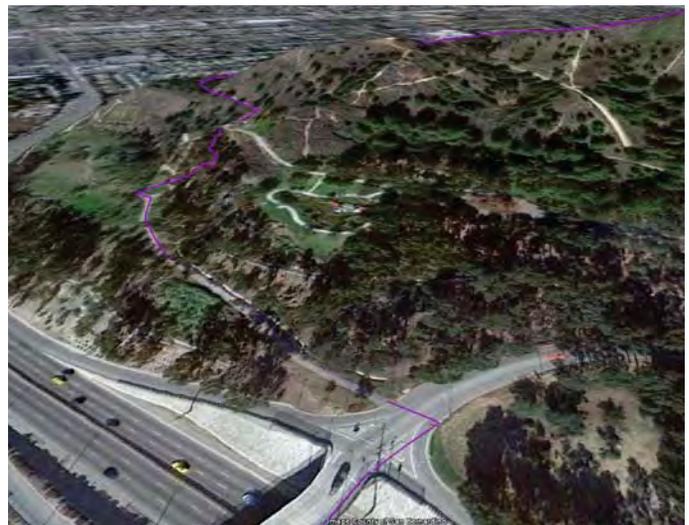
**Constraints:**

- Trail segments with steep slopes above 15%
- Areas with very steep switchback transitions
- Trail erosion
- Staircase from the Japanese Waterfall down to the Olympic Forest
- Narrow bridge across La Cienega Boulevard

**Google Earth Flythrough**



Looking north along City View trail.



Entrance to KHSRA.

## KHSRA Western Ridgeline

### Slope Analysis



### Site Photos



Areas with steep running slopes have lead to deep runnels from water eroding the trail surface.



17% slope along an existing trail leading to the top of the Western Ridgeline.



Shade structure and interpretive view point at the top of the Western Ridgeline.



A narrow asphalt path with concrete drainage V-ditch connects the Japanese Garden to the Olympic Forest.



A wooden staircase from the Japanese Waterfall Plaza connects down to the Olympic Forest.

# Blair Hills Corridor

## Baldwin Hills Resource Conservation Authority Property

**Description:**

The Baldwin Hills Resource Conservation Authority property in the Blair Hills Corridor is not currently open to public use.

**Ownership/Management:**

Parcel 5- Baldwin Hills Regional Conservation Authority  
 Parcel 6- Culver City Parks  
 Parcel 11- Chevron USA, Inc.  
 Parcel 14- Plains Exploration & Production Co. Moynier Oil Lease Co. LLC.  
 Parcel 12- David, Natalie N. Trust

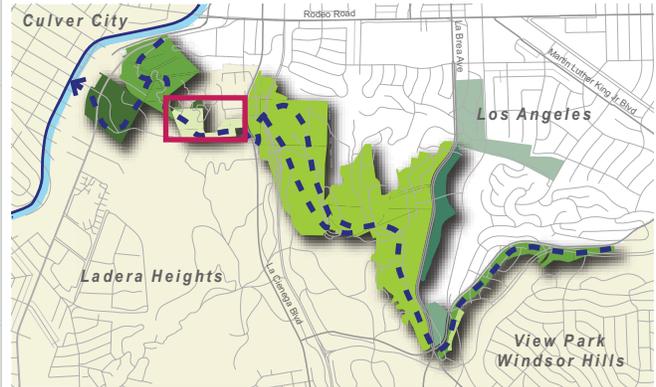
**Trail Types:**

No existing trail. Dirt service roads and informal trails.

**Allowed Uses:**

Not currently open to the public

**Key Map:**



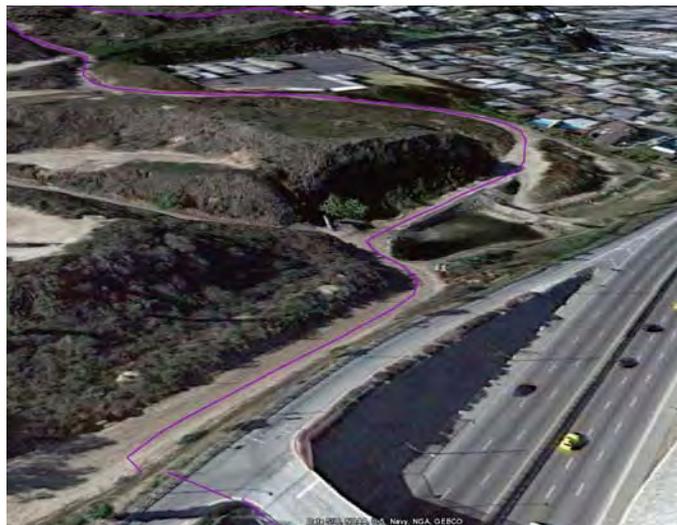
**Opportunities:**

- Create connection from LaCienega Boulevard/KHSRA to BHSO through this corridor
- Scenic views to downtown and KHSRA
- Potential neighborhood connection to Blair Hills Park
- Interpretive opportunity for wetland restoration at pond on Chevron property
- Opportunity for coastal scrub habitat restoration and habitat connectivity
- Potential connection to Culver City Bus with stops at Blair Hills Park on Stoneview Dr. and Lenawee Avenue.
- Opportunities for re-use of Ohr Eliyahu Academy Property

**Constraints:**

- Easement needed through Moynier Oil property
- Varied hillside with steep slopes
- Concrete drainage swale along northern portion of BHRCA property
- Steep slope above 15% leading from BHRCA property to BHSO

**Google Earth Flythrough**



Directly adjacent to the La Cienega Boulevard bridge is private property owned by Moynier Oil. An easement would be necessary to allow public use along the corridor leading to the BHRCA property.



Looking west across the BHRCA property there is a concrete drainage ditch and a steep hill leading up to BHSO in the upper right corner.

## Baldwin Hills Resource Conservation Authority Property

### Slope Analysis



### Site Photos



Concrete drainage ditch on the BHRCA property



View of KHSRA and downtown Los Angeles from the BHRCA property.



23% slope leads up to the back of the upper parking lot at BHSO.



BHSO upper parking lot.

# Baldwin Hills Scenic Overlook

**Description:**

Baldwin Hills Scenic Overlook is a habitat restoration area and natural resource education and interpretive park. It is also a popular destination for fitness activities including stair climbing, running, and hiking. The overlook provides panoramic views of the entire Los Angeles Basin, the Pacific Ocean and surrounding mountains.

**Ownership/Management:**

Parcel 1- Baldwin Hills Scenic Overlook: State of California Parks  
 Parcel 6- Culver City Park: City of Culver City

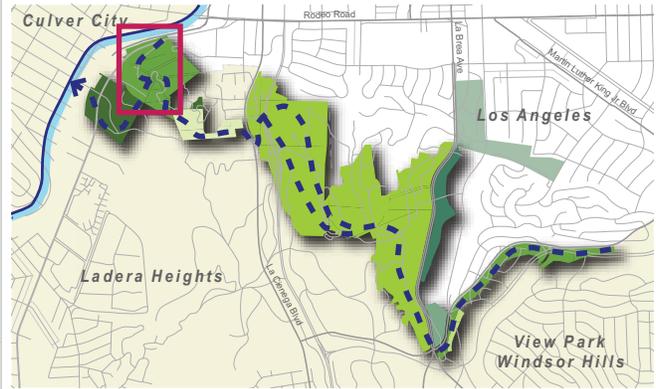
**Trail Types:**

6' wide DG paths  
 3' to 5' wide compacted earth paths

**Allowed Uses:**

Hiking, bicycles and leashed dogs not allowed on trails

**Key Map:**



**Opportunities:**

- Award winning architecture, state of the art Visitor Center with restrooms and drinking fountain
- Trailhead opportunities at City of Los Angeles property at the bottom of BHSO on Jefferson Blvd.
- Connection to Ballona Creek bike path through Culver City Park or Jefferson Boulevard
- Existing educational opportunities and elements
- Panoramic views of the Los Angeles basin including: Downtown, KHSRA, the Pacific Ocean, and surrounding mountains
- Existing amenities include public parking (fee required), restrooms and drinking fountain

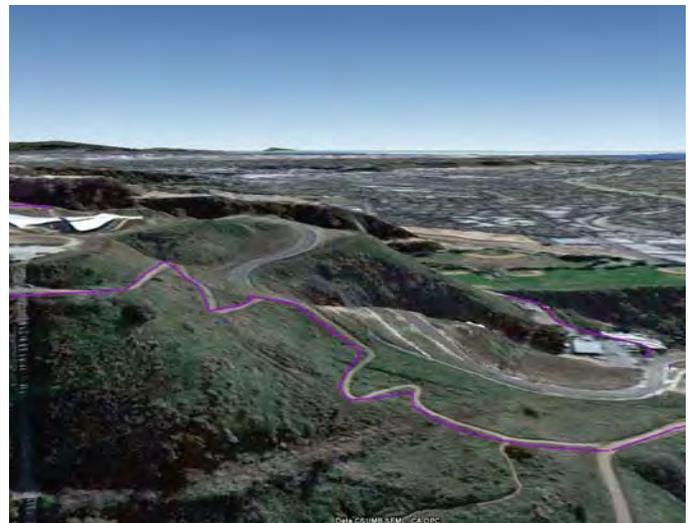
**Constraints:**

- Steep slopes with very steep switchback transitions along the northwest facing slope down to Hetzler Road
- Conflicts between pedestrians and automobiles on Hetzler Road
- No marked pedestrian crossing on Jefferson Boulevard at Hetzler Road

**Google Earth Flythrough**



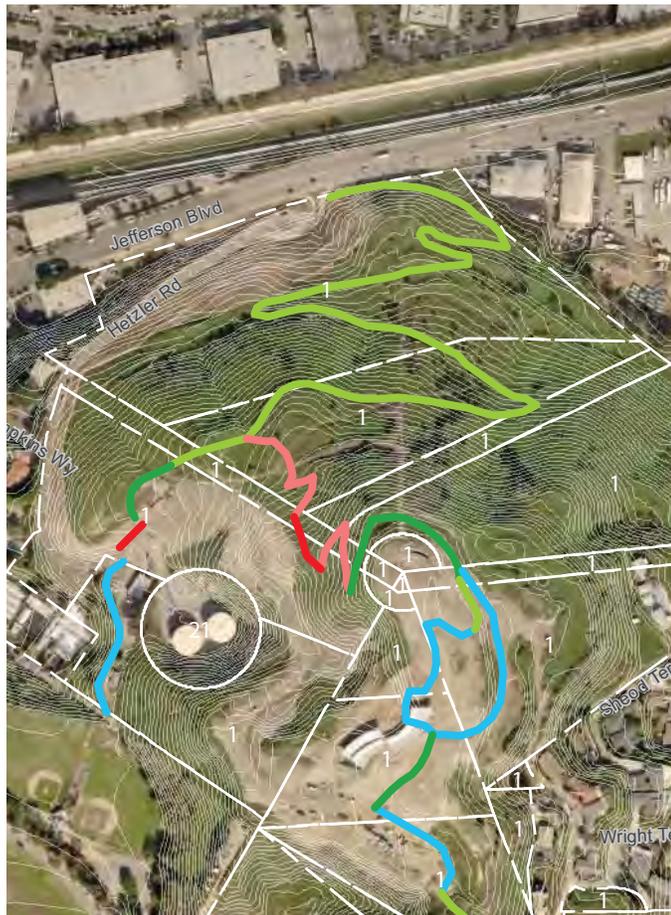
View of BHSO upper parking lot with the visitors center in the background.



Switch back trails along the northeastn facing slope .

## Baldwin Hills Scenic Overlook

### Slope Analysis



### Site Photos



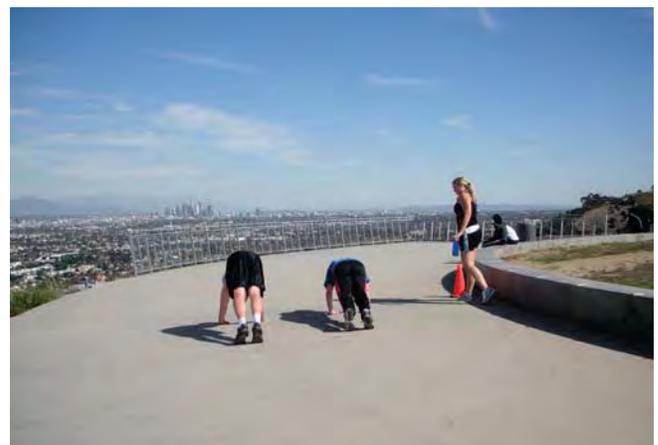
6' wide decomposed granite path.



Compacted earth trails have very steep switchback transitions as the trail makes its way down the northeast face to Hetzler Road.



The stairway up to the top of the overlook is a popular route for stair climbers seeking a challenge.



BHSEO is a popular destination for fitness activities.

# Culver City Park

## Culver City Park

**Description:**

Culver City Park is a 41.5 acre active use park. The upper portion of the park has three softball diamonds and parking. An ADA accessible boardwalk ramp connects the upper ball fields down to a parking lot along Duquesne Avenue. The lower portion of the park has a passive grass area, picnic areas, skateboard park, dog park, play equipment and basketball courts.

**Ownership/Management:**

Parcel 6- Culver City Park: City of Culver City

**Trail Types:**

4' to 12' wide compacted earth paths  
Boardwalk ramp  
Concrete sidewalk

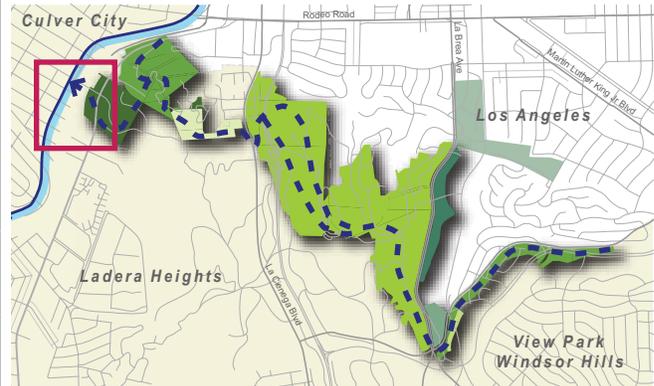
**Allowed Uses:**

Hiking on ADA boardwalk  
Leashed dog walking on designated “pooch paths” identified with paw print pavement markings  
Skateboarding

**Opportunities:**

- Recently completed trail connection from upper ball field to BHSO
- Signalized intersection at Duquesne Avenue and Jefferson Boulevard with pedestrian signal.
- Existing sidewalks along Duquesne Avenue connect to Ballona Creek path access point/gateway
- New decorative gate, identification sign and interpretive panel at Ballona Creek path gateway at Duquesne Avenue
- Existing amenities include playground, picnic areas, skatepark, basket ball courts, ball fields, and off-leash dog park

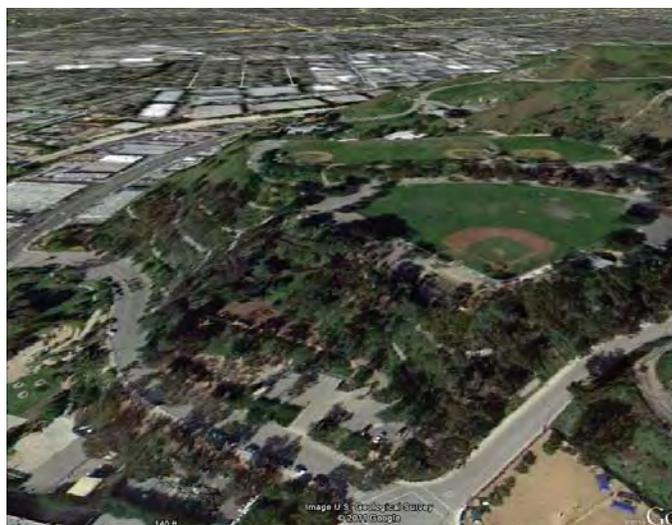
**Key Map:**



**Constraints:**

- Located on top of a closed landfill, Culver City Park has unstable geology as evidence by of slope movement on the northern portion of the park (Per Culver City Parks Manager)
- Some existing sidewalks in public rights of way have slopes above 10% that follow the grade of the road.

**Google Earth Flythrough**



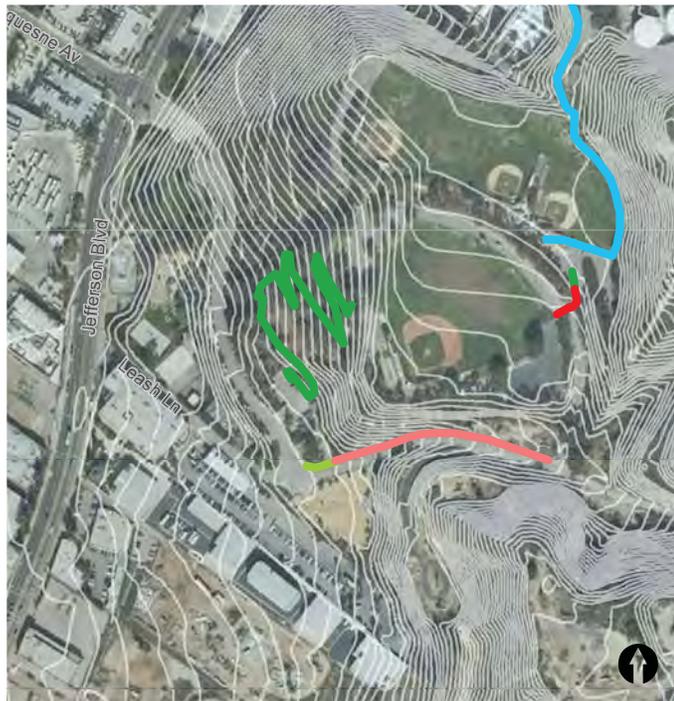
Looking north at Culver City Park, the ball fields are located on top of the slope.



Looking west on Duquesne Avenue across the signalized intersection at Jefferson Boulevard toward the entrance to the Ballona Creek Path .

## Culver City Park

## Slope Analysis



**Gradients:** — > 2%    — 5.1% - 8.33%    — <15%

— 2% - 5%    — 8.4% - 15%    5' Contour

## Site Photos



Wrought iron gateway between BHSO and Culver City Park.



Obstacles such as a score board, fence and cinder block wall limit the trail clear width along the path around upper ballfield.



An existing sidewalk could provide an opportunity to connect the upper ballfield to the interpretive boardwalk.



ADA interpretive boardwalk traverses the slope from the ball fields to the parking lot at Duquesne Avenue. Due to unstable geology, this boardwalk will need to be reconstructed to maintain its stability.

## 2.4 Community Identified Use and Needs

The public outreach process for the Park to Playa Trail Feasibility Study included a community survey and public workshops to gather information on trail use in the Baldwin Hills area and opinions and suggestions on opportunities, challenges and potential facilities. The purpose of the public outreach was to help inform the development of trail facilities as well as to serve as a benchmark for trail use and community-identified needs.

### *User Survey*

Community members provided input on the survey in two ways. First, the project team took the survey to existing trail and park users and conducted on-site interviews. Users at Baldwin Hills Scenic Overlook and Kenneth Hahn State Recreation Area were asked the survey questions during a 10 minute in-person interview. The project team recorded the interview results on the Survey Monkey website. The website survey was also open to the public from December 1, 2010 through February 14, 2011. The link to the survey was distributed via email to community list serves and posted on the first public workshop flyer.

In total, the Park to Playa Planning Team received approximately 170 survey responses. The majority of survey respondents identified Culver City, Los Angeles, Ladera Heights, or Inglewood as their place of residence, though respondents identified locations throughout Los Angeles County. Additional respondents live in Baldwin Hills, Santa Monica, Mar Vista, View Park, and West Los Angeles. The survey instrument used throughout this effort is included as Appendix A.

The majority of survey respondents, 59 percent, typically use the trails weekly (Figure 2.3). Approximately 22 percent of survey respondents use the trails quarterly and 13 percent use the trails daily. Figure 2.4 shows the survey respondents' common trail-use activities. The most common activities are walking (84 percent of respondents stated they walk along the trails), bicycling (41 percent), running (28 percent), and dog walking (12 percent). Approximately 15 percent of respondents cited other activities, including birding/wildlife viewing, exercise, training/training others, hiking, skating, photography, reading, meditation, picnicking, frisbee, and disc golf.

Survey Respondents reach the trails using a variety of modes. Driving is the most common mode used to access the trails (78 percent drive), followed by bicycle (30 percent), walking (25 percent), and transit (3 percent).

### *Community Identified Needs*

The following summarizes the desired facilities and trail connections identified by the community in the survey and at public workshops at the route alternatives and corridor conditions stage, and at the stage of draft trail alignments and improvements design concepts. This section begins with an overview of suggested trail corridors and connections and opportunities and constraints associated with those connections. The section includes a discussion of suggested trail types and concludes with community identified needs for signage and support facilities, such as rest areas.

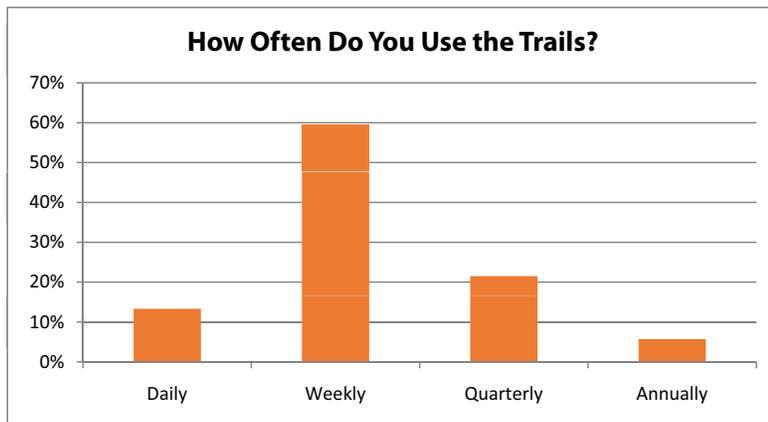


Figure 2.3 Survey results - frequency of use

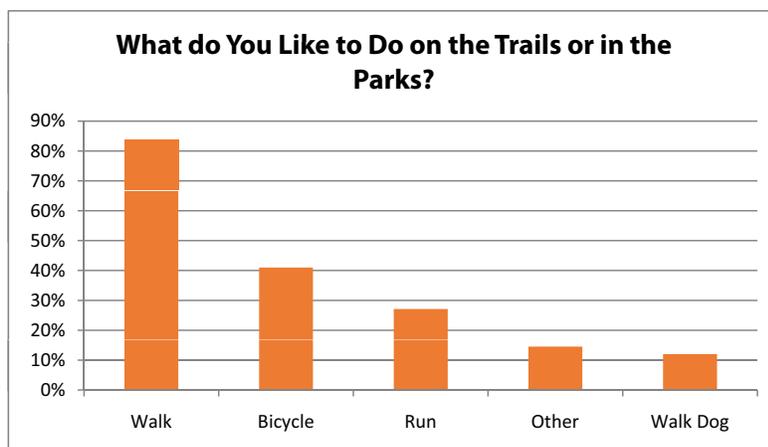


Figure 2.4 Survey results - trail use type

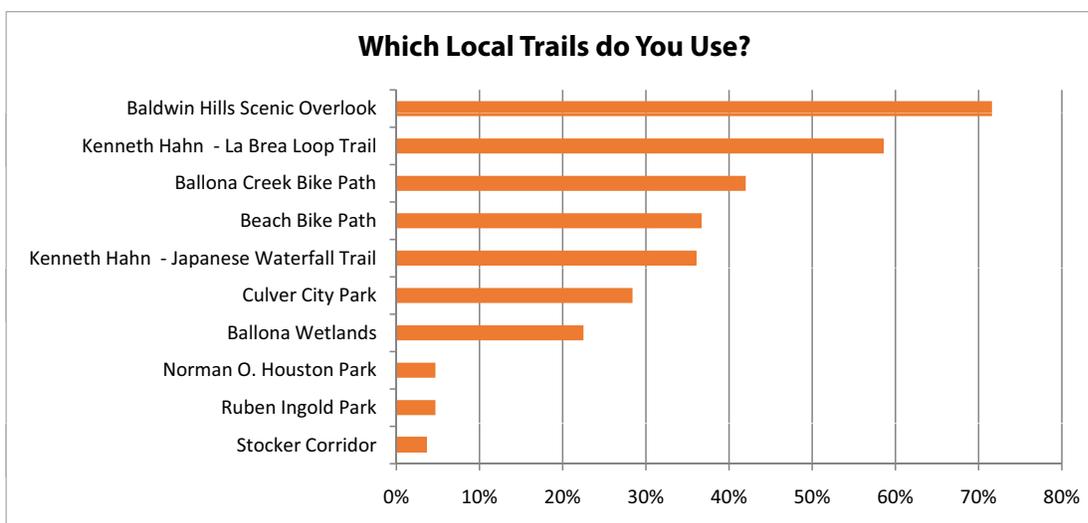


Figure 2.5 Survey results - trail use location



Participants at the first public workshop marked up maps of the trail corridor.

## Community Suggested Trail Connections and Access

The community provided input on suggested trail connections, trail access and challenge areas. The community expressed a great need to provide safe bicycle and pedestrian access along major road corridors. The following list highlights popular connections identified by the public:

- From Kenneth Hahn State Recreation Area to Baldwin Hills Scenic Overlook and the Ballona Creek Path
- From Kenneth Hahn State Recreation Area to surrounding residential areas
- From Stocker Trail to Kenneth Hahn State Recreation Area
- From Baldwin Hills to the beach
- Connections to Metro Expo Line stations
- Connections to West Los Angeles College
- Improved access to Baldwin Hills Scenic Overlook along Jefferson Boulevard
- Pedestrian Bridge over Ballona Creek, connecting with Baldwin Hills Scenic Overlook
- Pedestrian Bridge over La Cienega Boulevard near Stocker Street

Major community-identified needs or opportunities include:

- Connections with surrounding residential areas (e.g., from Slauson between the Cemetery and Ladera Heights, from Slauson at La Cienega)
- Improved access to Baldwin Hills Scenic Overlook along Jefferson Boulevard
- Trail connections with transit stops
- Trails along the Expo Line and other transit lines
- Improved maintenance (e.g., trash and dog waste)
- Safety patrols
- Minimize impacts to residents from neighborhood access points
- Provide adequate setback and vegetated buffers to minimize visual impacts of trail to adjacent residential properties.

Major community-identified challenges include:

- Lack of safe bicycle and pedestrian connections to the parks
- Limited safe walking and biking routes to Kenneth Hahn State Recreation Area
- High vehicular traffic speeds on La Cienega Boulevard, La Brea Avenue, and Jefferson Boulevard
- Conflicting trail user groups - bicyclists and hikers
- Lack of safe crossings
- Lack of public parking/ lack of free public parking

## Community Suggested Trail Types

The community provided input on suggested types of trails. Comments span trail surface types, preferred user groups, trail safety, and connections with other on-and-off-street facilities. In general, the public expressed an interest in providing additional trails that would accommodate a variety of user groups that are safe and part of an interconnected bicycle and pedestrian network. Respondents stated their interest in trails for different user groups, including hikers, cyclists using road or mountain bikes, equestrians, and trails that can accommodate strollers and skates. A number of respondents stated an interest in paved, multi-use paths, while others desire natural surface trails. Still others stated a preference for parallel paths that would accommodate bicyclists and pedestrians separately. Hikers expressed concern about having bicycles and hikers on the same trail. Cyclists want to see a continuous trail that allows bicycle access throughout the entire Park to Playa Trail.

Some respondents stated an interest in more dog-friendly trails, while others are interested in excluding dogs from trails, primarily for ecological reasons. The public also identified safety as a priority, citing a need for lighting and good sightlines. In general,

connections with other identified off-street and on-street bicycle and pedestrian facilities is a high priority.

The public expressed interest for specific trail uses and connections. Examples of suggested trail types, include:

- Hiking trail connecting Baldwin Hills to Kenneth Hahn State Recreation Area
- Sidepath or sidewalk path along Hetzler Road to the top of Baldwin Hills Scenic Overlook
- Bike path connecting Baldwin Hills to Kenneth Hahn State Recreation Area
- Bike path from Baldwin Hills to the Beach
- Natural surface bike path connecting Culver City Park and Kenneth Hahn State Recreation Area
- Cycletrack along the west side of La Cienega Boulevard

### Community Suggested Trail Signage

The public stated an interest in additional signage throughout the park, including directional and interpretive signage. Suggested signage includes:

- Trail markers (identifying what is and is not a trail and requiring trail users to stay on the trail)
- Map of the park areas
- Directional signage along trails
- Mileage and elevation markers
- Hours of operation
- Trail etiquette
- Signage that designates separate bicycle and pedestrian facilities
- Placards to thank volunteers
- Signage identifying points of interest
- Interpretive signage identifying resident plant and animal species, history, and hydrologic context

### Community Suggested Trail Support Facilities

The majority of the public stated an interest in additional support facilities, especially seating and rest areas both along the trail and at vistas and overlooks. Additional suggested types of support facilities include restrooms, water fountains, emergency phones, trash cans, and dog bag stations. Some people noted a need for hand rails to improve ADA access.



*Workshop participants presented their comments to the group after a small work working session.*

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# 3. Trail Design Guidelines



*The Park to Playa Trail is a natural surface multi-use path for hiking and bicycling*

The Park to Playa Trail (the Trail) is a regional trail that ties together trails and paths in several jurisdictions and park facilities. The design of the Trail will vary depending on site conditions and uses, and the policies and practices of the agency with jurisdiction over that portion of the route. In this context, the participating agencies agreed on basic shared design objectives and a minimum design standard for the Trail.

### 3.1 Design Guidelines

The following standards shall apply to the Park to Playa Trail except where this would conflict with the standards of the agency or owner with jurisdiction over the trail segment, or requirements for access for fire, utilities, or other purposes. The trail design within each parkland is subject to agency discretion.

#### *Minimum Trail Design Guidelines*

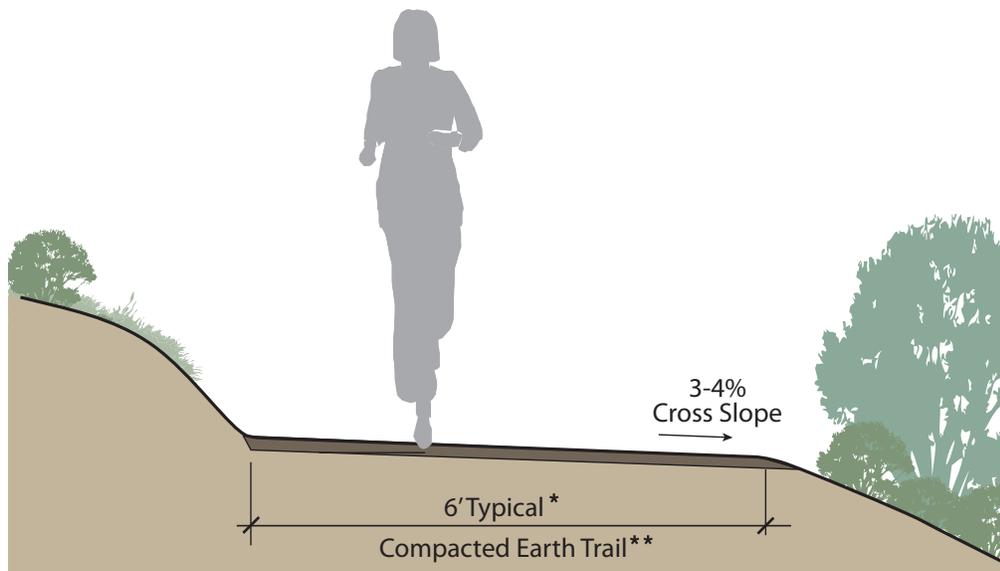
The Park to Playa Trail will, at minimum, meet the design standards contained in Table 3-1, which include basic criteria for compliance with disabled access standards for recreational trails.

The agencies that are parties to the Trail discussed and agreed on minimum design guidelines for the trail, summarized in the table. This can always be exceeded in terms of width, improved surface, and gentler gradient – as it typically is in the developed parks along the route. This minimum standard considers the portions of the trail that pass through natural terrain and open space areas, where a wider, more improved trail may be inappropriate to the natural setting, and/or infeasible to construct. The standard is consistent with ADA accessibility standards, as detailed below.

<b>Table 3-1 Minimum Trail Standard</b>	
<b>Width</b>	6' minimum, up to 12' wide (width may be reduced to as little as 4' in areas with steep side slopes)
<b>Surface</b>	Unpaved, firm and stable surface (may be native earth, decomposed granite, aggregate road base or other material as suitable to setting)  Paved in areas of high use or adjacent to areas of high use (i.e. playgrounds)
<b>Cross Slope</b>	5% Maximum to 3% Minimum (3-4% cross slope to the outside/downhill edge for drainage)
<b>Running Slope (Gradient)</b>	0% - 5% (Max length: No restriction) 5.1% - 8.33% (Max length: 200' between resting intervals) 8.34% - 10% (Max length: 30' between resting intervals) 10.1% - 12.5% (Max length: 10' between resting intervals) Resting intervals must be at least 60" long, as wide as trail and max 1:20 (5%) gradient No more than 30% of the total trail length shall exceed 1:12

Note: ADA Guidelines provide exceptions to these criteria based on specific site conditions, including the maximum gradient, e.g. based on the steepness of slope the trail is crossing. See Appendix B for more information.

Figure 3.1 shows the minimum trail cross section, which may be unpaved except in high



\* Width may be reduced on steep side slopes

\*\* Base rock/fines overlay may be needed to provide firm, stable surface

**Figure 3.1 - Minimum trail cross section**

use areas, and is at least six feet wide.

### *Trail Accessibility*

The trail shall conform to standards for recreational trail accessibility, as defined in the following documents, and summarized in Table 3-1:

Proposed Architectural Barriers Act Accessibility Guidelines for Outdoor Developed Areas, U.S. Department of Justice, June 20, 2007 <http://www.access-board.gov/outdoor/nprm/>

California State Parks Accessibility Guidelines, California Department of Parks and Recreation, 2005 (consistent with the federal Guidelines)

Table 3-1 reflects the standards in the above documents, which were created to implement the federal Americans with Disabilities Act of 1990 (ADA). They include specific standards for recreational trails. The width in the Park to Playa Trail guidelines exceeds the required minimum width of 36", and the passing space width of 60". The other design aspects, such as surface, openings, and obstructions, are detailed further in the Guidelines.

See Appendix B for more information on the Accessibility Guidelines, along with an overview of standards for other types of bike and pedestrian routes and facilities.

## 3.2 Trail Alignment

Most of the new connections to complete the Park to Playa Trail are in open space areas with steep slopes and at least partially native vegetation, with habitat restoration efforts often underway. Much of the work required to complete and improve the Trail

is realignment, widening or completion of 6 foot wide natural surfaced trails that will be sustainable and compliant with ADA standards for recreational trails. The Trail Plan generally identifies the work required in each segment. Many of the existing trails are too steep or narrow to meet the standards, and/or are exhibiting significant erosion as a result of inappropriate layout and design. Some segments, such as in the Stocker Corridor, were already slated for realignment prior to the preparation of this Plan.

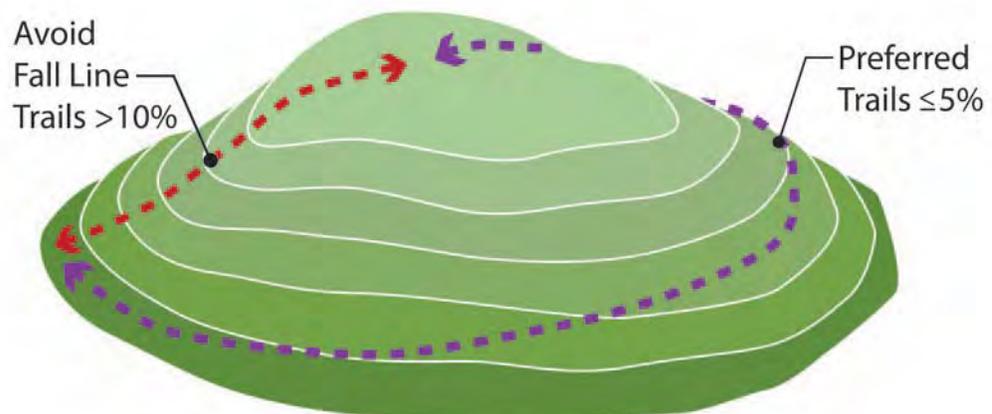
Los Angeles County Department of Parks and Recreation has recently published a Trail Manual . The Manual is very comprehensive in its coverage of trail-related information. Section 4.0 on Trail Design is particularly pertinent to the Park to Playa Trail. It contains principles and details for layout and design of trails in hilly terrain that are appropriate for the realignment and extension of the key links needed to complete the Trail.

### Trail Alignment

The Trail shall be aligned or realigned based on the above minimum standards and the standards contained in the Los Angeles County Department of Parks and Recreation Draft Trail Manual, Section 4.0, Trail Design, or the final version as adopted. Specific improvement elements include:

- Align or realign to provide slopes consistent with Minimum Standards, avoiding “fall line” routes that follow direction of drainage
- Reconstruct switchbacks to rolling crown type per Trail Manual (generally avoid switchbacks in trail layout)
- Widen trail to 6’ minimum
- Provide cross-slope per standards
- Narrow the trail by restoring unnecessary width or adjacent disturbed areas (see Trail Restoration below).

The Trail Plan maps reflect preliminary study to identify an appropriate alignment. This will need to be confirmed and adjusted through more specific field studies and layout by persons experienced in trail layout and construction. The Trail shall be laid out, designed and constructed in accordance with the steps and standards in the L.A. County Trail Manual, Section 4.5; Constructability.



**Figure 3.2 - Sustainable trail alignment**

### 3.3 Trail Restoration

An important part of the Park to Playa Trail experience, and of the experience of users of the parks the trail passes through, will be restoration of the native landscape, especially in conjunction with realignment of inappropriately sited trails along the route or connecting to it. Restoration is an art in its own right, and will need to be carefully designed for each specific site and coordinated with other habitat restoration efforts in the parks or the region.

#### Trail Restoration:

Close and restore inappropriate trails and disturbed areas adjacent to the trail with native plants appropriate to the setting. Specific restoration elements include:

- Closing the facility – through signs, “brush packing” at the former entrances, posted information; encouragement through docent and user groups, and enforcement through ranger staff. Fencing is an option, but is obtrusive, expensive, and not necessarily effective enough to warrant its use.
- Restoring the ground surface – re-contouring, ripping compacted surfaces, replacing lost soil;
- Replanting – for habitat, aesthetics, erosion control, and potentially user control, through planting of prickly pear and other plants that deter access off the designated trail.

Depending on their condition, some trails may be restored to a natural landscape simply by closing them to use. Others may require extensive efforts to correct existing conditions and allow the land to recover.

The plant palette for restoration plantings and landscaping improvements should consist of native species associated with the coastal sage scrub and other regional native species of trees, shrubs, grasses, and forbs. A number of restoration efforts are underway within the Baldwin Hills Parklands. Improvements along the Park to Playa corridor should coordinate with existing restoration programs and native planting efforts. Tree and vine species may be necessary along areas of the trail adjacent to private homes. Drought tolerant species should be used as appropriate. The following list provides an example of potential native species appropriate to the Baldwin Hills.

Table 3-2 Native Plant Palette			
Common Name	Scientific Name	Common Name	Scientific Name
<b>Shrubs and Scrub</b>			
California Sagebrush	Artemisia californica	Purple Needle grass	Nassella Pulchra
Purple sage	Salvia Officinalis	Giant Wild Rye	Leymus condensatus
White sage	Salvia Apiana	Blue-Eyed Grass	Sisyrinchium Bellum
Toyon	Heteromeles arbutifolia	California Goldfield	Lasthenia californica
Mulefat	Baccharis salsifolia	California Aster	Lessingia Filaginifolia
Prickly Pear Cactus	Opuntia x occidentalis	California Poppy	Eschscholzia californica
Heart-leaved Penstemon	Keckiella cordifolia	Dune Primrose	Camissonia cheiranthifolia
<b>Trees</b>			
Coastal Live oak	Quercus agrifolia	Western Sycamore	Platanus racemosa



*Fall Line trail in Kenneth Hahn State Recreation Area has resulted in a significant amount of trail erosion.*

### 3.4 Trail Use Designations

Trail use is an important consideration for the design of the trail and to accommodate the broadest range of users. A basic agreement between the agencies participating in the Park to Playa Trail is that the allowed uses in any particular park or jurisdiction would not change just because it is part of the Park to Playa Trail. Any change in use would need to be made through the normal planning and management processes of the agency with jurisdiction. Table 3-3 summarizes the trail uses allowed on each portion of the study area – the eastern 5 miles of the Park to Play Trail

#### Trail Use Designation:

Uses on the Trail shall be designated by the agency with jurisdiction over the park or open space through which the Trail passes. Table 3-3 identifies current use policies for the parklands within the Park to Playa Corridor.

### 3.5 Alternative Trail Routes for Bikes

Many regional trail systems have multiple designated routes to accommodate different

**Table 3-3 Allowed Uses on Trails**

Park	Walkers/ Joggers/ Hikers	Cyclists (Road or Mt. Bike)	Leashed Dog Walkers	Rollerbladders / Skateboarders	Equestrians
Stocker Corridor	Yes	Yes <sup>1</sup>	Yes	Yes <sup>1</sup>	No
Ruben Ingold Park	Yes	No	Yes	Yes <sup>1</sup>	No
Norman O. Houston Park	Yes	No	Yes	Yes <sup>1</sup>	No
Kenneth Hahn State Recreation Area	Yes	Yes <sup>1,2</sup>	Yes	Yes <sup>1</sup>	No
BHRCA Property	Yes	No	Yes	Yes <sup>1</sup>	No
Baldwin Hills Scenic Overlook	Yes	No	No	Yes <sup>1</sup>	No
Culver City Park	Yes	No	Yes <sup>3</sup>	Yes <sup>1</sup>	No
Ballona Creek Path	Yes	Yes	Yes	Yes	No

<sup>1</sup> Some segments of the trail may not accommodate road bike tires, rollerblades, skateboards or strollers due to unpaved surface or steep slopes

<sup>2</sup> Some segments do not accommodate bikes due to stairs.

<sup>3</sup> Leashed dogs are only allowed on identified “pooch path.”

users. Portions of the Park to Playa Trail will not be accessible to bicyclists, dog walkers, or other user groups due to policies and/or conditions. Because the minimum trail design standard is an unpaved trail, for example, portions will not be appropriate for narrow-tired road bicycles. Other portions will not meet accessibility standards due to terrain. The wayfinding plan describes signs to direct users to alternative trail routes when the main route cannot accommodate them.

Where feasible, the Trail Plan identifies an alternative route around portions that are not accessible to road bicycles or all bicycles. These routes are typically “on-street” routes on proposed bikeways identified in the 2010 Bicycle Plan Update, the 2011 County of

Los Angeles Draft Bicycle Master Plan, and the 2010 Culver City Bicycle and Pedestrian Master Plan. See Chapter 4 Figure 4-2 for a map of proposed alternative routes for bicycles.

### 3.6 Trail System Support Features

A complete trail system requires support facilities and amenities. Specific types, designs and locations of these features would be determined in conjunction with design of specific trail segments and will depend on the agency that owns and manages the segment in question. The following section provides some basic guidelines.

#### Trail Access

Clearly defined trail access points are crucial to making trails inviting and accessible. Trail access points should provide the appropriate facilities to accommodate the permitted user types, expected user volumes and site context. Two levels of development are recommended for the Park to Playa Trail, trailheads and trail gateways.

#### Trailheads:

Good access to the trail system is a key element to its future success. Trailheads and staging areas (trailheads with parking areas, restrooms and other facilities to support trail use) serve the local and regional population arriving to use the regional trail system by car. Trailheads provide essential access to the trail system and provide essential facilities and orientation and information signage to guide trail use. Trailheads are typically developed on public parklands and can utilize existing facilities if trail use does not conflict with park use. Often trailheads can be established by arrangement with other types of public or private facilities where trail use is off-peak from the main land use. Existing public parking/trailhead areas that can serve the Park to Playa Trail are identified on the Trail Plan maps. Potential elements to include at Park to Playa trailheads include:

- Park to Playa gateway sign
- Vehicle parking with accessible parking stalls. Proposed parking areas should be constructed with a permeable surface and provide a landscape buffer to mitigate stormwater runoff and buffer the parking area from the natural trail experience.



Trailheads are access points with vehicular parking and additional amenities.

**Table 3-4 Proposed Park to Playa Trailheads**

■ = Existing Element    ● = Proposed Element

	Parking Lot	Bike Rack	Restroom	Map Kiosk	Trash Receptacles	Benches	Drinking Fountain
Stocker Corridor - Five Points	●	●		●	●	●	
Norman O. Houston Park	■	●	●	●	■	■	■
KHSRA - Janice's Green Valley	■	●	■	●	■	■	■
KHSRA - Japanese Garden	■	●	■	●	■	■	■
Blair Hills Corridor	●	●	●	●	●	●	●
BHSO - Upper Parking Lot	■	■	■	●	■	■	
BHSO - 1600 Jefferson	●	●	●	●	●	●	●
Culver City Park	■	●		●	■	■	



- Secure bicycle parking
- Restrooms
- Entry feature with native landscaping
- Map kiosk
- Lighting
- Benches
- Trash and dog waste receptacles

### Trail Gateway

A trail gateway would have a moderate level of development and would be fitting for neighborhood access points where vehicle parking is not available. The level of development in this treatment would reflect design elements including:

- Entry feature with native landscaping
- Secure bicycle parking
- Map kiosk
- Benches
- Trash and dog waste receptacles



Trail gateway entrances are more informal access points to a trail.

### Amenities

Amenities enhance the trail experience, encourage trail usage and make trails more comfortable for the user. Basic amenities include: drinking fountains, benches, shade structures, trash receptacles, bicycle parking, fencing and gates. Enhanced amenities include: Park to Playa wayfinding signs, art installations, interpretative elements, and creative applications to reinforce a trail brand or a “sense of place”.

Trail elements should be constructed of durable, low maintenance materials such as concrete, stone and metals. Design of amenities should reflect the context of the park system they are located within. Amenities in open space areas such as Stocker Corridor should have a rustic aesthetic while amenities in more urban park areas such as Norman O. Houston Park should have a more developed aesthetic. Amenities and trail support features should be placed a minimum of 2 feet from the edge of the trail.

	Gateway Feature	Bike Rack	Map Kiosk	Wayfinding Sign	Trash Receptacles	Benches
						●
Stocker Corridor – Presidio Drive				●		●
Stocker Corridor – Valley Ridge Avenue	●	●	●	●	●	●
KHSRA – Five Points	●		●	●		
KHSRA – Valley Trail Picnic Area			●	●		
KHSRA – Valley Trail			●	●		
KHSRA – Olympic Forrest	●	●	●	●		
BHSO –Jefferson Boulevard		■ ●		●		
Ballona Creek Bike Path – Duquesne Avenue	■		■	●		

## Water Sources

Water fountains provide water for people (and pets, in some cases). Public comments requested these, but they are most practical where there is an existing water supply and a presence for maintenance. Existing sources of water are located in Ruben Ingold Park, Norman O. Houston Park, restroom buildings in KHSRA, BHSO Visitor's Center and in Culver City Park. Proposed drinking fountains are to be located at the two new trailheads in Blair Hills and 1600 Jefferson. Map kiosks should identify locations of drinking fountains so users can know where to get a drink or fill up their water bottles.

## Benches

Providing benches at key rest areas and viewpoints supports use of the trail by people of all ages, and provides an opportunity for memorial donations or service projects. Generally a rustic bench type is recommended. The specific appropriate type will depend on managing agency standards and preferences.



*Slatted wood bench can be installed with an embedded mount with concrete footings. Concrete benches, which are very durable, require a reinforced concrete slab to keep the bench stable and prevent it from sinking into the ground.*

## Trash and Waste

Trash receptacles and dog waste clean-up bag dispensers help keep the trail clean, although the ability to follow up with removal is critical. Some agencies adopt a “leave only footprints” policy and do not provide waste receptacles or pick-up. Because most of the new portions of the Trail are in open space/natural habitat settings, additional trash receptacles are recommended only at staging areas and trailheads within existing parks, and conforming to the types already in use at those facilities.

## Shade Structures

There are existing shade structures along the Western Ridge Line in KHSRA off of the recommended Park to Playa Trail route. The L.A. County Trail Manual recommends shade structures every 1 – 3 miles (section 4.3.12). Additional shade structures are proposed at locations with steep exposed slopes, typically in combination with benches. A wood shade structure would be in keeping with the rustic setting of the Trail, but metal structures are more practical for fire and vandalism resistance.



Wooden and metal style shade structures.



Inverted U-style bicycle rack

## Bicycle Racks

Bike racks will allow recreational users to safely park their bikes at trailheads and gateway entrances and at trail segments that do not allow bikes. Bicycle racks should be a design that is intuitive and easy to use. Bicycle racks should be securely embedded into the ground or anchored to a concrete pad. A standard inverted-U style rack is a simple and functional design that takes up minimal space and is easily understood by users. Avoid use of multiple-capacity “wave” style racks. Users commonly misunderstand how to correctly park at wave racks, placing their bikes parallel to the rack and limiting capacity to one or two bikes. One Inverted-U rack can securely hold two bicycles.

## Fencing

Fencing can serve multiple purposes along trail facilities, including access control, visual screening, channeling of trail users, and elimination of liability concerns. Several types of fencing and gates will be important along the Park to Playa Trail.

- **Delineation Fencing:** A split-rail fence used throughout the Park to Playa corridor will help to visually tie the corridor together. Delineation fences are used at gateway entrances and adjacent to the trail when a visual cue is needed to keep users on the trail. The split-rail fence should be constructed of wood or recycled plastic.
- **Security Fencing:** Black, powder-coated chain link fencing is effective in keeping path users within the trail right-of-way and is low cost and low maintenance solution. The powder coat finish helps the fence blend into the landscape and provides a more attractive appearance. An alternative to chain link fencing is double wire fencing, a rigid iron mesh fence. Security fencing can be used along private property. Vines can be planted to grow on fence to improve privacy.
- **Metal Picket Fencing:** Wrought iron or aluminum picket fence is often used as vandal-resistant fence because it is difficult to cut and scale. Picket fences allow good visual access to the trail and should be used in areas where it is important

to keep “eyes on the trail.” Picket fences should be black and could be used along roads or residential properties.

- **Decorative Fencing:** Decorative fencing can add visual interest to a trail and could be used at gateway entrances or adjacent to neighborhoods.
- **Vegetative Buffer:** Trees and shrubs adjacent to the trail can be used to screen homes and yards from the trail-user view and vice versa. Depending on the plant material these buffers can also function as barriers between the trail and private properties. Height and placement of vegetation for screening should be based on site conditions such as distance of property line from trail, side slope, and height of object to screen.



*Split rail fence*



*Black powder-coated chain link fence*



*Double wire fence*



*Black metal picket fence*



*Decorative Fence*

## Gates

Gates provide controlled access to the trail and can also create a gateway entrance feature. Several types of types of gates are recommended for the Park to Playa Trail.

- Vehicular Entry Gates: pipe gates may be needed to exclude public vehicles while allowing maintenance vehicles to access the trail. Pipe gates are cost effective and low maintenance.
- Bollards: Bollards or posts at trail access points can be necessary to keep vehicles and (off-Highway Motor Vehicles (OHVs) from entering the Trail. Posts should be designed to be visible to pedestrians and bicyclists, with reflective materials and appropriate striping. At least the center post should be designed to be removable by emergency vehicles.
- Artistic/Decorative Gateway Entrance Features: Entry features help to establish the trail as a unique and memorable place. Sculptural, black wrought iron gateways have been installed along the Ballona Creek portions of the Park to Playa Trail at Duquesne Avenue, Sepulveda Boulevard, Overland Avenue, Inglewood Boulevard, and McConnell Avenue, as well as the entrance to Culver City Park



*Pipe gate*



*Bollard with retroreflective tape*



*Artistic gate at Culver City Park/BHSO*



*Artistic gate with stone pillars along Ballona Creek at McConnell Ave*

from Baldwin Hills Scenic Overlook. To enhance the established theme, similar gateway entrance features are proposed for trail access points throughout the Baldwin Hills Parklands (see Table 3-5).

### Art Installations

Local artists can be commissioned to provide art for the trail system, making it unique, entertaining and memorable. Themes should draw from the local natural and cultural environment. Many trail art installations function as or are incorporated into signs, benches, shelters, or even the pavement surface. Art pieces may be overt such as large scale sculpture or murals along the Ballona Creek Path.



## 3.7 Management and Maintenance

Determining requirements and arrangements for management, maintenance, and operation is a critical aspect of planning of specific trail segments and the overall system. A well-designed program of maintenance and operation will encourage the use of the facilities and deter problems such as vandalism, littering, trespass, and unauthorized types of trail use.

Such a program requires specific arrangements and a realistic level of funding for each part of the system. Maintenance and management arrangements typically involve a combination of agency staff, including partnerships between agencies, as well as support from organized, ongoing volunteer groups. Identifying and securing long-term funding is often difficult. Negotiations, discussions and partnerships need to occur in order to assure a successful Operations and Maintenance (O & M) program that is properly funded and withstands the test of time. All Park to Playa partner agencies are planning to work together to identify an O&M plan before any trail improvements begin.

Depending on the type of improvements, different levels of effort and funding are necessary to address items such as pavement or trail surface maintenance, drainage facility monitoring and maintenance, sign replacement, fencing, mowing, litter removal, and user education and enforcement. Basic management and maintenance-related design objectives for new trail facilities include:

- Provide a suitable design to support the intended uses and minimize conflicts and impacts, and maximize safety, while accommodating access for maintenance and emergency purposes;

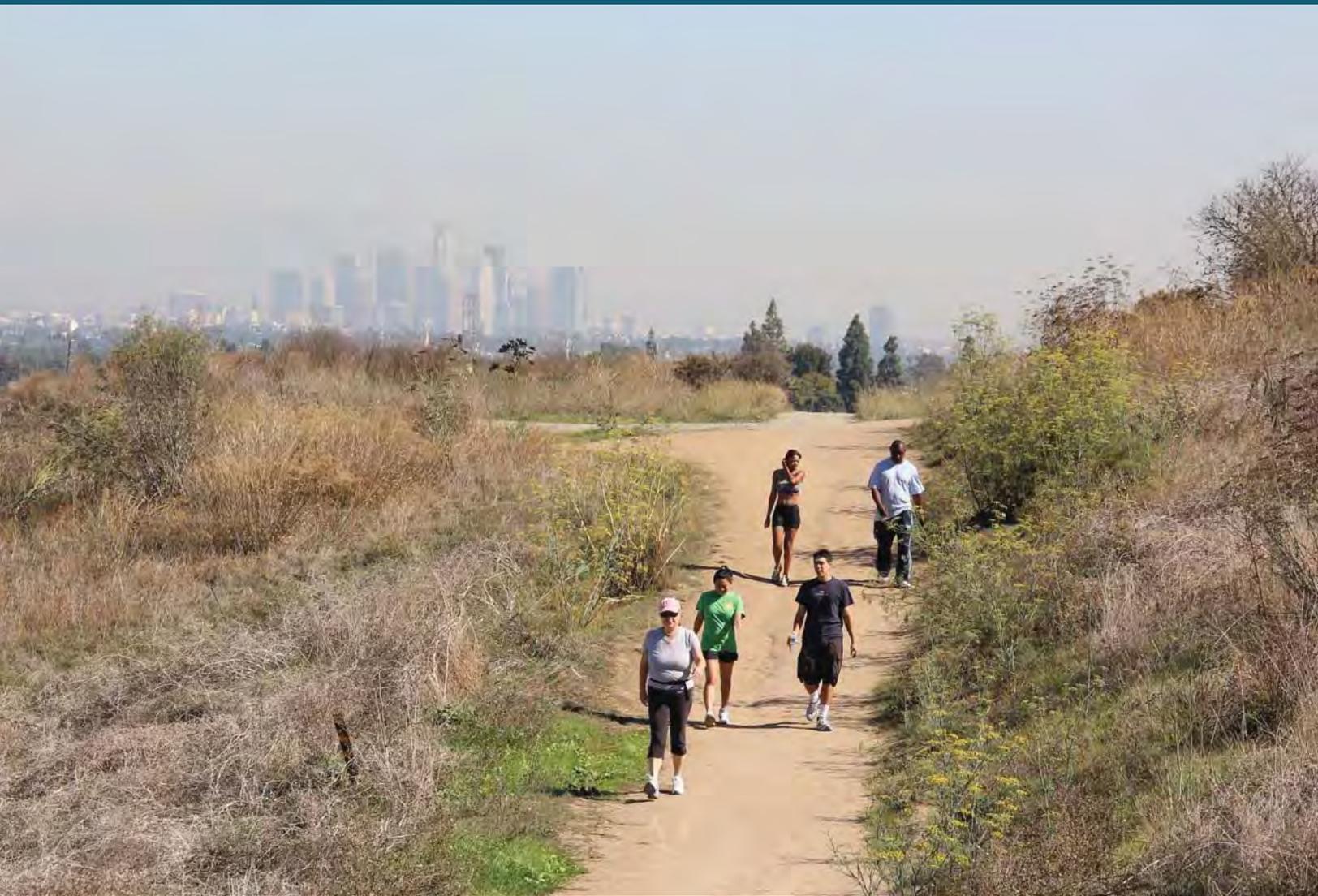
- Provide durable vandal and weather resistant design and materials appropriate to the setting that minimize maintenance needs;
- Provide adequate fencing, gates, stiles, signage and other access control to the trail routes to clarify rules of use, minimize conflicts between users and impacts on adjacent land uses;
- Provide adequate informational, traffic control, regulatory, and wayfinding signage.

Maintenance and trail management for native surface trails is particularly important. Tread configuration will change over time and side slopes and outside berms will shift with use and water flow. Light maintenance should be anticipated in order to correct some compaction, displacement, and erosion issues and keep trails in usable states.

Meeting these objectives and providing a thorough ongoing maintenance program will benefit the basic physical, aesthetic, and environmental qualities of the route, and result in many other benefits in as listed below:

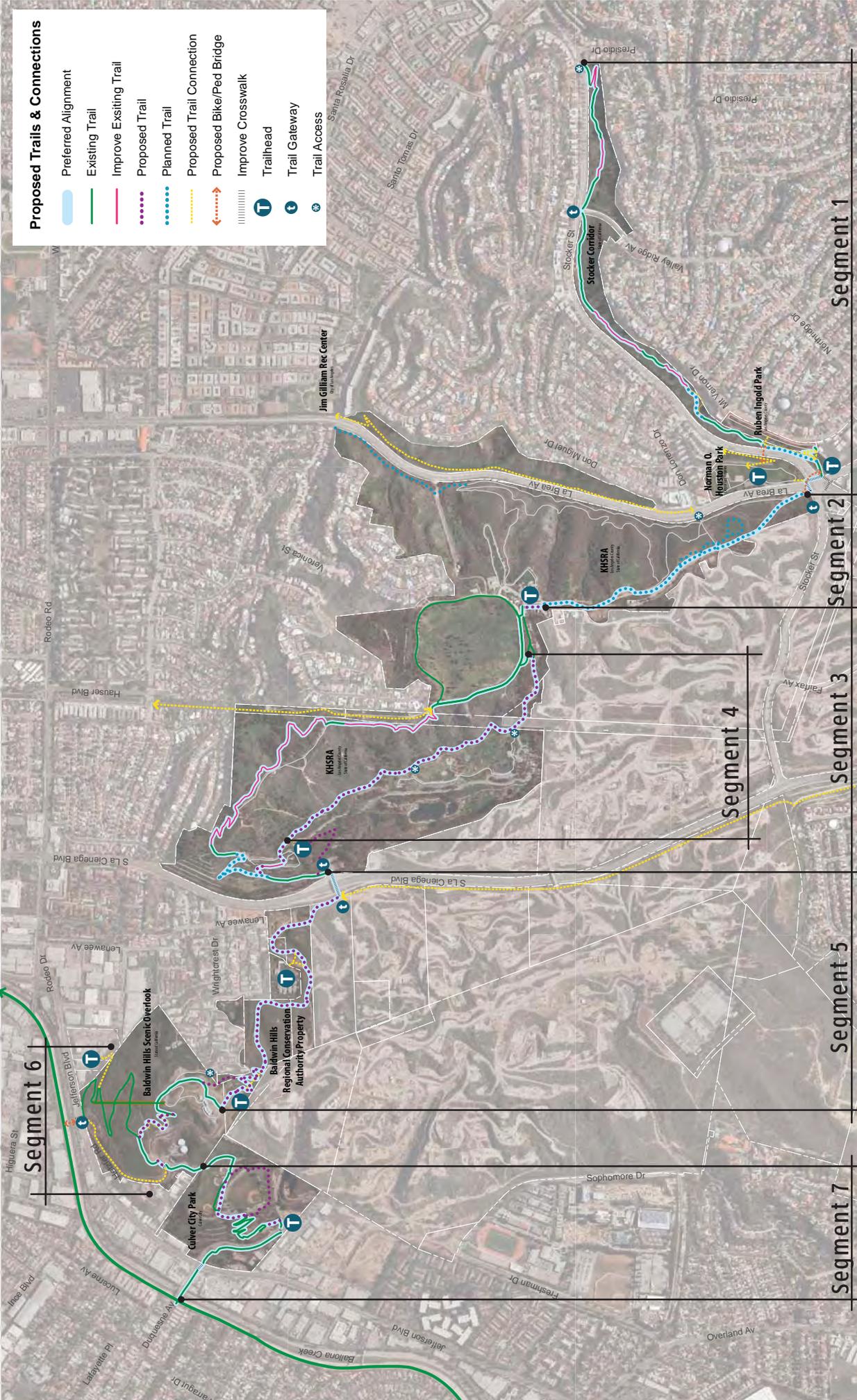
- A high standard of maintenance is an effective way of helping advertise and promote the facility as a local and regional transportation and recreational resource;
- The psychological effects of good maintenance can be a deterrent to vandalism, litter, and encroachments;
- Good maintenance is necessary to preserve positive public relations between the adjacent land owners and between public agencies;
- Good maintenance can help make enforcement of regulations on the route more efficient. Local clubs, interest groups, and neighbors will take pride in the facility and will be more apt to assist in its protection;
- A proactive maintenance policy will help improve safety;
- Regular, routine maintenance on a year-round basis will prolong the life of the facility.

# 4. Trail Alignment and Improvement Plan



*The Park to Playa Trail will traverse the ridgelines and valleys of the coastal sage scrub within the Baldwin Hills*

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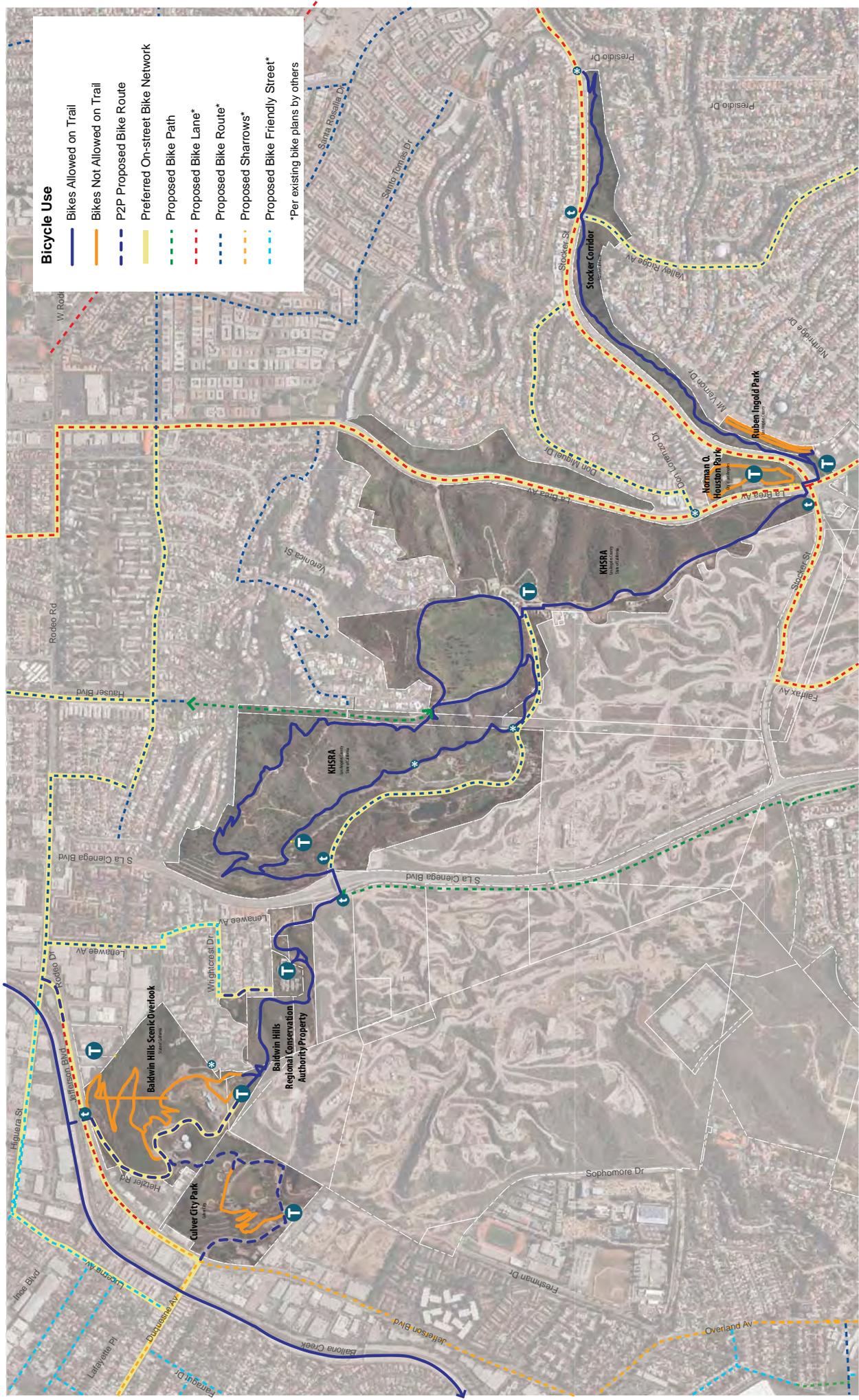
**Proposed Trails & Connections**

	Preferred Alignment
	Existing Trail
	Improve Existing Trail
	Proposed Trail
	Planned Trail
	Proposed Trail Connection
	Proposed Bike/Ped Bridge
	Improve Crosswalk
	Trailhead
	Trail Gateway
	Trail Access



**Map 4-1 Park to Playa Trail Proposed Alignment**

Source: Data: Los Angeles County, Bing Maps 1/10/21



- Bicycle Use**
- Bikes Allowed on Trail
  - Bikes Not Allowed on Trail
  - P2P Proposed Bike Route
  - Preferred On-street Bike Network
  - Proposed Bike Path
  - Proposed Bike Lane\*
  - Proposed Bike Route\*
  - Proposed Sharrows\*
  - Proposed Bike Friendly Street\*
- \*Per existing bike plans by others

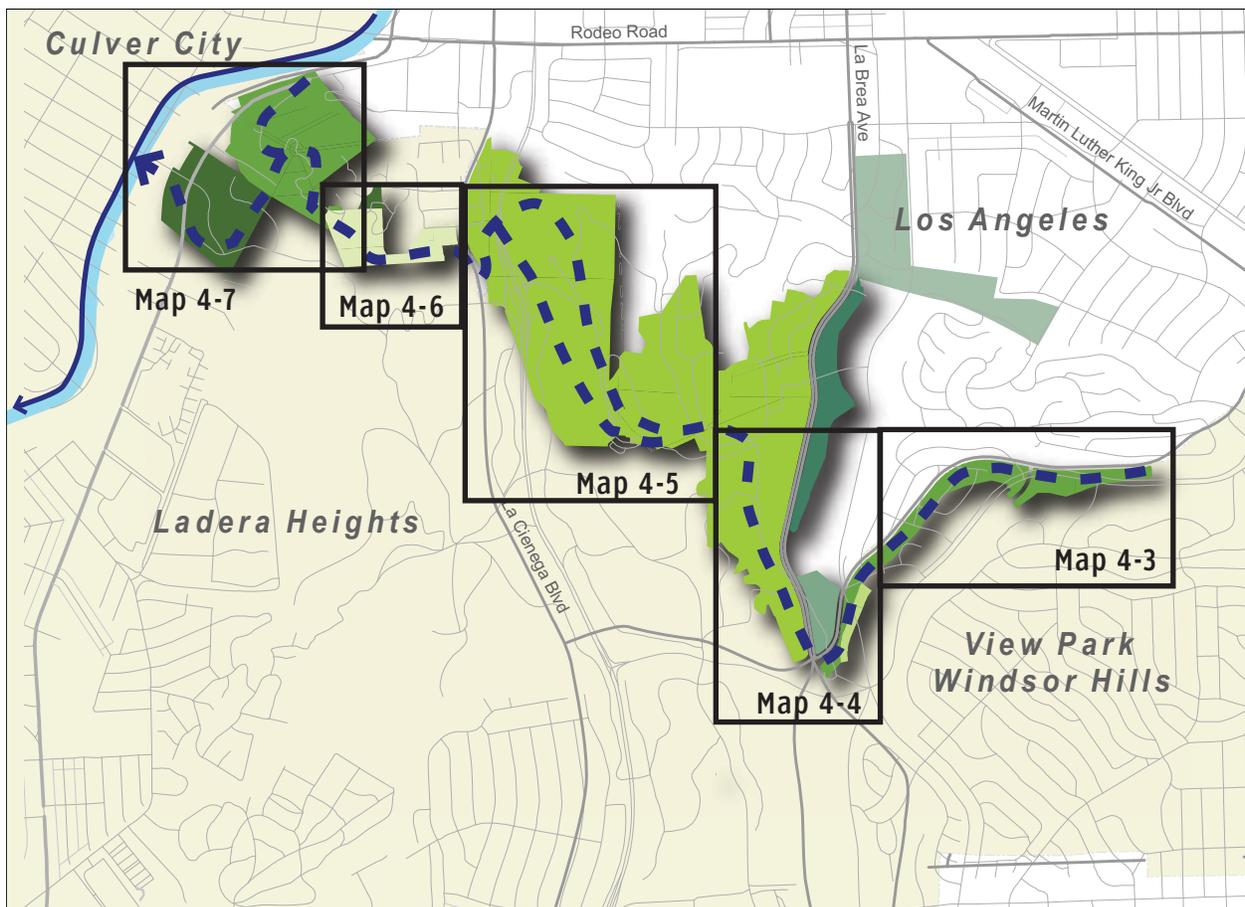
**Map 4-2 Allowed Bicycle Use and Proposed On-street Bike Facilities**

Source: Data: Los Angeles County, Culver City, City of Los Angeles, Bing Maps 11/2011



## 4.1 Introduction

This chapter identifies and describes recommended connections and improvements to the Park to Playa Trail on a segment-by-segment basis, moving generally East to West. The Opportunities and Constraints section in Chapter 2 describes the existing conditions in detail. The Design Guidelines, in Chapter 4 show the features of the trail improvements and amenities. Chapter 5 describes improvements to signage and wayfinding. The majority of the proposed segments are near-term recommendations for implementation. However, some proposed elements are longer-term recommendations, and have been labeled as such in this chapter. Please see Chapter 6 for additional information regarding trail implementation.



Park to Playa Segment Key Map

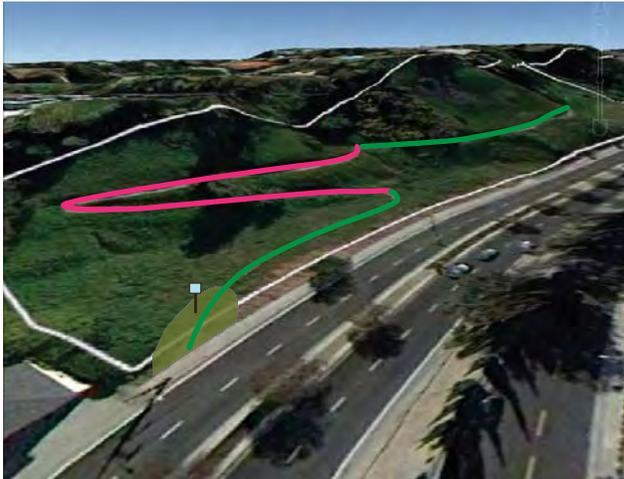
# Segment 1. Stocker Corridor

**Length: 7,093'**

The Stocker Trail is a compacted earth trail cut into a north facing slope. Overall improvements to the corridor include widening the trail where not constrained by side slopes to meet the 6' width Park to Playa Trail standard and restoring eroding slopes. Two segments of the existing trail encroach onto private property and need to be realigned. A previous design study conducted by the Baldwin Hills Conservancy has identified realignment recommendations that this feasibility study is carrying forward. Restoration of the abandoned portions of the existing trail is recommended following the realignment.

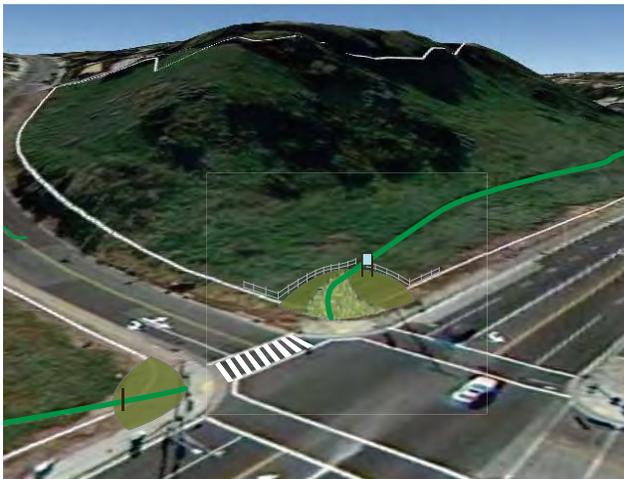
As a separate long-term project, it would be desirable to provide mapping and wayfinding, and potentially physical improvements, to connect to destinations to the east and west along Stocker Street. Destinations to the east include the future Metro Crenshaw light rail line and parking opportunities at the Baldwin Hills Crenshaw Plaza. Connections to the west include the Ladera residential neighborhoods and Ladera Ball Fields and Park. Though outside the scope of the current study, such regional connections were supported in public comments.

## 1.1 Trail Entrance and Trail Restoration



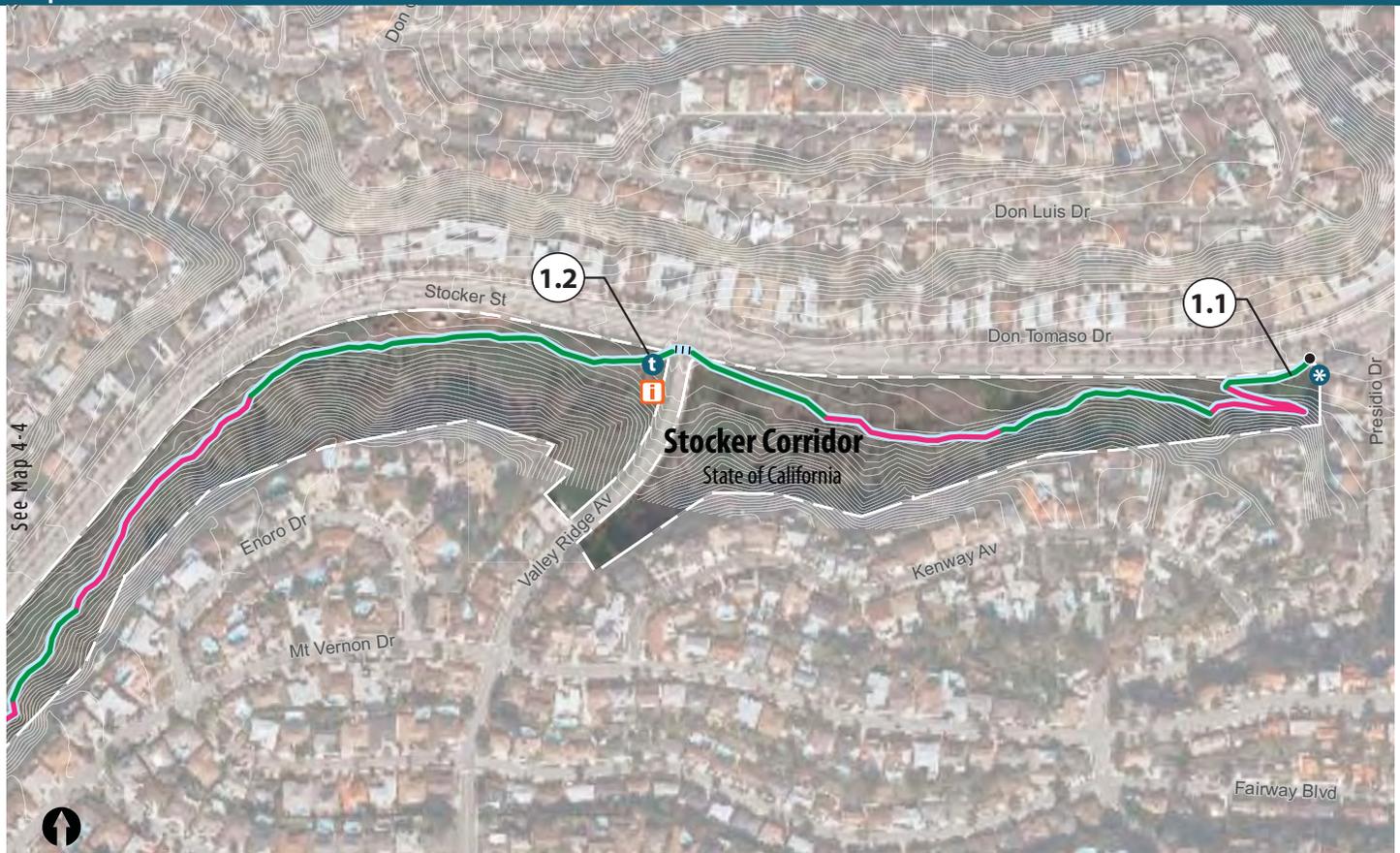
- Entrance improvements at Presidio Drive include native landscape planting and wayfinding direction sign.
- Reconstruct switchback to rolling crown type per LA County Trails Manual.

## 1.2 Trail Gateway and Intersection Improvements



- Trail Gateway at southwest corner of Stocker Street and Valley Ridge Avenue (landscaping, map kiosk, trash receptacle, bike rack and pet waste disposal).
- High visibility crosswalk at existing signalized intersection with pedestrian pushbuttons.

## Map 4-3: Stocker Trail East



- |                        |                           |                            |                      |
|------------------------|---------------------------|----------------------------|----------------------|
| Existing Trail         | Existing Connector Trail  | Existing Parking           | Existing Restroom    |
| Improve Existing Trail | Proposed Trail Connection | Proposed Parking           | Proposed Restroom    |
| Proposed Trail         | Enhance Street Crossing   | Existing Interpretive Site | P2P Trailhead        |
| Planned Trail          | Proposed Bridge           | Interpretive Opportunity   | P2P Gateway Entrance |
| Close & Restore Trail  | Preferred Alignment       | Segment End Points         | P2P Access           |

### 1.3 Stocker Street Bicycle and Pedestrian Bridge

*Long-term improvement*



- Pedestrian and bicycle bridge from Stocker Trail to Norman O. Houston Park.
- Stairway leading from Ruben Ingold Park down to Stocker Trail at Bridge entrance and compacted earth trail with slope stabilization.
- Slope stabilization and neighborhood trail connection from Don Tomaso Drive to Norman O. Houston Park.

# Segment 1. Stocker Corridor

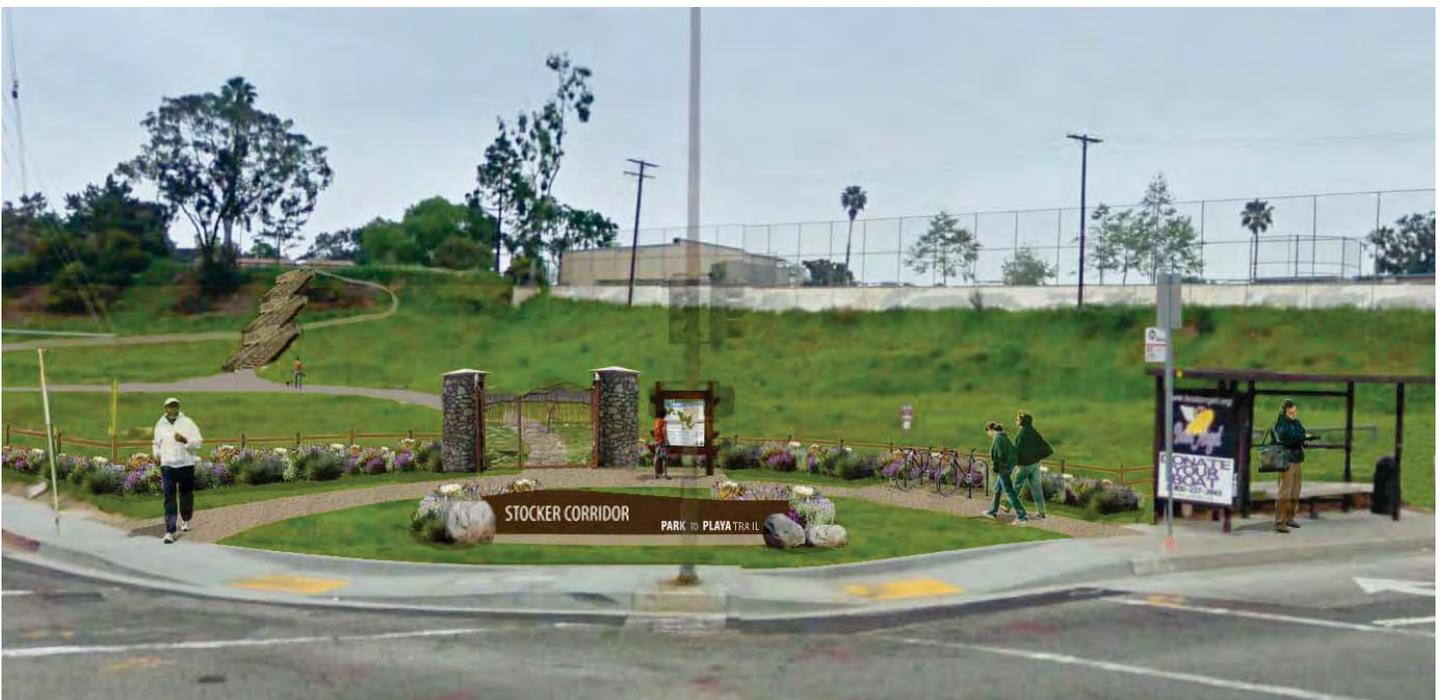
## 1.4 Connection from Ruben Ingold Park



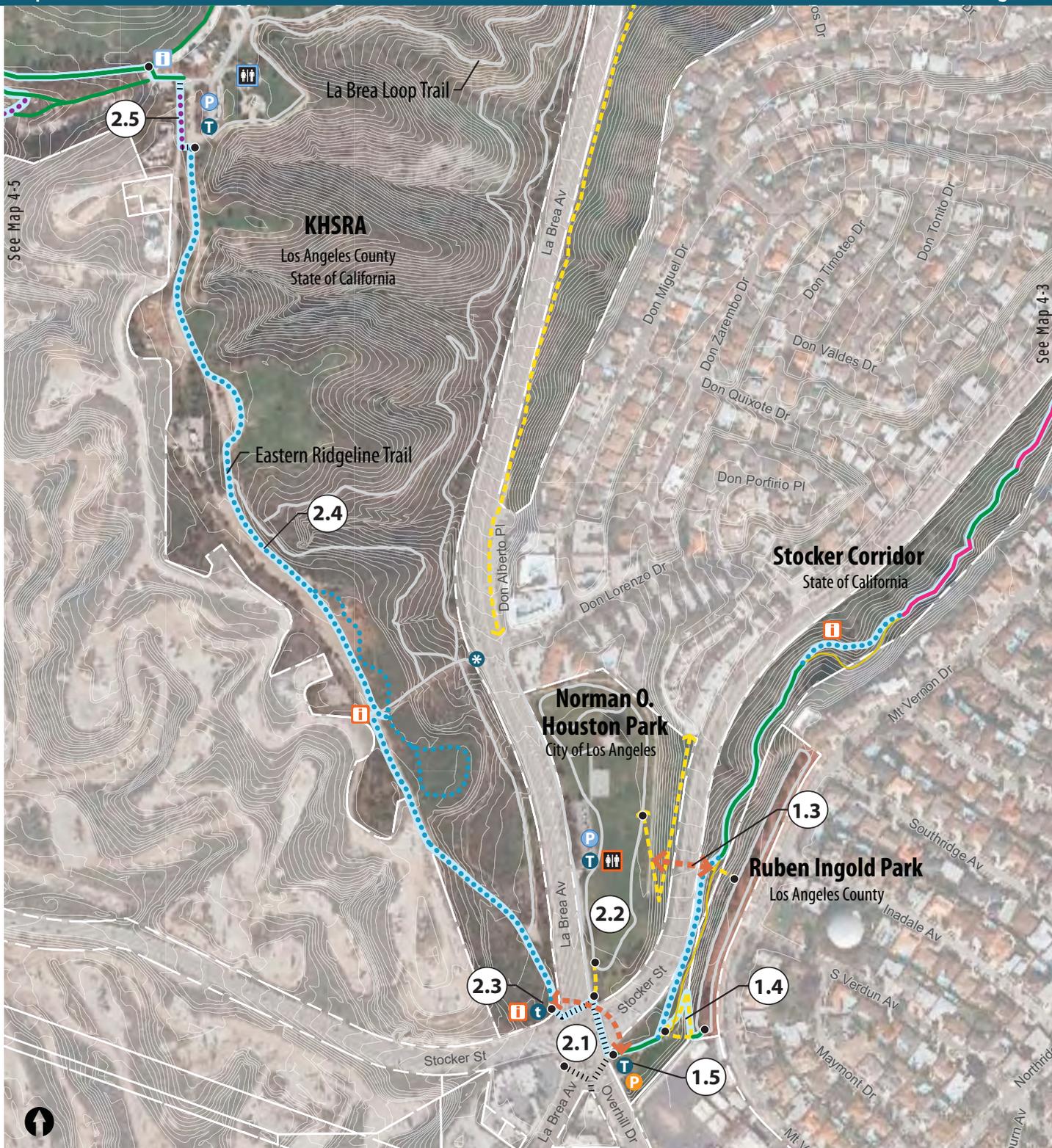
- Wooden stairway, with landings, leading from Ruben Ingold Park down to Stocker Trail at Bridge entrance. Approximate elevation change is 25'.
- Slope stabilization and neighborhood trail connection from Norman O. Houston Park to the Stocker Trail to meet P2P trail standards.
- Trail realignment

## 1.5 Stocker Street Trailhead

- Expand existing service vehicle parking area to create a public parking lot with 10 to 15 parking spaces, including an accessible parking space. Parking lot to be graded with a permeable surface. See page 64 for concept site plan.
- Gateway feature with trailhead amenities, (decorative gate, map kiosk, native landscaping, trash receptacle, pet waste disposal bicycle parking).
- To maintain the natural open space and low maintenance environment, irrigation is not recommended at proposed trail gateways and trailhead within the Stocker Corridor. Landscape plantings are encouraged to be area natives and should be selected based on low water needs, ability to survive with water only during the establishment period, and should have very low maintenance requirements.



Map 4-4: Stocker Trail, 5 Points Intersection, Norman O. Houston Park, KHSRA Eastern Ridge



- |                        |                           |                            |                      |
|------------------------|---------------------------|----------------------------|----------------------|
| Existing Trail         | Existing Connector Trail  | Existing Parking           | Existing Restroom    |
| Improve Existing Trail | Proposed Trail Connection | Proposed Parking           | Proposed Restroom    |
| Proposed Trail         | Enhance Street Crossing   | Existing Interpretive Site | P2P Trailhead        |
| Planned Trail          | Proposed Bridge           | Interpretive Opportunity   | P2P Gateway Entrance |
| Close & Restore Trail  | Preferred Alignment       | Segment End Points         | P2P Access           |

## Segment 2. KHSRA Eastern Ridge

**Length: 4,327'**

The objectives are to improve the visibility and safety of the connection across the Five Points intersection, improve the connection to Norman O. Houston Park and the ability to use it for parking for the Trail, and to create a connection to Kenneth Hahn State Recreation Area at the Five Points intersection.

### 2.1

#### Five Points Intersection

- Reconfigure existing parallel curb ramp to a perpendicular ramp and create a staging area for bicyclists and pedestrians waiting to cross the intersection. Traffic signal box will need to be moved to accommodate new curb ramps at KHSRA. Additional enhancements to include gateway fence, relocate park sign, Park to Playa direction sign and native landscaping.
- Stripe free right turn lane with yield line and provide pedestrian crossing warning signs per MUTCD standards.
- Relocate pedestrian signal push button to meet ADA reach range in pedestrian refuge island.
- Stripe crosswalks with high visibility crosswalks and stripe advance stop bars in southbound traffic lanes.
- Two new curb cuts at the northeast corner of La Brea Avenue and Stocker Street. Curb ramps can be designed to avoid impacts to the existing signal/light pole.
- Enhance existing pedestrian refuge islands and plant with native landscaping where feasible.

### 2.2

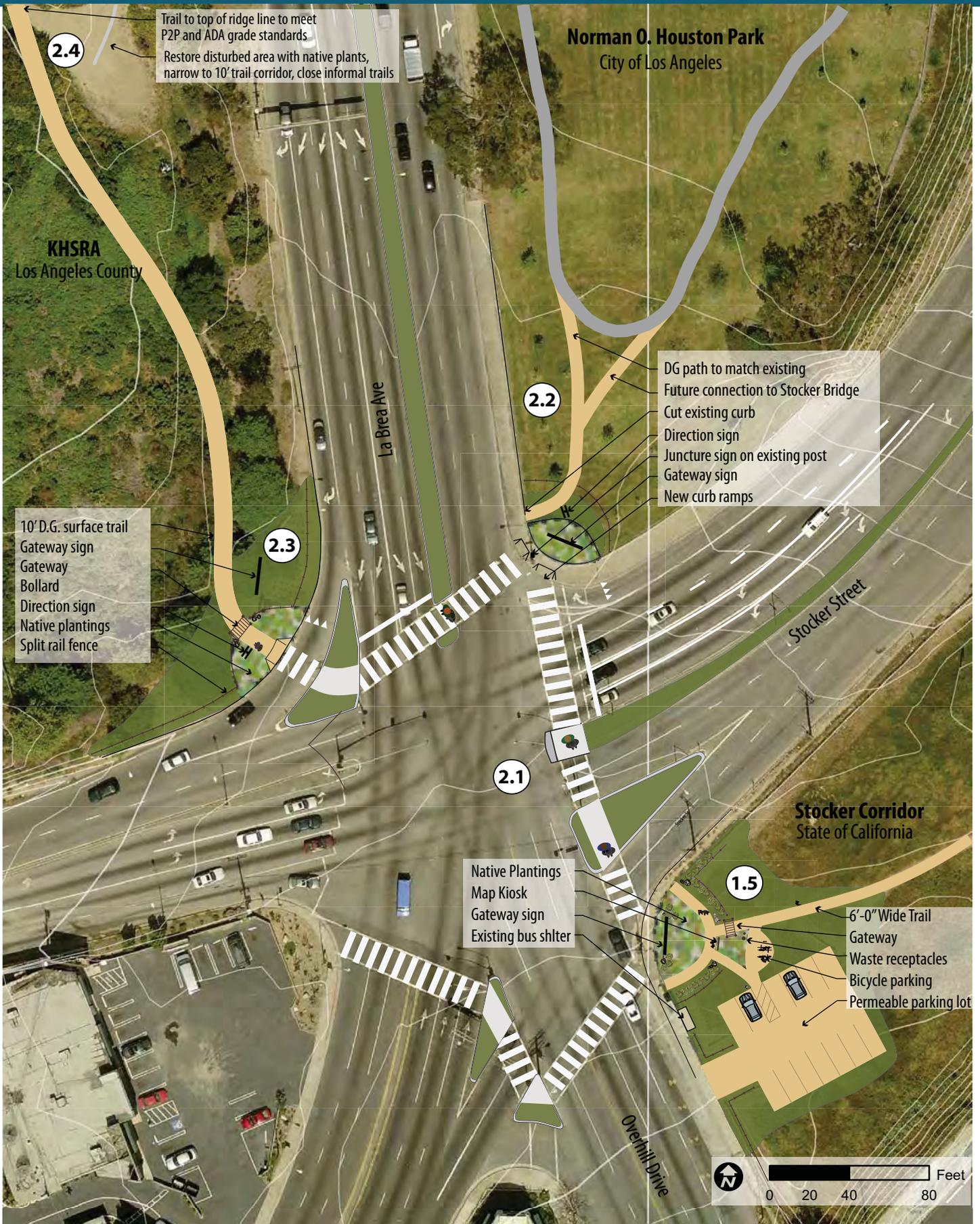
#### Norman O. Houston Park Trailhead

- Utilize existing parking and establish a path of travel from existing parking lot to KHSRA Eastern Ridge Line Trail entrance.
- Stripe ADA parking stalls at southeast end of lot and remove vehicular gate at ramp and replace with removable bollards. Coordination with City of Los Angeles Parks Department is necessary as they are planning to add an additional 18 parking spaces to the existing lot.
- New trail connection at northwest corner into Norman O. Houston Park to La Brea/Stocker Street crossing. 6' wide decomposed granite (DG) path to match existing loop trail.
- Proposed restroom at trailhead.
- Map kiosk, juncture sign.

### 2.3

#### Eastern Ridgeline Gateway at Five Points Intersection

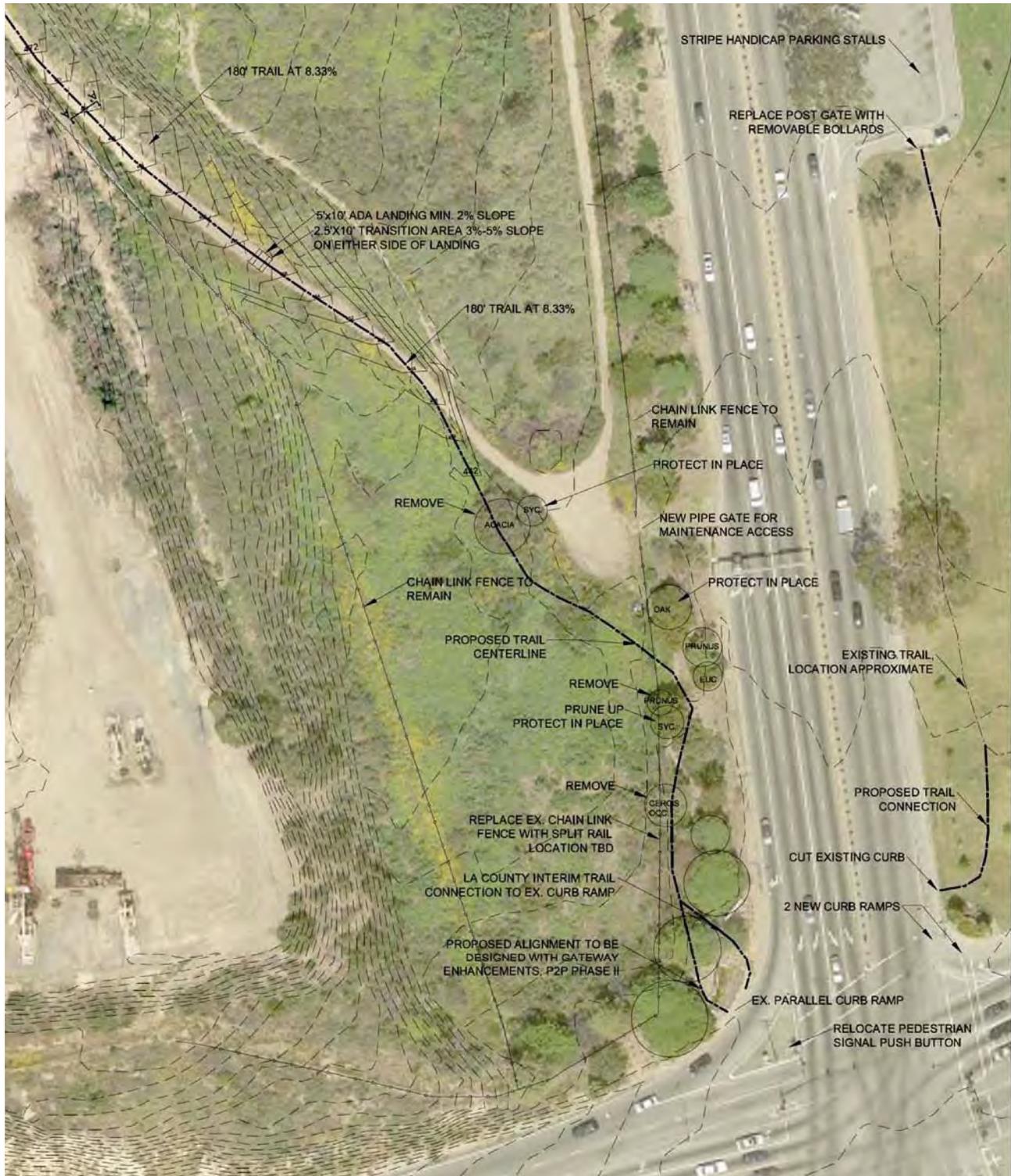
- New entrance to park – 10-12' wide trail to match existing trails.
- Gateway sign to match Stocker Corridor and Norman O. Houston Park.
- Gateway feature with split rail delineation fencing.
- Landscape improvements, similar to Stocker Corridor gateway. Could utilize existing irrigation.
- Map kiosk and direction sign.



## Segment 2. KHSRA Eastern Ridge

### 2.4 Eastern Ridge Line Trail

- BHC has funded design and construction of this trail segment led by Los Angeles County Public Works. The proposed trail section will be a 10' wide decomposed granite path 6" deep with 8" to 12" aggregate base to support vehicular loads. The project features a loop trail with outdoor fitness equipment and landscaping at the top of the ridge.
- Align trail connection up to ridge to meet 8.33% grade with landings to transverse the existing 9% slope.
- Separated P2P trail around planned around outdoor fitness loop at top of ridge line.



## 2.5 Trail Connection through Parking Area



- Construct trail on west side of parking entrance drive. Will be adjacent to parallel parked cars. Parking is at a premium in this area and the trail should not remove existing parking spaces.
- High visibility crosswalks.
- Sidewalk enhancements.

### Other project proposals or concepts outside scope of current Study but described for reference:



- Planned trail from Victoria to existing La Brea Loop trail along the west side of La Brea in KHSRA.
- Long term connection from Jim Gilliam Park along east side of La Brea.
- Signalized mid-block pedestrian crossing on La Brea Avenue at Victoria Street.

## Segment 3. KHSRA Western Ridge

**Length: 8,786'**

The objective is to provide a sustainable, ADA accessible route that meets Park to Playa guidelines and L.A. County Trail Standards. The Feasibility Study identified segments that do not meet these design guidelines and standards due to steep and/or “fall line” alignments with eroded surfaces, narrow width, or excess width. Realignment of existing trails is recommended where necessary to meet standards, along with restoration of inappropriately aligned or duplicate trails and denuded areas.

### 3.1

#### Western Ridgeline Improvements



- Restore steep and eroded segments along the ridge line.
- Realign to provide slopes consistent with minimum standards, avoiding “fall line” routes that follow direction of drainage.
- Narrow the trail by restoring unnecessary width or adjacent disturbed areas where trail is not designated as a fire road.
- Sign areas with steep slopes and provide warning of stairs ahead.
- Potential long term connection to Western Ridge trail through utility corridor. This north-south finger could extend out into Mid-City through on-street bikeways.

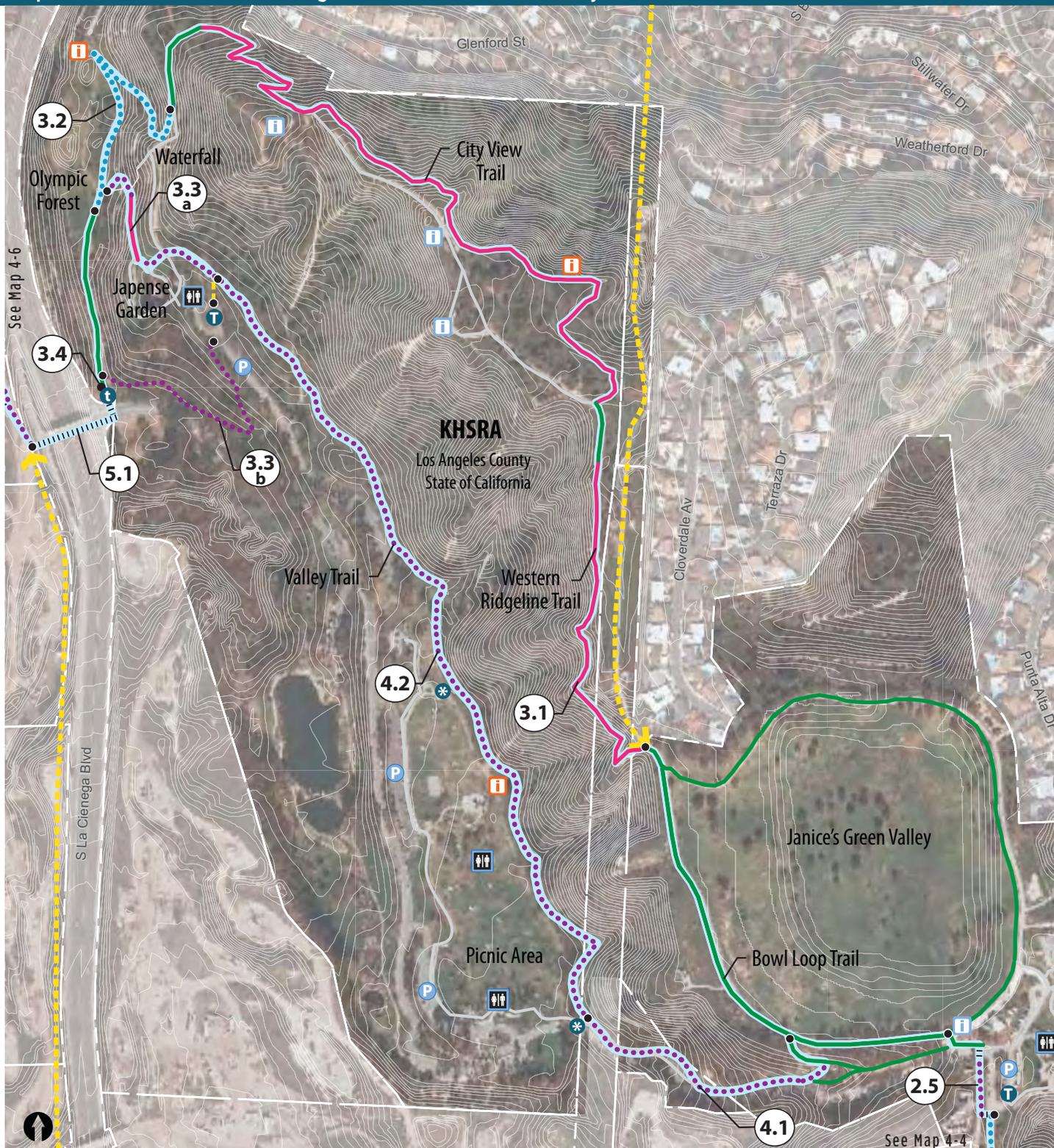


Realign and restore eroded trail segments on top of ridge.



The existing City View Trail needs to be widened to meet the 6' minimum P2P standard.

## Map 4-5: KHSRA Western Ridge Trail and KHSRA Valley Trail



- |                        |                           |                            |                      |
|------------------------|---------------------------|----------------------------|----------------------|
| Existing Trail         | Existing Connector Trail  | Existing Parking           | Existing Restroom    |
| Improve Existing Trail | Proposed Trail Connection | Proposed Parking           | Proposed Restroom    |
| Proposed Trail         | Enhance Street Crossing   | Existing Interpretive Site | P2P Trailhead        |
| Planned Trail          | Proposed Bridge           | Interpretive Opportunity   | P2P Gateway Entrance |
| Close & Restore Trail  | Preferred Alignment       | Segment End Points         | P2P Access           |

## Segment 3. KHSRA Western Ridge

3.2

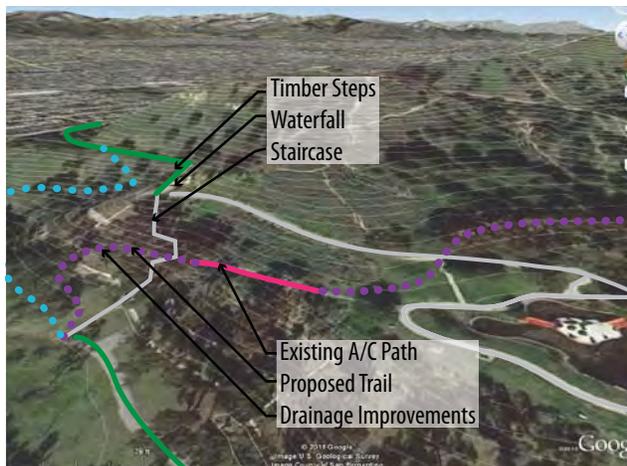
### Connection to Olympic Forrest



- L.A. County Department of Parks and Recreation planned and funded trail is intended to provide an alternative to the existing route that leads to a staircase at the Waterfall area passing through the north end of the Japanese Gardens.
- Interpretive vista point opportunity.

3.3  
a

### Japanese Garden by pass trail (Alternative a)



- P2P Gateway east of Japanese Garden.
- New trail around east side of Japanese Garden.
- Provide better access from existing ADA accessible parking.
- Reconfigure existing asphalt path to meet recreational trail ADA standards.
- Replace or restore concrete V-ditch drainage to a more natural configuration.

3.3  
b

### Japanese Garden by pass trail (Alternative b)



- New trail connection from parking lot.
- Possible boardwalk or drainage improvements necessary.

### 3.4 Trail Gateway at KHSRA Entrance



- Trail gateway entrance at Olympic Forest featuring a gateway feature, map kiosks, native landscaping, trash receptacles, bicycle parking. Entrance should be designed in collaboration with enhancements to the La Cienega bridge enhancements to align trail with crosswalk improvements.
- Replace vehicular gate with removable bollard.
- A parking lot was considered at the Olympic Forest area. A new parking lot is not recommended because it would require an inefficient layout with a narrow single-loaded lot at separate grade from the Trail. Further study by a traffic engineer would be necessary to determine the feasibility of a parking drive at this location.

### Alternative Alignments Considered



- Close switchback trail on north facing slope. Realign as a climbing turn and restore slope to natural state. Existing trail alignment does not meet sustainable trail principles.



- Realign and restore eroded fire road.



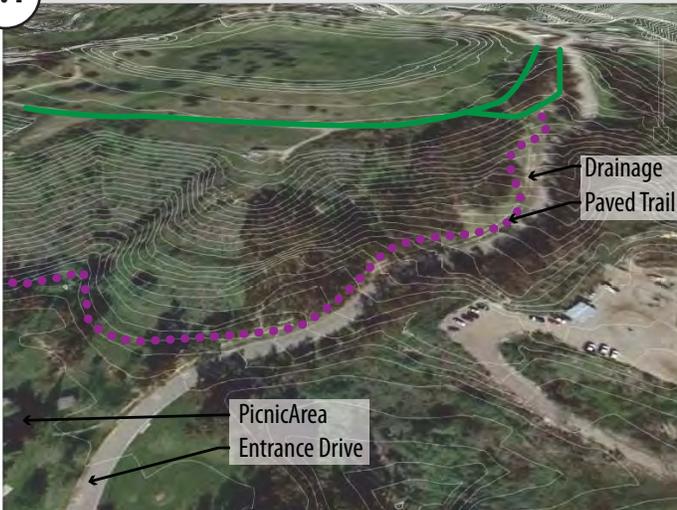
- Trail connection along KHSRA entrance drive at park entrance to parking areas.

## Segment 4. Valley Trail

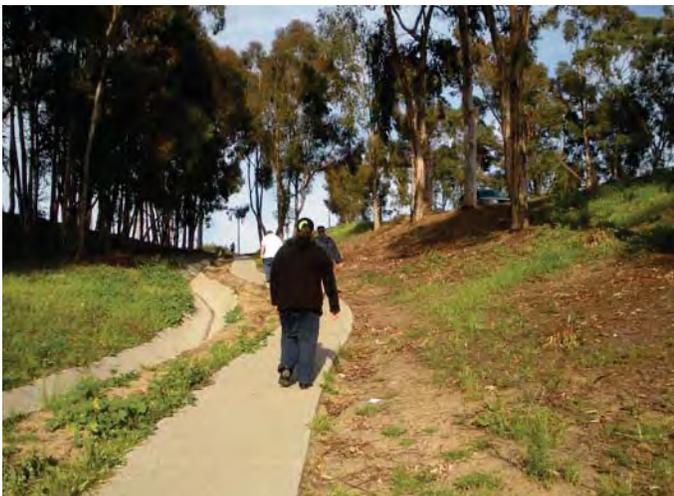
**Length: 4,505'**

This is a potential long-term project with the objective of improving the range of users accommodated by the Park to Playa Trail. The unpaved connections in Segment 3 along the ridge accommodate hikers and mountain bikers, but this wider, flatter, and more direct route from the paved hilltop loop trail would accommodate less adventurous riders, walkers, groups, strollers and wheelchairs users who wish to travel to and from the west side of KHSRA. This trail could be a 6' wide gravel/base rock paved surface, or wider (e.g. 8' – 10' wide, with an asphalt surface; to be resolved in conjunction with future planning for KHSRA. Portions of this trail occupy the alignment of existing sidewalks and a nature trail.

### 4.1 Realign and Restore Trail



- Realign and construct a more winding, wider and less steep trail through the landscaped area adjacent to the park road, replacing the existing concrete sidewalk. This portion of the trail is assumed to be paved. Drainage crossings over existing concrete channels are required – either with small bridges or culverts, ideally by converting to more natural drainage configuration.



There is an opportunity to restore the concrete drainage ditch to a more naturalized form improving storm water quality as well as the user experience for people on the Park to Playa Trail.

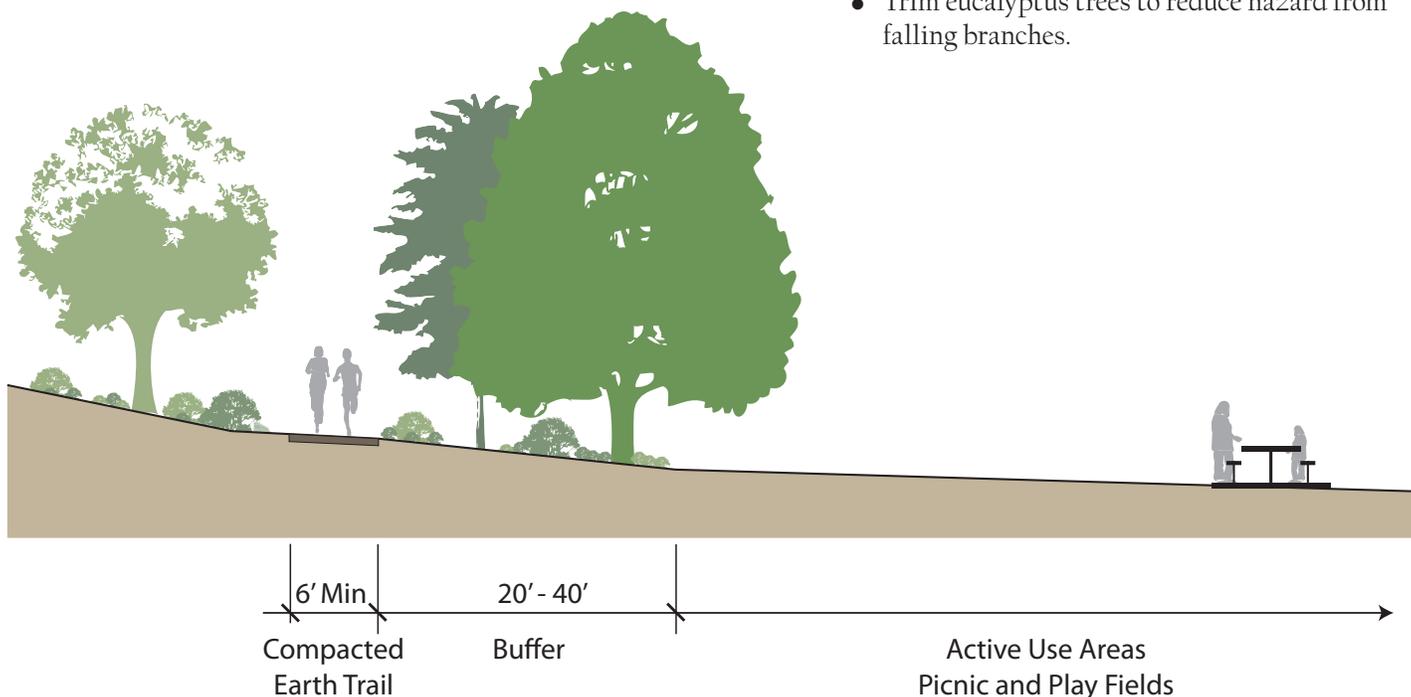


The trail will connect to Janice's Green Valley Loop via the existing interpretive trail.

**4.2** Trail at Toe of Slope



- Build a new trail at toe of slope, outside the existing developed picnic area, except for crossing through one developed turf area in a canyon. This trail could be a 6' wide gravel/ base rock paved surface, or wider (e.g. 8' to 10' wide, with an asphalt surface; to be resolved in conjunction with future planning for KHSRA). Probable drainage crossings will require resolution of design approach. A part of this route exists as an unpaved nature trail, accessed by a small wooden footbridge.
- Buffer from adjacent active use picnic areas with landscaping/native plantings, but maintain visibility for security.
- Trim eucalyptus trees to reduce hazard from falling branches.



Existing vegetated slope along the Picnic Area.



Existing informal trail along the Picnic Area.

## Segment 5: Blair Hills Corridor

**Length: 5,221'**

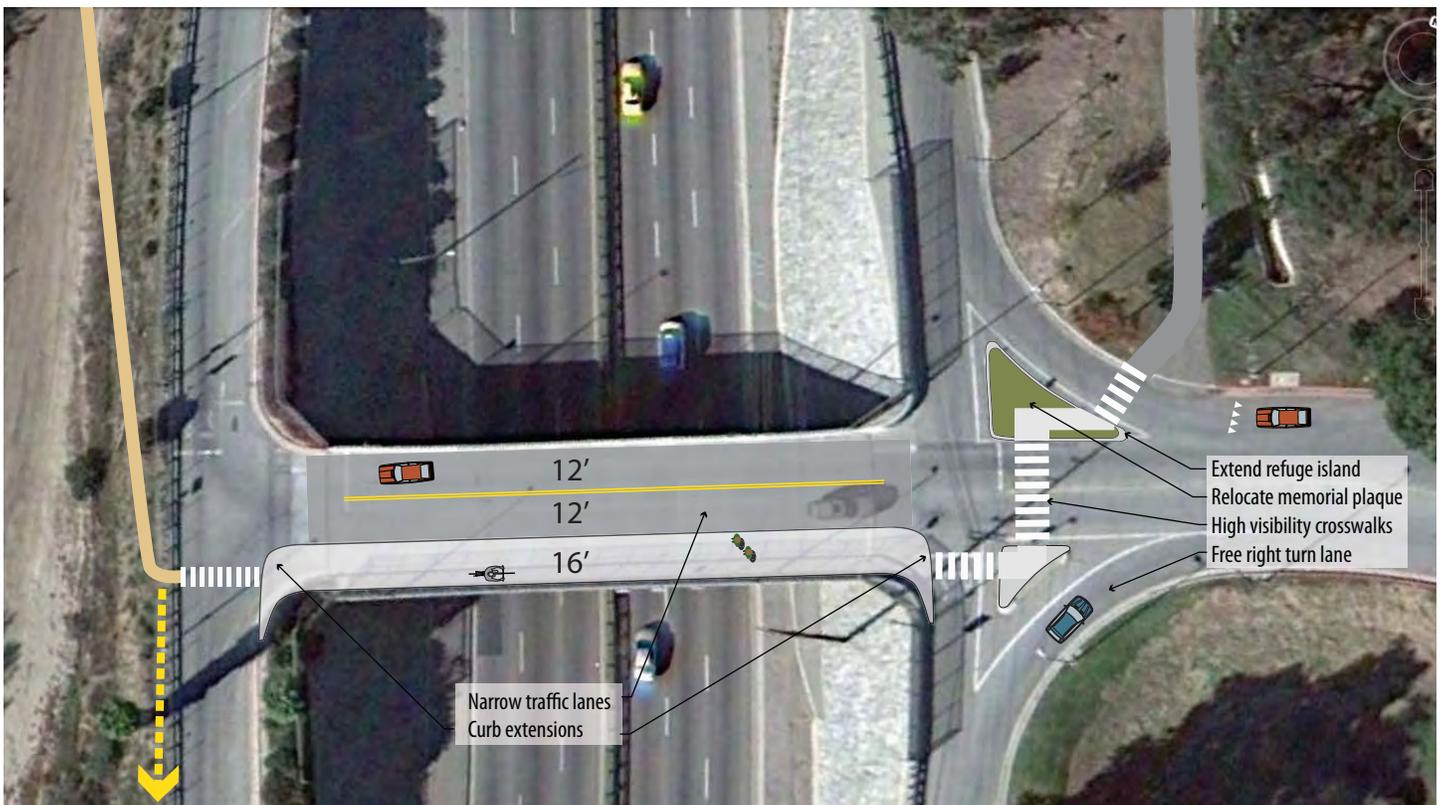
Connecting from Kenneth Hahn State Recreation Area to Baldwin Hills Scenic Overlook is the most important new connection envisioned in the Park to Playa Trail Feasibility Study. This includes improvements at the KHSRA entrance and the bridge across La Cienega, and envisions access across a private Plains Exploration and Production leased parcel to connect to undeveloped open space owned by the Baldwin Hills Resource Conservation Authority (BHRCA).

### 5.1 KHSRA Entrance and La Cienega Bridge Enhancements

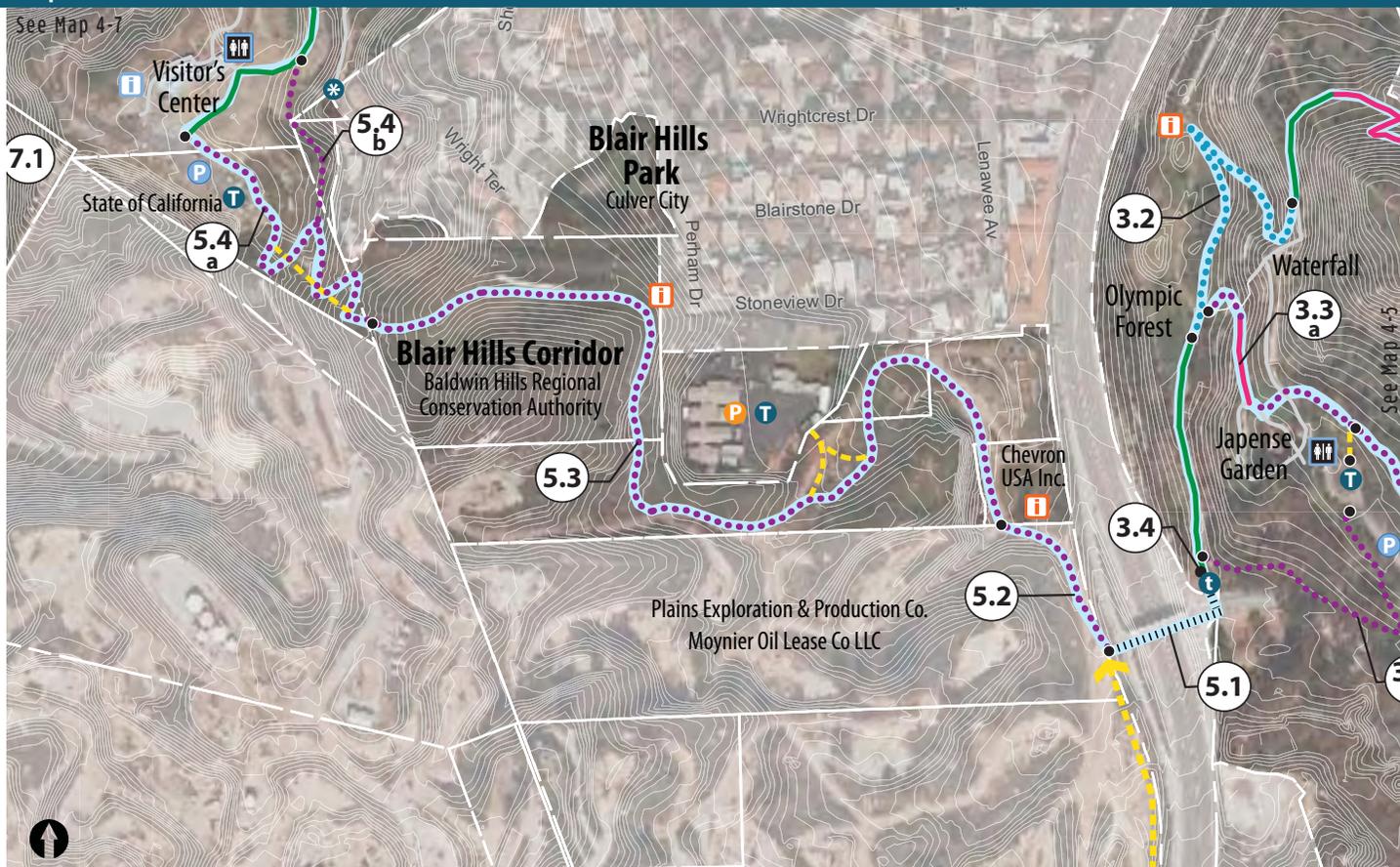


Looking east toward KHSRA, traffic lanes can be narrowed to provide a separated bike and pedestrian path.

- Extend pedestrian refuge island and plant with native landscaping. Relocate memorial plaque in island and incorporate in trail gateway design.
- High visibility crosswalks.
- Provide Class I multi-use path -OR- bike lanes and buffered sidewalk from adjacent traffic. Existing bridge width 40'. Coordinate non-motorized improvements and crossing improvements with Caltrans.
- As a long term project, provide a trail connection to KHSRA along west side of La Cienega Blvd from Ladera Heights.



## Map 4-6: Blair Hills Corridor



- |                        |                           |                            |                      |
|------------------------|---------------------------|----------------------------|----------------------|
| Existing Trail         | Existing Connector Trail  | Existing Parking           | Existing Restroom    |
| Improve Existing Trail | Proposed Trail Connection | Proposed Parking           | Proposed Restroom    |
| Proposed Trail         | Enhance Street Crossing   | Existing Interpretive Site | P2P Trailhead        |
| Planned Trail          | Proposed Bridge           | Interpretive Opportunity   | P2P Gateway Entrance |
| Close & Restore Trail  | Preferred Alignment       | Segment End Points         | P2P Access           |

### 5.2 Trail Easement through PxP/Moynier Oil Lease Co. LLC Property

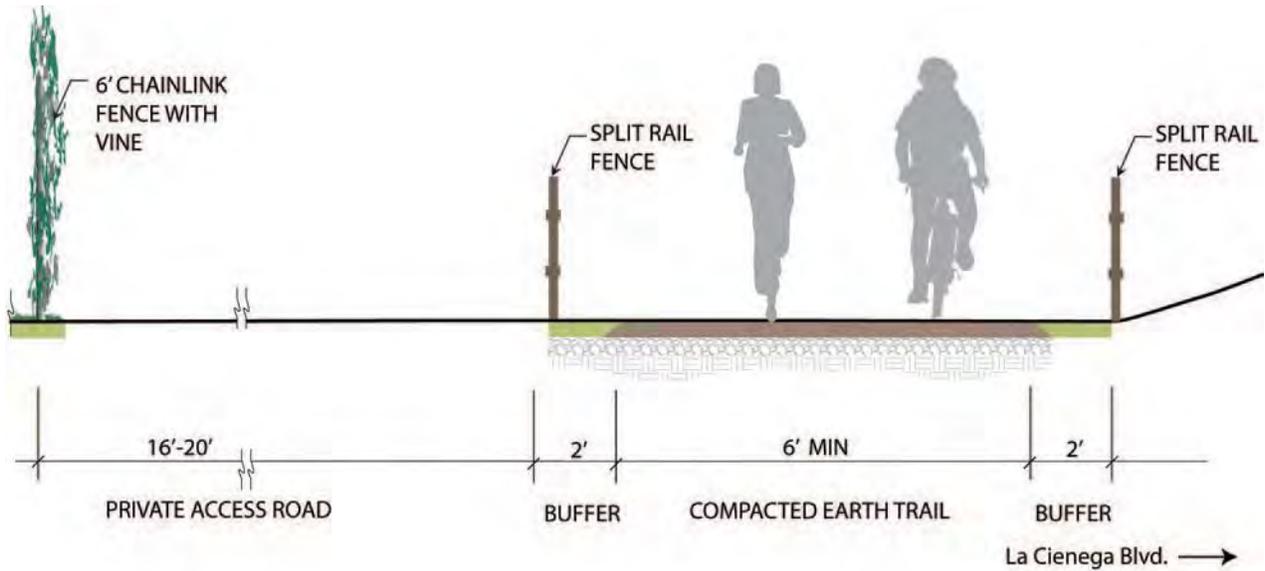


Trail improvement concepts are subject to negotiation of access rights with property owner:

- New trail through former oil production property may entail environmental issues.
- Trail ramps down from frontage road to existing gravel service road.
- Trail continues on east side of existing 16' to 20' wide access road – separated with black vinyl chain-link security fence, potentially planted with vines to provide screening. See Section on next page.
- Opportunity to interpret oil extraction process and related geology.

# Segment 5: Blair Hills Corridor

## 5.2 Trail Easement through Moynier Oil Lease Co. LLC Property - Section



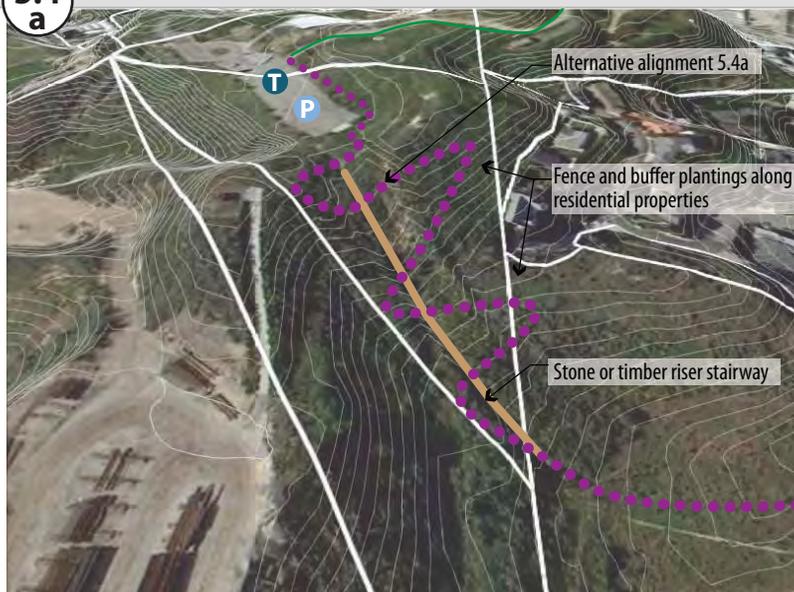
Proposed section through private PXP property.

## 5.3 Blair Hills Trail



- Extend trail through chaparral area.
- Provide setback, fence and native vegetation as a buffer along residential properties.
- Potential access from the Ohr Eliyahu Academy property to the regional trail will be further studied in conjunction with a project initiated by BHRCA. The governing board of BHRCA has stated its intention to acquire the Ohr Eliyahu Academy property, subject to final consummation of the transaction by the BHRCA and Academy boards. A community input process will be performed for this trail and connection after the acquisition is final.

### 5.4 a Trail Connections to BHSO Trail (Alternative a)



- Trail with switchback or climbing turns up steep slope to BHSO. Approx 1,025' elevation change.
- Provide barrier plantings to minimize trail users creating short cuts.
- Stone or timber riser staircase provides direct access to top of slope.
- Restore habitat in other disturbed areas as compensation for trail disturbance.
- Provide setback, fence and native vegetation as a buffer along residential properties.
- New trail around north east area of parking area.
- Gate at BHSO access point to control public access before and after park hours (8:00 a.m. to sunset).

\*Additional study by an engineering geologist needed to determine alignment

### 5.4 b Trail Connections to BHSO Trail (Alternative b)



- Alternative b minimizes the number of switchbacks and follows the contours around the back side of BHSO to meet existing trails within the park.
- Provide barrier plantings to minimize trail users creating short cuts.
- Stone or timber riser staircase provides direct access to top of slope.
- Restore habitat in other disturbed areas as compensation for trail disturbance.
- Provide setback, fence and native vegetation as a buffer along residential properties.
- Gate at BHSO access points to control public access before and after park hours (8:00 a.m. to sunset).

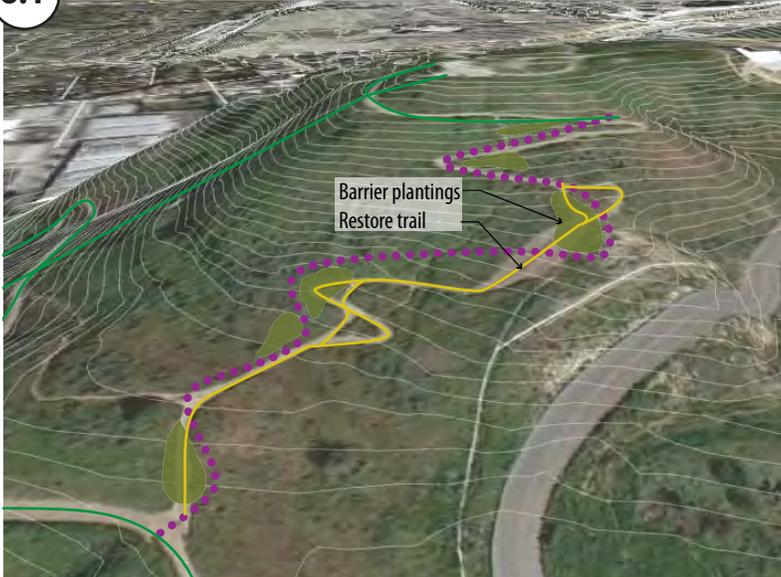
\*Additional study by an engineering geologist needed to determine alignment

## Segment 6: Baldwin Hills Scenic Overlook

**Length: 4,579'**

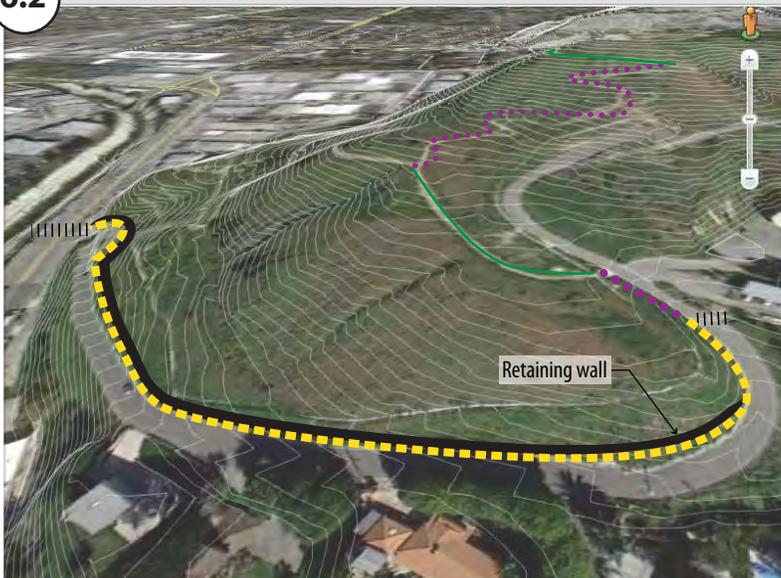
The objective is to improve connections to and through the popular Scenic Overlook, including realigning some existing unpaved trails on the northwest side to standards of State Parks/L.A. County/Park to Playa Guidelines, and providing a trail parallel to the existing paved access road that allows pedestrians to follow this route without walking in the road.

### 6.1 Trail Realignment and Restoration



- Realign trail to provide slope gradients consistent with minimum standards and restore abandoned portions.
- Plant barrier vegetation to discourage users from creating short cuts between switchbacks.

### 6.2 Separated Pedestrian Path on Hetzler Road



- 6' wide paved path on the east side of Hetzler Road from the lower parking lot to sidewalk on Jefferson Road.
- Retaining walls required along the 2:1 slope. State Parks recommends a living retaining wall, which provides space for plants to grow within the, similar to the retaining wall design along Jefferson Boulevard. See proposed cross section on following page 79.
- Provide high visibility crosswalk on Hetzler Road at crossing to Culver City Park.

# Map 4-7: Baldwin Hills Scenic Overlook and Culver City Park



- |                        |                           |                            |                      |
|------------------------|---------------------------|----------------------------|----------------------|
| Existing Trail         | Existing Connector Trail  | Existing Parking           | Existing Restroom    |
| Improve Existing Trail | Proposed Trail Connection | Proposed Parking           | Proposed Restroom    |
| Proposed Trail         | Enhance Street Crossing   | Existing Interpretive Site | P2P Trailhead        |
| Planned Trail          | Proposed Bridge           | Interpretive Opportunity   | P2P Gateway Entrance |
| Close & Restore Trail  | Preferred Alignment       | Segment End Points         | P2P Access           |

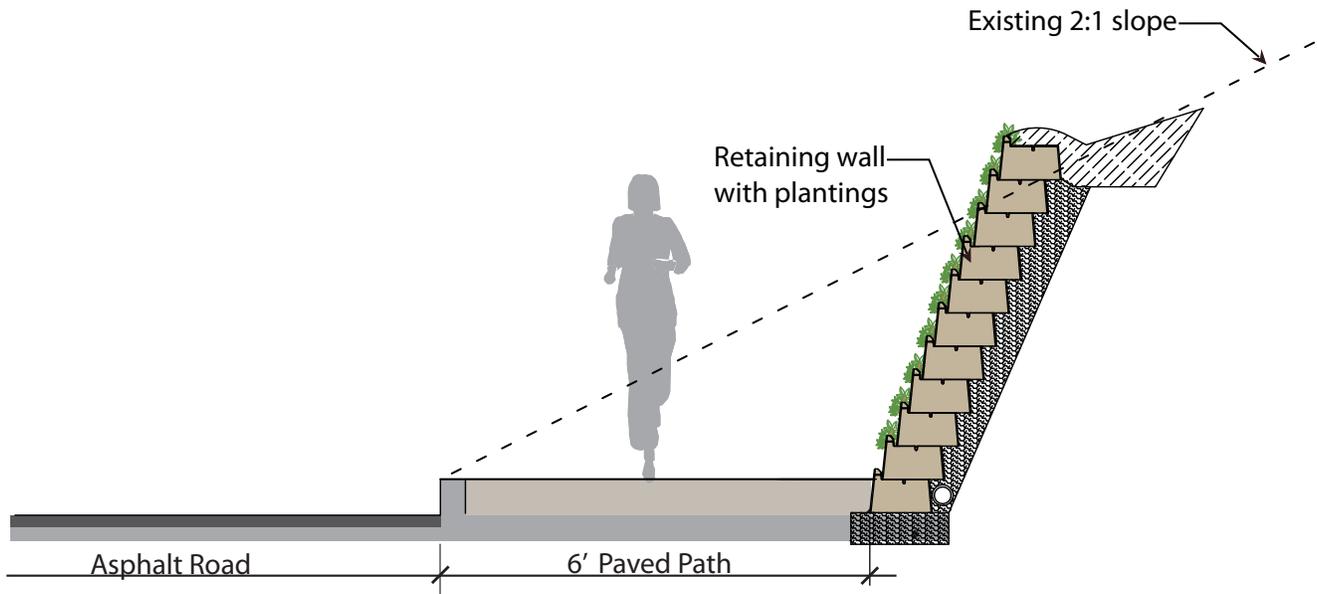
See Map 4-6



# Segment 6: Baldwin Hills Scenic Overlook

## 6.2

### Separated Pedestrian Path on Hetzler Road-Section



## 6.3

### Intersection Improvements



The improvements at the intersection of Jefferson Boulevard and Hetzler Road have been funded by BHC and the City of Culver City

- Install signalized intersection with pedestrian actuated signals.
- Install median, curb extensions and high visibility crosswalks.

### 6.4 Bicycle and Pedestrian Bridge Across Ballona Creek

#### Long-term improvement



- A potential long-term project to construct an at-grade bicycle and pedestrian bridge connecting to Ballona Creek Bike Path.
- Further study is required and dependent upon the future availability of grant funding.

### 6.5 Connection to Trailhead at 6000 Jefferson

#### Long-term improvement



6000 Jefferson Boulevard is a City of Los Angeles property that has been identified as a potential location for a trailhead and parking lot in previous plans.

- Proposed new accessible trail connecting from proposed trailhead to existing trail in BHSO.

## Segment 7: Culver City Park

**Length: 4,060'**

The objective is to complete a more accessible connection from BHSO through Culver City Park to Duquesne Avenue, by providing connections to existing accessible trails. Wayfinding can assist in providing a temporary connection through the park. However, additional improvements are needed to provide for an accessible trail. Culver City Park is located on top of a closed landfill. Per the City, evidence of slope movement indicates the need for further geotechnical studies, and potentially environmental studies, as part of base information to evaluate the feasibility of new trail construction. The Plan identifies two possible alignments. According to the City, due to impacts from the unstable hillside, the interpretive boardwalk trail will need to be replaced in the future.

### 7.1

#### Improvements to Existing Trail



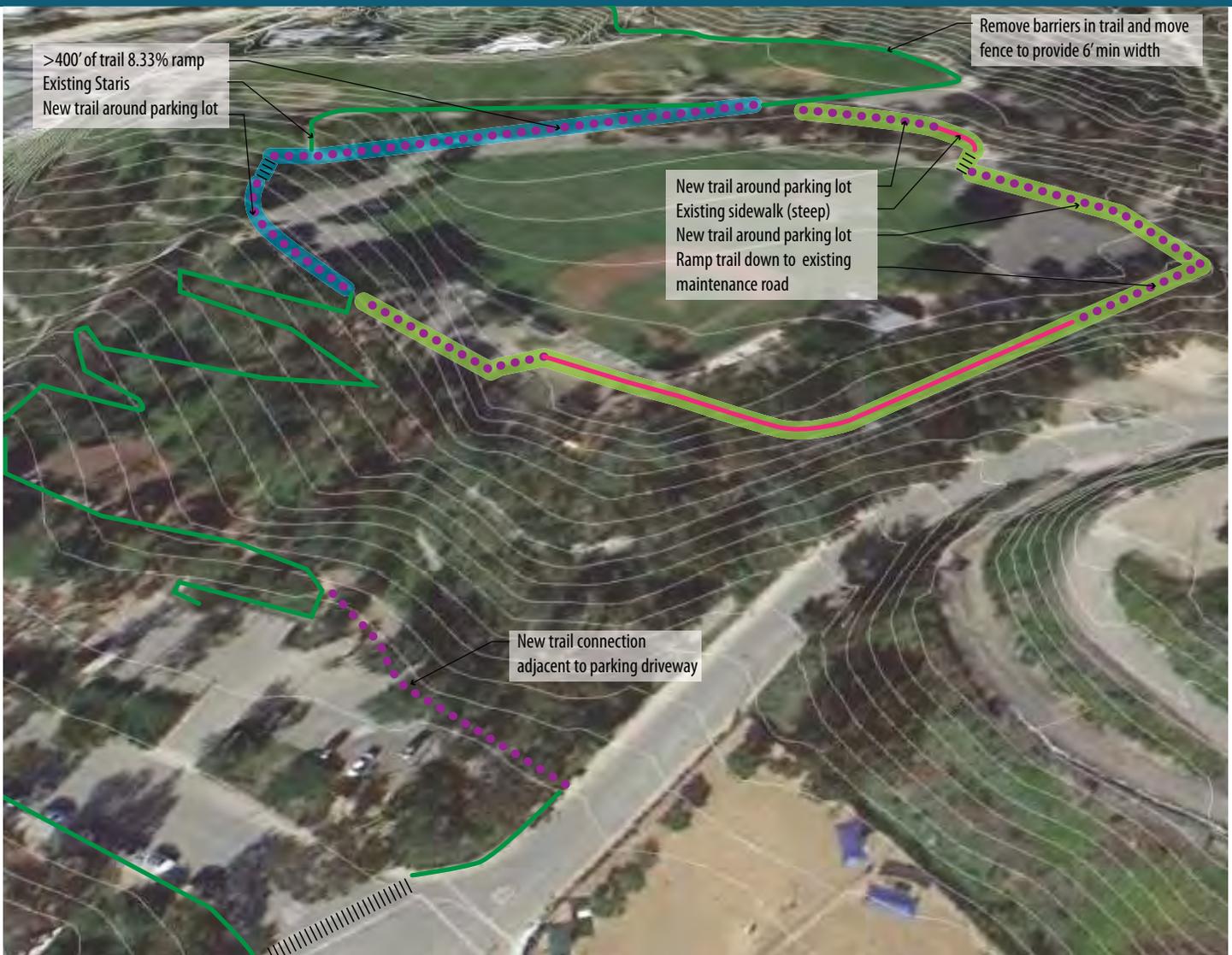
- Fine grading of existing trail around ball field to parking entrance. Improve to meet P2P and ADA standards.
- Remove barriers along path such as the Concrete Masonry Unit (CMU) wall.

### 7.2 a

#### Trail Connection to Interpretive Trail Boardwalk (Alternative a)



- Create ADA ramp with 400 plus feet of trail from the upper ball fields to the lower ball field parking area. The narrow steep slope will require retaining walls, landings and hand rails on the trail.
- New trail around parking lot to top of boardwalk ramp. Align trail around existing trees.



## 7.2 Trail Connection to Interpretive Trail Boardwalk (Alternative b)



- New trail around upper parking lot to top existing sidewalk.
- Widen existing sidewalk, existing grade exceeds 10 percent.
- New trail in median between parking lot and road.
- Ramp down to existing maintenance road that wraps around ball field.
- New trail connection to top of boardwalk ramp.
- At bottom of boardwalk, a new trail connection from the interpretive trail adjacent to the ropes course along entrance drive to existing sidewalks on Duquesne.

## Segment 7: Culver City Park

7.3

### Trail Connection from Interpretive Trail Boardwalk to Existing Sidewalks



- At bottom of boardwalk, create a new trail connection from the interpretive trail adjacent to the ropes course along entrance drive to existing sidewalks on Duquesne.
- Directional signs and map kiosk.

7.4

### Entrance to Ballona Creek Path at Duquesne Avenue



- Utilize existing sidewalks and crossings on Duquesne through Culver City Park to Ballona Creek entrance.
- Potential to widen existing sidewalk on southwest side of bridge over Ballona Creek through parking removal.

# 5. Comprehensive Wayfinding System



*Branding the Park to Playa Trail will help create an identity that is recognizable and memorable.*

## 5.1 Introduction

Comprehensive and innovative map, marking and signing systems (collectively “wayfinding”) make trail and pathway networks outstanding. A good wayfinding system helps users know about, find, follow, and enjoy the trail. A signage and directional system has been developed to inform and educate users about the Park to Playa trail system and to help them find their way. A good wayfinding plan depends on an accurate understanding of the trail system: its routes, features, users, local origins and destinations of users, and the needs and abilities of those who maintain, manage, and provide emergency services for the trail. The benefits of a wayfinding system include:

- A Park to Playa Trail identity that is recognizable and memorable
- Improved awareness of the trail and increased use
- Enhanced legibility for the public to find and follow the trail
- A greater sense of security and comfort
- Increased numbers of bicycle and walking trips
- Better agency and inter-agency planning, coordination and management
- Improved emergency and maintenance access and coordination

The wayfinding plan has four objectives to realize the benefits.

**1. Get people to the Park to Playa Trail.** The wayfinding plan includes the development of user maps that help people plan their trips before arriving at the trail, including how to access trail heads by car, bus or bike. The plan also includes signs at surrounding bus and transit stops that give people confidence that access to the Trail is close and accessible.

**2. Define the Park to Playa Trail within the larger context of trails, bike and pedestrian routes.** The parks and open spaces along the route have many trails. Other trails and park facilities in the region connect or are planned to connect to the Park to Playa system through other projects. Finally, the system of bike routes and sidewalks affords opportunities to connect to the Trail, as well as alternative routes to segments that may not be open to all users (e.g. bikes or dog walkers).

**3. Help users navigate the Trail network.** The sign plan includes custom design and graphics that distinguish the Park to Playa Trail network from other park trails. The signs include information on how to reach surrounding destinations and mile markers that allow people to track their progress and location along the route.

**4. Alert motorists of bicycle and pedestrian crossings.** The plan includes recommendations for on-street signs, pavement markings and crosswalks to help bicyclists and pedestrians find and follow the trail safely and warn motorists there might be bicyclists and pedestrians in the roadway.

## 5.2 Existing Sign Analysis

The existing trail systems in the Park to Playa corridor consist of a series of paved and unpaved trails, pathways, staging areas, and trailheads currently in place, as well as projects that are planned for implementation in the Feasibility Study. Signage on the trails is minimal and inconsistent in style and placement. Critical information at intersections and roadway crossings is not present. Park maps with “You Are Here” information and trail maps are lacking within the parks at trailheads and trail gateways. Furthermore, the existing trails do not clearly support tracking distances with mile markers to help users gauge how far they have traveled.

The majority of existing on-trail signs are located within Kenneth Hahn State Recreation Area, Baldwin Hills Scenic Overlook and Ballona Creek Bike Path. Signs in KHSRA have a rustic feel and include routed wood post trail markers, and metal sign frames. On trail signs are worn and many sign plaques have been removed due to graffiti. BHSO signs have a modern feel with, galvanized brushed metal background and yellow and black graphics. New signs have recently been installed along Ballona Creek.

Two guiding documents have contributed to the Park to Playa Wayfinding plan. The Baldwin Hills Park Lands Signage and Graphics Guidelines who's goal is to unite the park entities into a recognizable destination through a consistent visual identity. The County of Los Angeles Trails Manual which provides guidance on trail signing within County Parks.



Baldwin Hills Parklands vehicular signs located along major roadways lead to park entrances.



The three park entrance signs at the Five Points intersection are varied in size and materials. Gateway signs with common attributes, e.g. base, materials, scale, etc., at contiguous park entrances would unify the intersection and highlight the gateways on the regional trail.



Where park entrances are not contiguous, a trail medallion can be added to the existing signs to denote the Park to Playa Trail within the park.



Posts and signs along existing trails (from left to right): metal trail marker along Stocker Trail, wood post and metal sign frame with graffiti in KHSRA, and a regulation marker in BHSO.



Kiosk and signs within the parks (from left to right): unmaintained kiosk at Stocker Corridor, regulations signs in KHSRA, and place marker in KHSRA.



Interpetive signs along existing trails (from left to right): two types of interpretive signs in KHSRA, an angled trail wayside with black metal frame containing ecological information and vertical panels designating health and wellness trail; BHSO interpretive signs with silver steel frames; and new interpretive sign along Ballona Creek Path with dark green metal frame.

## 5.3 Wayfinding and Branding

The P2P wayfinding program provides for identification information, orientation devices, safety and regulatory messages through a unifying identity. This section provides an overview of the components that make trail system wayfinding more effective.

### Trail Logo

Trail identity can play a key role in defining the trail in the eyes of the community. Logos can help shape the character of the trail and make it instantly recognizable to a broad range of community members. This identity can help trail managers in many ways, ranging from community support and volunteerism to fundraising. The color pallet and design was chosen to complement the existing sign projects in the corridor. The P2P logo has been designed with project partner input. The shield shape was selected to emphasize the trail as a regional transportation route. Furthermore, the logo shape provides the flexibility to be placed within a rectangle or circle for use in other agency signs and publications.



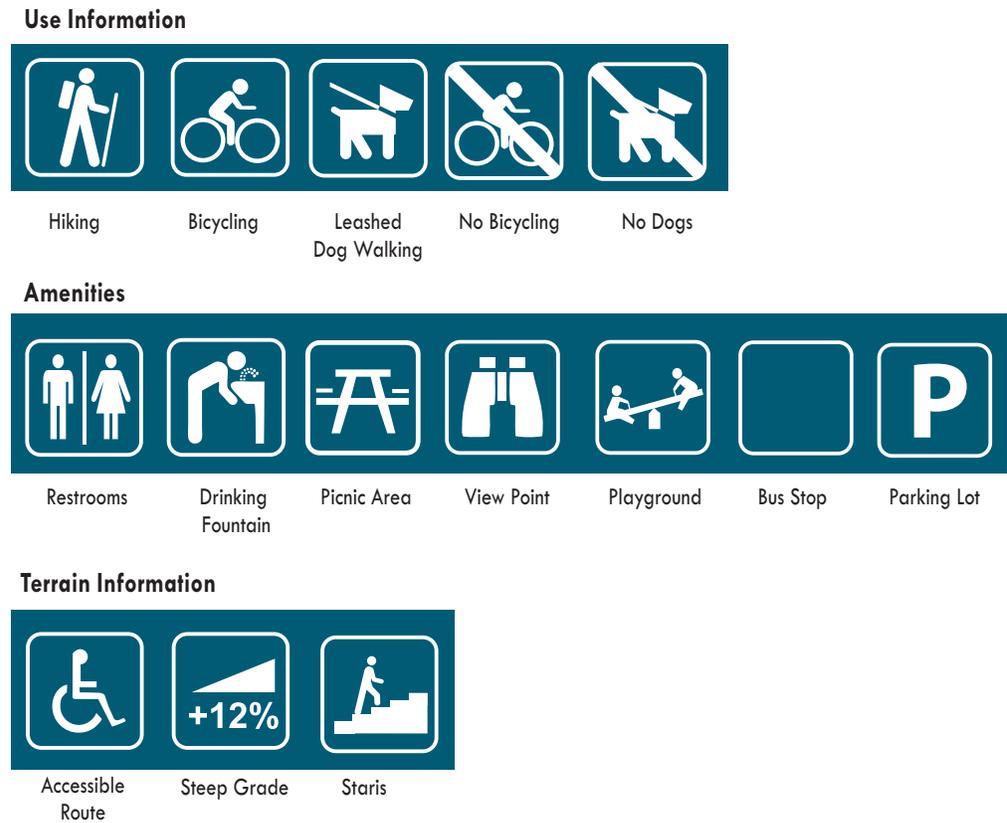
Figure 5.1 Trail logo options

### Sign Placement

When placing signs in natural environments, it is important to avoid sign clutter and unnecessary messages. Signs should be located at entrances and intersections, rather than placing sign elements intermittently along the trail. This would concentrate sign locations at trailheads, gateway entrances, and decision points where intersecting trails meet. Exceptions to this rule include confirmation signs and accompanying regulatory information which is designed to be at a small scale on bollard posts to avoid disrupting the trail experience.

### Symbols

Through the P2P corridor trail use information, recreational opportunities, amenities, regulatory messages and safety warnings must be conveyed. Symbols provide a universal vocabulary to convey much of this information. The following provides a list of symbols to be included on the signs.



**Figure 5.2 Standardized Symbols**

### Americans with Disabilities Act

An accessible route that meets ADA standards for recreational trails will be provided along the P2P regional trail. A component of meeting the ADA standards is to provide advanced notice and label trails that are not accessible. A user map of the trail system should identify accessible trailheads, allowing people with disabilities with information to plan their visit to the Trail. Advanced labeling on signs are particularly important

in areas where there may be steep slopes along sections of trail, or terrain that may be impassible for users with limited physical abilities, such as stairs.

### Agency Logos

Signs within each of the park jurisdictions will display the logo from the owning and managing agencies.



### QR Tags

Quick response codes, called QR codes, are a smart phone technology that dynamically connect mobile users with digital content by taking a picture of a two dimensional square bar code. Incorporating QR tags into wayfinding signs allow people to access digital information for the trail such as trail maps, park information or interpretive information. For example, if a person scans a QR tag on a P2P sign at the Metro Expo line station, their phone could launch a map to help direct them to a trail gateway. QR tags along the trail route could provide interpretive information on site history or geology, provide seasonal information on plant in bloom, describe restoration efforts in progress, or provide fitness information.

Software to deliver information from a QR tag can be set up two ways. The first alternative is to develop a custom Park to Playa Trail Application (P2P App) which would enable use without the internet. The second alternative is to link users to the Park to Playa website, or existing park website, by launching an internet browser. Before launching a QR tag program it is important that it be designed to be easy to use and add value to the trail user's experience.



QR tags along the Centennial Trail in Snohomish County, Washington create a multi-media platform to provide historical information along the trail. (Photo by Snohomish Times).

## 5.4 Wayfinding Elements

The wayfinding program is divided into two parts, off site elements and on trail elements. Off-trail elements help people get to the trail. The on-trail elements help users navigate the Trail. Each wayfinding element will serve a specific function, but will be visually integrated to present a seamless system to users.

Figure 5.3 Wayfinding Elements

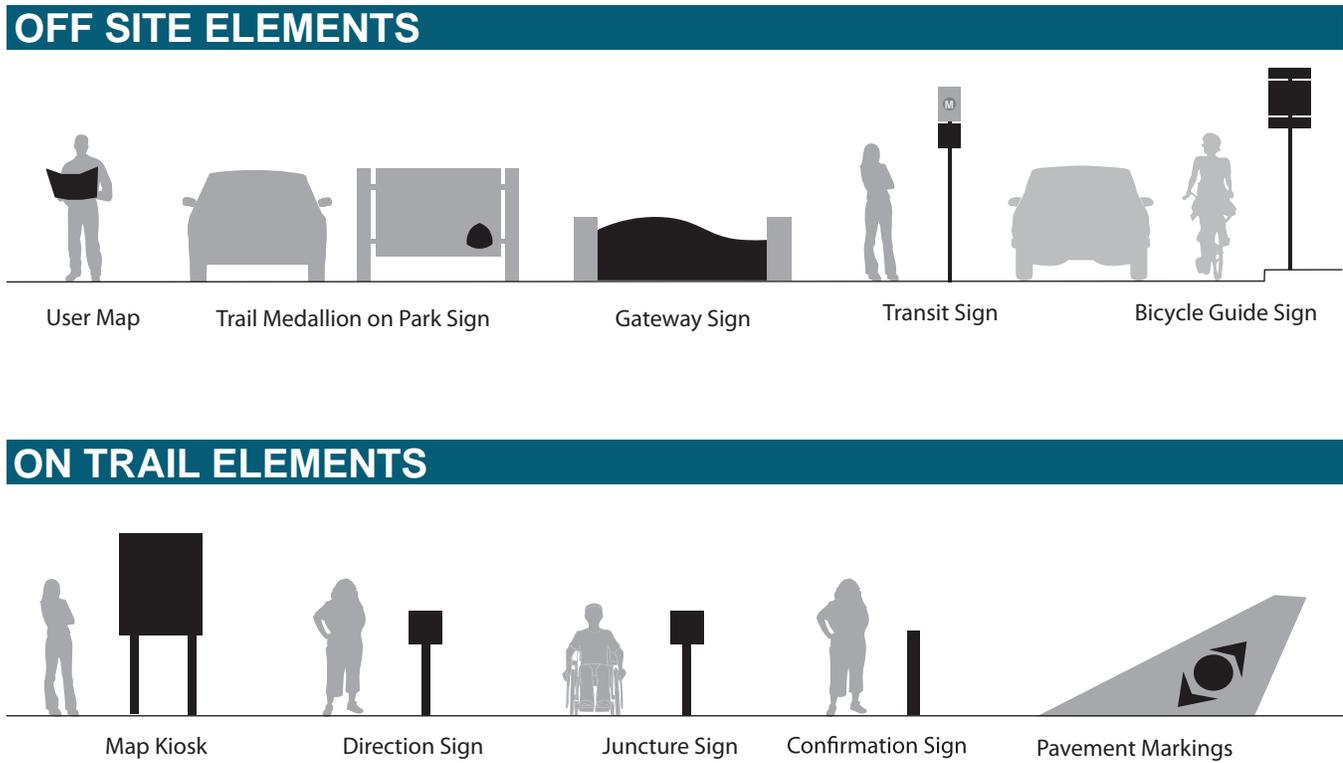
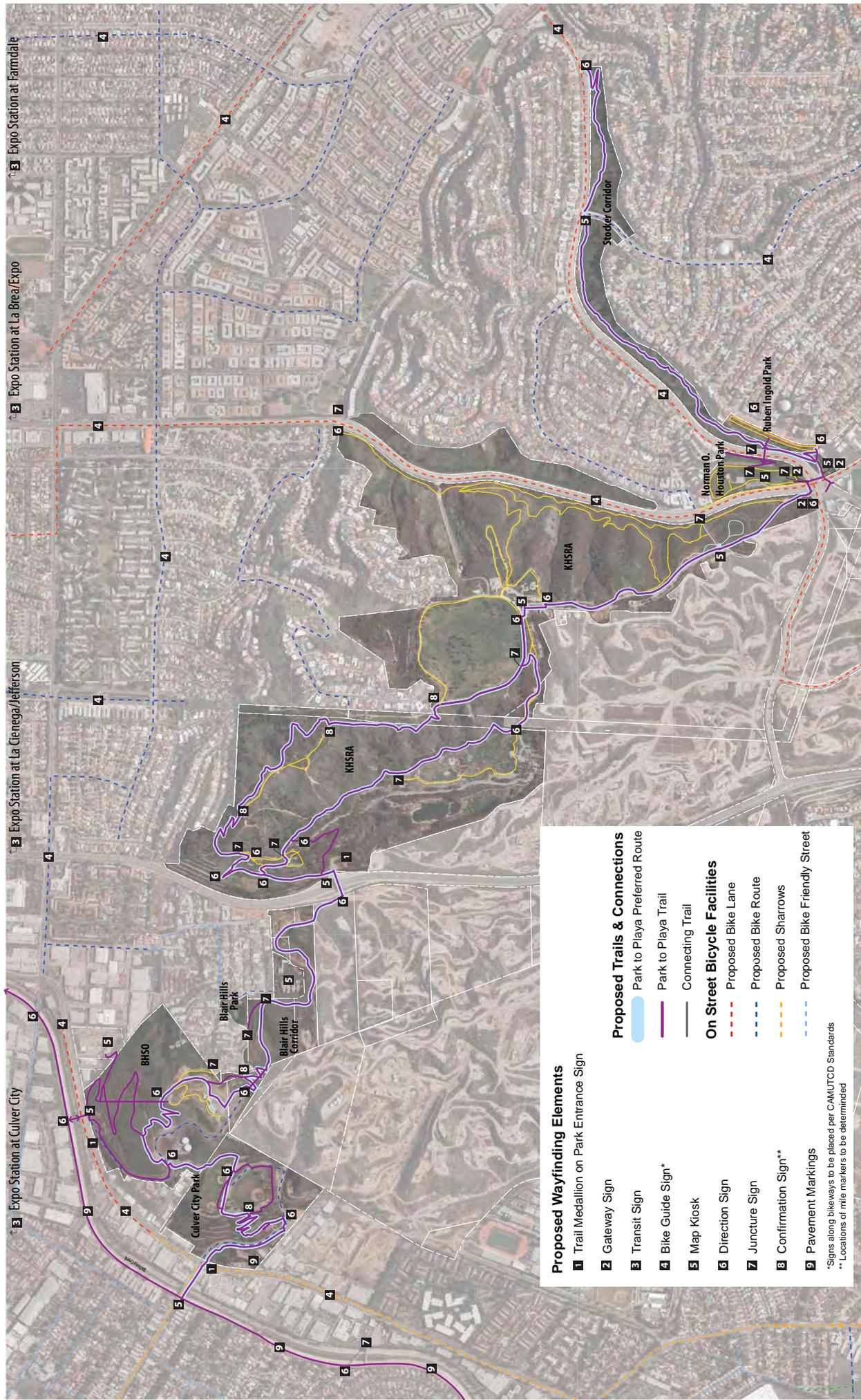


Table 5.1 Wayfinding Elements		
	Description	Application/Location
Off Trail Elements		
User Map	Paper or digital map with trail route and amenities.	Visitors center or online
Trail Medallion on Park Sign	Trail medallion on vehicular scale park identification sign	Park entrances
Gateway Sign	Vehicular scale park identification sign	Park entrances at the Five Points intersection
Transit Sign	Small directional plaque to direct transit riders to adjacent P2P gateway entrance.	Bus stops and Metro transit stations.
Bicycle Guide Sign	MUTCD Bicycle Guide Sign with Park to Playa supplemental plaque.	Along on-street bicycle facilities.
Warning Sign	MUTCD vehicular warning signs.	Road crossings.
On Trail Elements		
Map Kiosks	Large displays to orient users through maps, educational and guidance information.	Trailheads, trail gateways and other nearby major destinations
Direction Signs	Guide users to destinations along trail. Destination information (name, distance and direction).	At trail decision points.
Juncture Signs	Guide users to trail. Inform users of use restriction or trail conditions.	Intersecting trail juncture points.
Confirmation Signs	Guide users along trail and provide mile marker information.	Mile markers every half mile and minor trail junctures.
Pavement Markings	Mark paved portions of the path.	Paved trail segments, city sidewalks, Ballona Creek Path, on-street bicycle routes.



Expo Station at Culver City      Expo Station at La Cienega/Jefferson      Expo Station at La Brea/Expo      Expo Station at Farmdale

**Proposed Wayfinding Elements**

- 1 Trail Medallion on Park Entrance Sign
- 2 Gateway Sign
- 3 Transit Sign
- 4 Bike Guide Sign\*
- 5 Map Kiosk
- 6 Direction Sign
- 7 Juncture Sign
- 8 Confirmation Sign\*\*
- 9 Pavement Markings

**Proposed Trails & Connections**

- Park to Playa Preferred Route
- Park to Playa Trail
- Connecting Trail

**On Street Bicycle Facilities**

- Proposed Bike Lane
- Proposed Bike Route
- Proposed Sharrows
- Proposed Bike Friendly Street

\*Signs along bikeways to be placed per CAMUTCD Standards  
 \*\* Locations of mile markers to be determined



**Map 5-1 Proposed Wayfinding Elements**  
 Source: Data: LA County, Bing Maps 11/2021

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# User Map

## Description

Clear, legible user maps are essential for planning a visit to the Park to Playa Trail. Maps will also be useful to agency staff and emergency responders. A specific Park to Playa Trail map will include detailed park information and trail designations, types, and allowable uses. It will also include landmarks, services, amenities, mile marker locations, transit stops and existing bike lanes and routes. It is also recommended that the Park to Playa trail be labeled with its logo on other park maps such as the Baldwin Hills Scenic Overlook and Kenneth Hahn State Recreation Area maps. Digital maps can be provided online and printed maps available at visitor centers. Published information on web sites and printed maps and brochures should be carefully coordinated with on-site maps and signs.

## Content

- Trail designations, types and allowed uses
- Trailheads and public parking lots
- Services and amenities
- Locations of mile markers
- Transit lines, transit stop
- Existing bike facilities

## Materials

- Online interactive or pdf download
- 18"x27" folded pocket size map

# Trail Medallion on Park Entrance Sign

## Design

6" Porcelain Enamel trail medallion



8" Aluminium trail medallion



## Description

Where park entrances are not contiguous, a trail medallion should be added to the existing park entrance sign to denote the Trail within the park. Two sizes of trail medallions are recommend to correspond to the scale of the existing signs.

## Content

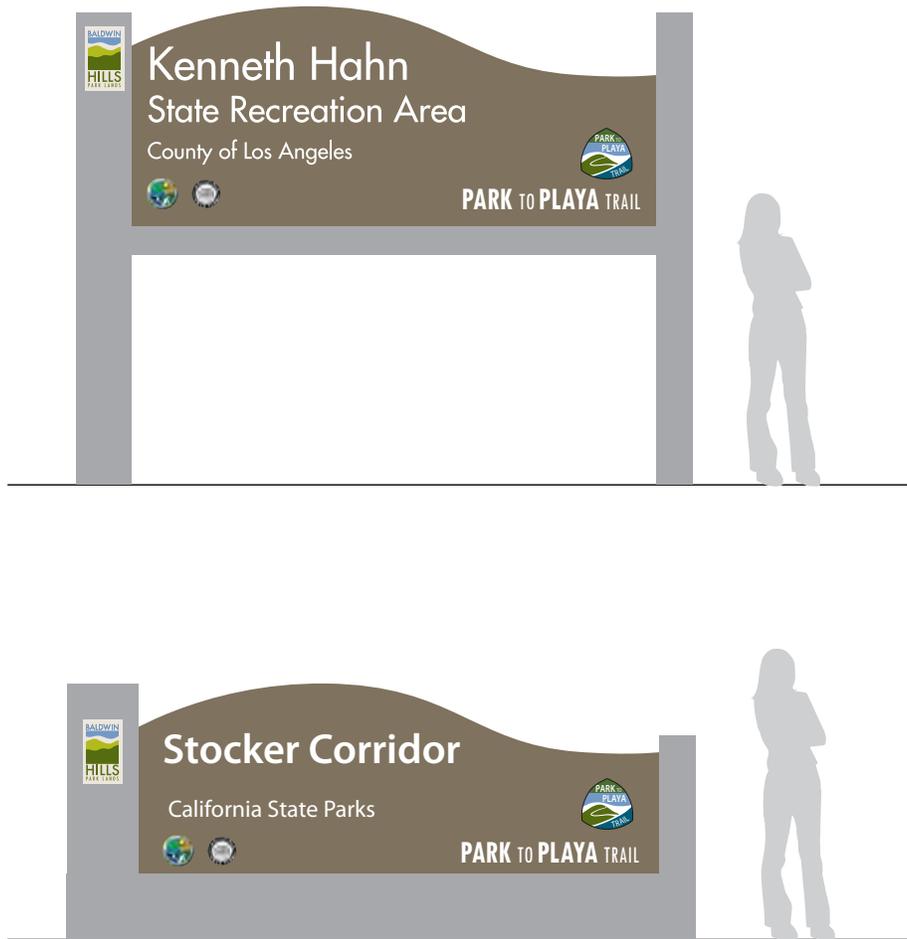
- Park to Playa Trail logo

## Materials

- Porcelain enamel
- 0.080 inch aluminum sign with graffiti coating

# Gateway Sign

## Design



## Description

New, cohesive gateway signs are proposed for the Five Points intersection where the plan is recommending an enhanced parkway corridor. Consistent gateway signage for the three parks is one element that will help to unify the intersection and highlight the gateways on the Trail. The signs should be at a vehicular scale and contain simple messaging of the park name and presence of the Park to Playa Trail. If the agencies want to keep the existing park sign or similar style, an alternative would be to mount the existing signs to a consistent base.

## Content

- Park name
- Agency owner/manager name and logo
- Park to Playa Trail logo and name

## Materials

- Wood sign.
- Natural stone or metal base.

# Transit Sign

## Design



## Description

Transit signs guide people to the Trail. They serve to provide confidence that access to the Trail is close and accessible. Install transit signs at surrounding Metro and Culver City bus stops. Including the La Cienega/Jefferson and La Brea Metro Expo Line stations, and the Martin Luther King Jr. stop along the planned Metro Crenshaw Line. Coordination with Metro and Culver City is necessary for sign installation. An alternative to installing a Park to Playa Transit Sign is to incorporate trail access messaging into Metro or City wayfinding signs.

## Content

- You are here Map includes; Parklands and trails, Existing / proposed bicycle facility network, Parking, Restrooms and Transit Stops
- Agency Logos
- Permitted Uses
- Trail Etiquette

## Materials

- 0.080 inch aluminum sign panel, ¼" corner radius, typical.
- Front of sign to be screened, all exposed surfaces to be painted
- Apply anti-graffiti coating.
- Mount to existing post.

# Bike Guide Sign

## Design



## Description

Bicycle Guide Signs act as a “map on the street” for cyclists. Bicycle Guide (D11-1) signs with a custom Park to Playa plaque should be provided at regular intervals and decision points along designated bicycle routes. The Park to Playa destination plaque should be installed on existing Bike Route signs where available to avoid sign clutter.

## Content

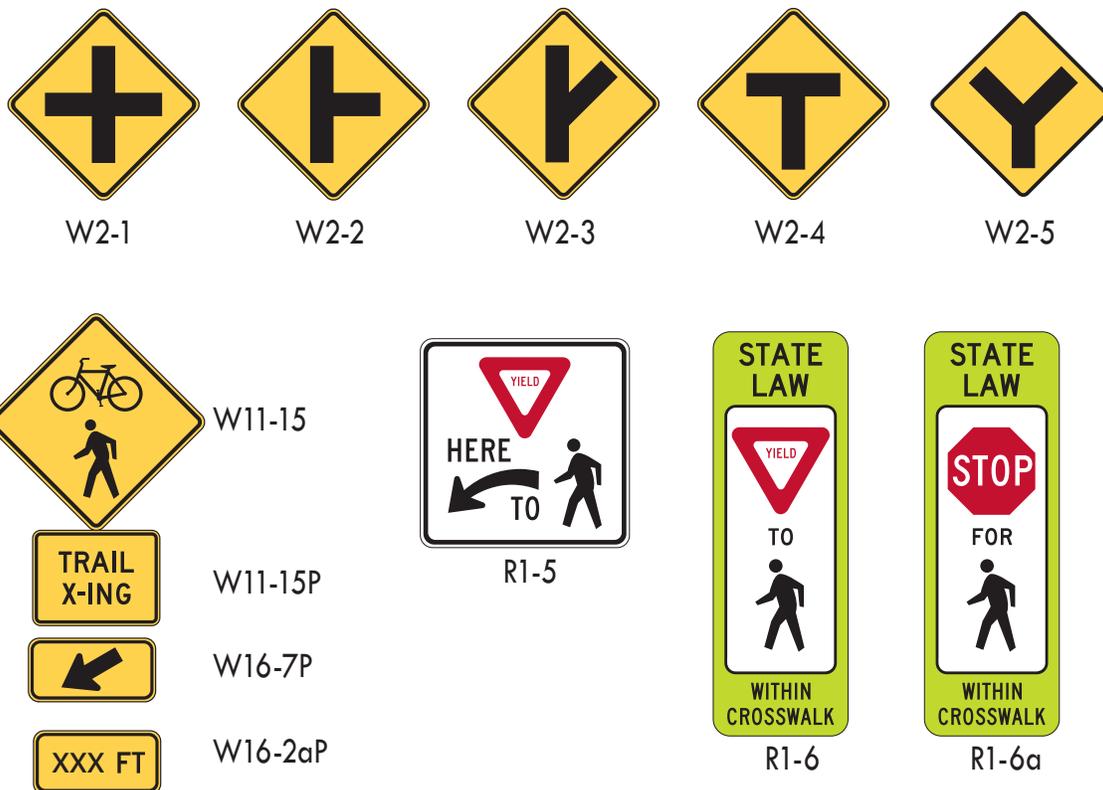
- D11-1: Bicycle Route Guide Sign. Green background with retroreflectorized white symbols and boarder per CA MUTCD

## Materials

- 0.080 inch aluminum sign panel
- Apply anti-graffiti coating.
- Mount to 2” square perforated unistrut pole or existing post adjacent to road where available.

# Warning Signs

## Design



## Description

Vehicular traffic signs are required to be installed to warn and control motorists and trail users at road crossings. Intersection Warning (W2-1 through W2-5) signs may be used on a roadway, street, or shared-use path in advance of the intersection. Pedestrian and Bicycle Warning (W11-15) sign alert the road user to unexpected entries into the roadway and other crossing activities that might cause conflict. Yield lines and “Yield Here to Pedestrian” signs should be considered at all uncontrolled crossings, such as free right turns. Traffic safety signs and surface striping are to comply with state and federal standards and best management practices.

## Content

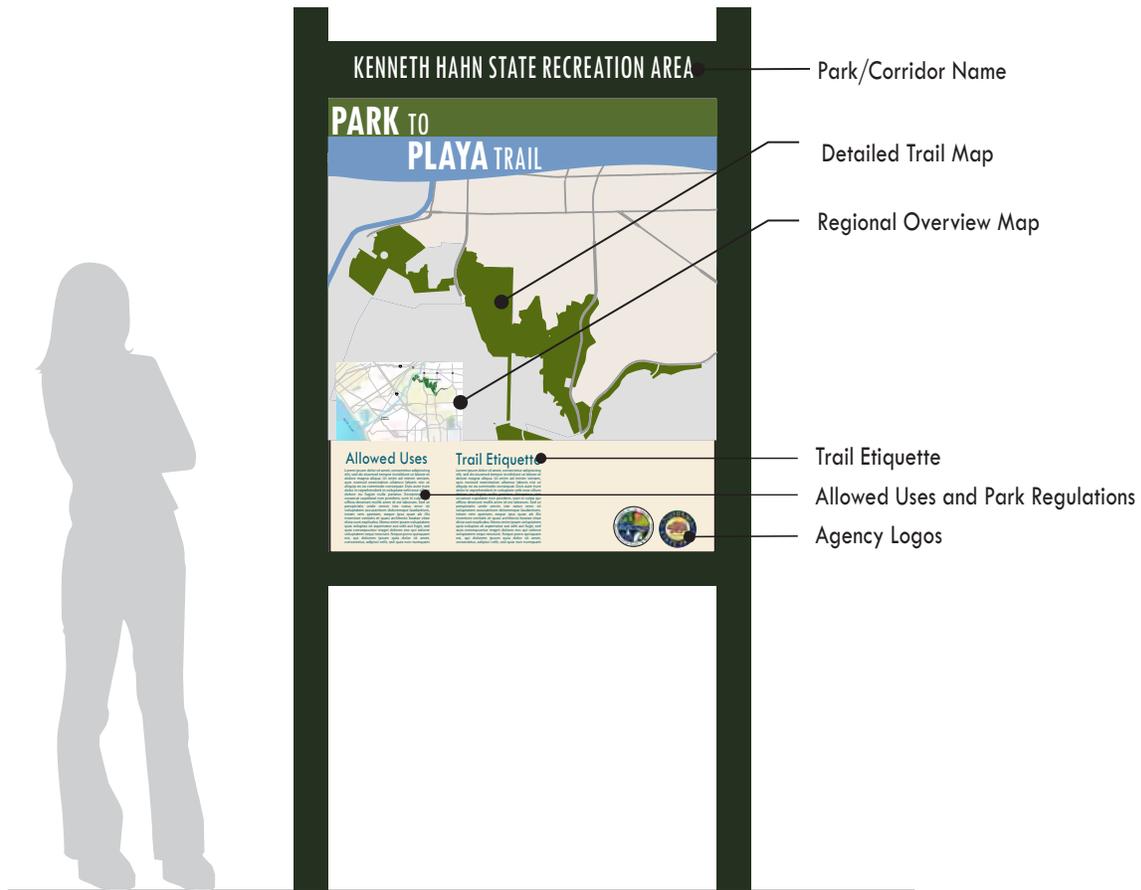
- Per CA MUTCD

## Materials

- 0.080 inch aluminum sign panel
- Apply anti-graffiti coating.
- Mount to 2” square perforated unistrut pole or existing post adjacent to road where available.

# Map Kiosk

## Design



## Description

Kiosks provide trail users with their first impression of a trail. Map kiosks are freestanding two sided information displays that orient users to the trail system, destinations, rules of use, and safety information. More than just a sign, the kiosks represent a meeting place for people to meet and plan their route along the Park to Playa Trail. Kiosks will provide detailed maps, showing park boundaries, indicating “you are here”, highlighting major/minor entrances, landmarks, parking lots, restrooms and other trail networks. The kiosk will also detail trail etiquette and could illustrate ecological or cultural interpretive information. Map kiosks should be located at trailheads, trail gateways and selected public gathering spaces.

## Content

- You are here Map includes; Parklands and trails, Existing / proposed bicycle facility network, Parking, Restrooms and Transit Stops
- Agency Logos
- Permitted Uses
- Trail Etiquette

## Materials

- Phenolic Resin Panel (high pressure laminate)
- Mount to powder coated steel frame with 3”x3” posts and custom header.

# Direction Sign

## Design



## Description

Direction signs provide directional and distance information to major destinations and trail amenities. Install direction signs along trail path at access points and major trail intersections. Supplementary decals indicating use information can be added to direction signs at the discretion of individual agencies, see page 89 for symbols.

## Content

- Park to Play Trail header with Park/Corridor name (Clearview Hwy 3-B 0.5")
- 2" Directional arrow
- Destination: 1.25" TwCenMT-Condensed
- Distance: 0.75" TwCenMT-Condensed
- Permitted Use (Dogs on Leash, No Dogs, Bikes, No Bikes, Steep Grade Warning)
- Owner / Manager agency logo

## Materials

- 0.080 inch aluminum sign panel, ¼" corner radius, typical.
- Front of sign to be screened, all exposed surfaces to be painted
- Apply anti-graffiti coating
- Mount to 4" wood or recycled plastic wood post in rustic areas and galvanized steel post in urban areas.
- Install minimum 1'-6" from edge of path.

# Direction Sign

## Destinations

Destinations to be included on the direction signs.

Use (B= Bicycle allowed, NB = Bicycle not allowed, LD= Leashed dogs allowed, ND= Dogs not allowed)

Amenities (1 = Restroom 2= Drinking Fountain 3 = Picnic Area 4= View Point 5 = Playground)

Landmark	Signed Name	Use	Amenities
<b>Parks</b>			
Ruben Ingold Park	Ruben Ingold Park	NB, LD	2
Norman O. Houston Park	Houston Park	NB, LD	1,2,3,5
Kenneth Hahn State Recreation Area	Kenneth Hahn Park	B, LD	4
Blair Hills Park	Blair Hills Park	NB, ND	1,2,3,4
Baldwin Hills Scenic Overlook	Scenic Overlook	NB, ND	1,2,4
Culver City Park	Culver City Park	NB, ND*	1,2,3,4,5
Ballona Wetlands	Ballona Wetlands	NB, ND	1,2,3,4,5
Pacific Ocean / Beach	Beach	B, ND	1,2,4
Ladera Park	Ladera Park	B, LD	1,2,3,5
Jim Gilliam Recreation Center	Jim Gilliam Park	B, LD	1,2,3,5
Syd Kronenthal Park	Kronenthal Park	NB, ND	1,2,3,5
<b>Parks</b>			
Stocker Corridor Trail	Stocker Trail	B, LD	4
Ballona Creek Path	Ballona Creek Path	B, LD	
Marvin Braude Beach Bike Path	Beach Path	B, LD	1,2
<b>Transit and Parking</b>			
Expo Line Stop	Expo Line		
Bus Stop	Bus Stop		
Public Parking Lot	Parking		
<b>Locations within Parks</b>			
KHSRA - Janice's Green Valley	Janice's Green Valley	B, LD	1, 2, 3, 5
KHSRA - Community Center	Community Center	B, LD	1, 2
KHSRA - Japanese Gardens	Japanese Gardens	B, LD	1, 2
KHSRA - Eastern Gateway	Eastern Gateway	B, LD	
BHSO – Visitor Center	Visitor Center	NB, ND	1, 2
BHSO – Overlook	Overlook	NB, ND	4
BHSO – Jefferson Boulevard Entrance	Jefferson Blvd	NB, ND	

# Juncture Sign

## Design



## Description

Juncture signs lead users to the Park to Playa trail from adjacent trail connections. Juncture signs also inform the user of upcoming terrain information or use restrictions. Install juncture signs along trail path at access points and major trail intersections.

## Content

- Park to Play Trail header with Park/Corridor name (Clearview Hwy 3-B 0.5")
- 3" Directional arrow
- Destination: 2" TwCenMT-Condensed
- Owner / Manager agency logo

Possible messaging:

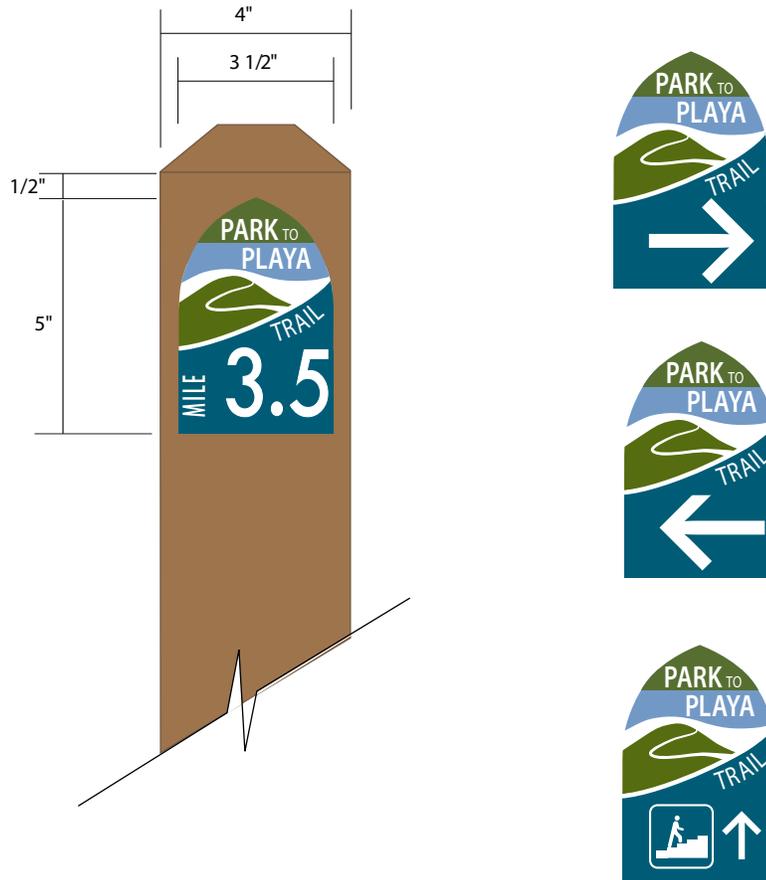
- Trail This Way
- Road Crossing Ahead
- Multi-use trail etiquette information. "Shared path - Bikes yield to pedestrians"
- Terrain information
- Permitted uses
- Accessibility

## Materials

- 0.080 inch aluminum sign panel, ¼" corner radius, typical.
- Front of sign to be screened, all exposed surfaces to be painted
- Apply anti-graffiti coating
- Mount to 4" wood or recycled plastic wood post in rustic areas and galvanized steel post in urban areas.
- Install minimum 1'-6" from edge of path.

# Confirmation Sign

## Design



## Description

Confirmation signs provide en route reassurance of trail identity and visually mark the trail. They also serve as trail distance markers. Mile markers are a small feature with large significance and are an important element of wayfinding along trails in open space areas. They allow users to track how far they have traveled and help people put their location in context by matching the marker to a map. Most trail users identify strongly with distance from home, distance from their favorite place, or simply with knowing a certain location based on its relationship to a mile point. Knowing one's location on the trail is critical to assisting emergency responders trying to locate a person in distress. Mile markers should be located at half mile intervals along the corridor starting mile 0 at the Pacific Ocean. Supplemental confirmation signs should be located at intersections with other trails and at locations where a route is not explicit.

## Content

- 3 1/4" x 5" Custom Park to Play Trail logo
- Distance: 3" TwCenMT
- Mile: 1" TwCenMT-Condensed, uppercase
- 3" Arrow

Possible messaging:

- Right arrow
- Left arrow
- Regulatory symbol
- Elevation marker

## Materials

- 0.080 inch aluminum sign panel
- Apply anti-graffiti coating
- Mount to 4" wood or recycled plastic wood post in rustic areas and galvanized steel post in urban areas.
- Install minimum 1'-6" from edge of path.

# Pavement Markings

## Design



## Description

Pavement markings reinforce that users are on the Park to Playa Trail. They serve as a wayfinding tool as well as a subtle marketing tool for the regional trail system. Pavement markings should be used on city sidewalks, paved bike paths or on-street bikeways that connect segments of the Park to Playa trail. Along the Ballona Creek Path, the Park to Playa trail could be incorporated into Los Angeles County standard mile markings as seen on the Los Angeles River Path and the Marvin Braude Beach Bike Trail.

## Content

- Park to Playa Logo or simplified logo with “P2P” text
- Arrow (when route changes direction)

## Materials

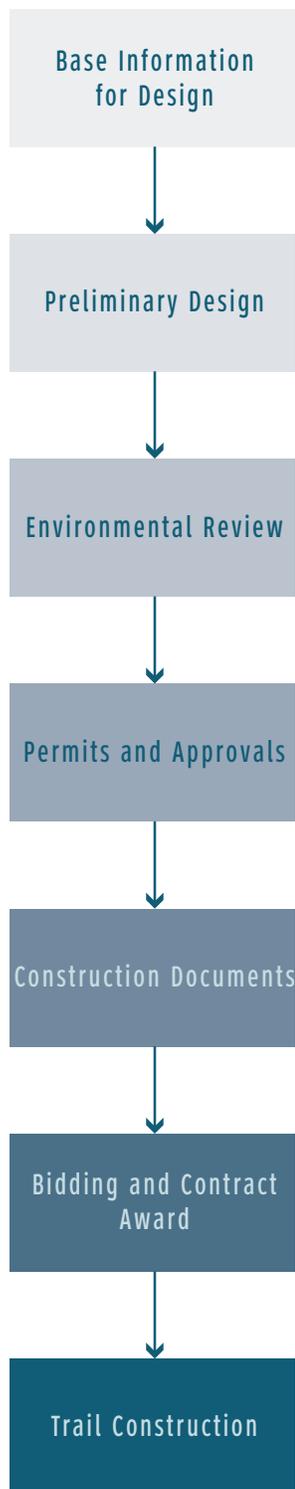
- Paint or thermoplastic stencils - surface material and level of use should be considered when selecting an appropriate pavement marking material.
- All Park to Playa partner agencies are planning to work together to identify an operations and maintenance plan before any trail improvements begin.

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# 6. Project Implementation



*The Park to Playa Trail has strong local and political support and a high priority for implementation.*



Implementation Steps.

This chapter presents priorities and potential phasing of trail projects and improvements, including implementation steps and requirements associated with each segment or project. These include technical studies such as environmental, geotechnical or circulation; topographic or boundary surveys; permits, and interagency agreements.

The Park to Playa Trail has strong local and political support and generally a high regional priority for implementation. Park to Playa Trail phasing and implementation is complex because the improvements are proposed in several different parks, on streets or highway structures in different jurisdictions, and in one case on private property. Some trail segments and associated amenities are complete and need no improvements except identity and wayfinding elements. Other segments need only minor upgrades. Some segments, such as KHSRA East Ridge Trail are already being carried forward as part of previously-initiated projects. There are segments that need realignment or new construction to meet project objectives and standards. Finally there are segments that will be entirely new trail.

A preliminary scope, budget and schedule for design, environmental review, and permitting of the remaining Park to Playa trail segments has been prepared to inform the implementation plan.

## 6.1 Implementation Steps

### 1. Base Information for Design

There are seven basic project steps to construction, preceding from this plan. Implementation will begin with preparation of detailed base mapping and related information for design. Aerial imagery will be obtained to provide high resolution photos and topography in the form of contours and spot elevations, as well as approximate property and easement boundaries. Existing topographical and boundary surveys can be used where available, but some areas will need field surveys to provide accurate information. Field studies will also address environmental resource conditions to inform the environmental review step below.

### 2. Preliminary Design

The preliminary design will define the precise location, configuration and materials of the trail and the trail amenities. This will be based on designer and agency staff meetings to walk the trail alignment and resolve specific details. This is also the stage at which access rights would need to be negotiated and secured for private property along the route.

### 3. Environmental Review

Following preparation and agency approval of the preliminary design plans, at a point when no major revisions to the proposed project are anticipated, California Environmental Quality Act (CEQA) environmental documentation can begin, including biological resource assessment, cultural resources assessment, and jurisdictional policies and standards assessment. There would be at least a one month period for public and agency review of the draft environmental document, after which the preparers would

respond to comments, and the responsible agency would review and certify the document as complete. Any environmental impacts of the project would be addressed in mitigation measures identified in the environmental document, and a monitoring plan would specify follow-up responsibilities.

#### 4. Permits and Approvals

A number of permits are required to construct the Trail, based on the anticipated features and environmental setting of various segments. Table 6.1 identifies the relevant permits and permitting agencies. Local agency permit applications may also be required for certain segments of the Trail such as those in the City of Los Angeles or Culver City, but ideally these will be considered joint projects and fees will be waived. In addition to the preliminary plans and the CEQA document, some of these applications will require more detailed studies and design calculations. Some of the permits cannot be obtained until nearly complete construction plans are provided, as described below.

#### 5. Construction Documents

Agency	Permit
United States Army Corp of Engineers (USACE)	Clean Water Act (CWA) Section 404 – for areas of wetlands or water courses that are impacted by the work
California Regional Water Quality Control Board (RWQCB)	Section 401 Water Quality Certification. Stormwater Pollution Prevention Plan (SWPPP) – for all areas of ground graded or disturbed by the project
California Department of Fish and Game (CDFG)	Code Section 1602 Streambed Alteration Agreements (SAA) where the trail crosses streams or significant drainages
California Department of Transportation (Caltrans)	Encroachment permit for work in state highway right-of-way
Los Angeles County Department of Public Works	Encroachment permit for work in County road right-of-way

Final construction plans, specification and cost estimates, along with construction contracts and bid documents, will be prepared to provide the basis for putting the project(s) out to bid. These documents are typically prepared and then reviewed and approved by the responsible agencies at progress stages – e.g. 70%, 95%, and 100%.

#### 6. Bidding and Contract Award

Once the bid documents are advertised, meetings will be held for prospective bidders, to clarify project and bid requirements. Bids will be received, reviewed and a winning responsive bid will be recommended to the sponsoring agency(s) for approval and contract award.

#### 7. Construction and Construction Period Services

Construction can then go forward, subject to the constraints of environmental limits on work during the wet season and seasonal limits regarding locations of sensitive wildlife or plant species. Agency staff will monitor and manage the construction project through completion and final acceptance, with assistance from the designers and environmental consultants.



*The Eastern Ridge Line Trail is currently under design and funding has been allocated for trail construction.*

## 6.2 Project Priorities and Phasing

**Priorities** are preferences for which Trail segment is most desirable or important. **Phases** are logical parts of the project that fit together geographically as a logical combination to comprise a construction project. The Park to Playa priorities and phasing are based on agency recommendations, public preferences and logical relationships between different project segments and elements.

To meet the project objectives, the highest priority Park to Playa Trail improvements are to create new trail linkages between existing trails. The three major gap closure projects are the connection from Ruben Ingold Park to Stocker Corridor, the KHSRA Eastern Ridgeline Trail and the Blair Hills Corridor Trail. Completing these segments will complete the regional network of trails from the Baldwin Hills Parklands to the Pacific Ocean. The second highest priority is to improve existing trails to meet the Park to Playa Trail guidelines. Developing bicycle and pedestrian connections to the trail are longer term improvements that will require further study and funding initiatives. Map 6-1 illustrates proposed Trail improvement priorities.

Actual phasing should be determined during the construction document and permitting phase. There are other unknown factors that could come up during design that may influence the phasing. For example, financial opportunities and constraints, permitting constraints, logistical challenges of building the trail all at once, or other factors, may require the Trail Project to be bid, and/or constructed in different phases.

## 6.3 Planning-Level Cost Summary

Table 6.2 provides planning-level summary costs for the proposed Park to Playa Trail segments. The cost estimate require numerous assumptions about the methods of construction and associated requirements. The estimate and assumptions reflect the experience of the consultant team with other similar trail projects. Estimates have been prepared for both hard and soft costs for the recommended near-term trail alignment described in this report. Long-term improvements (such as bridges) and improvements carried out by others (such as the Eastern Ridgeline Trail) are not included in the cost opinion.

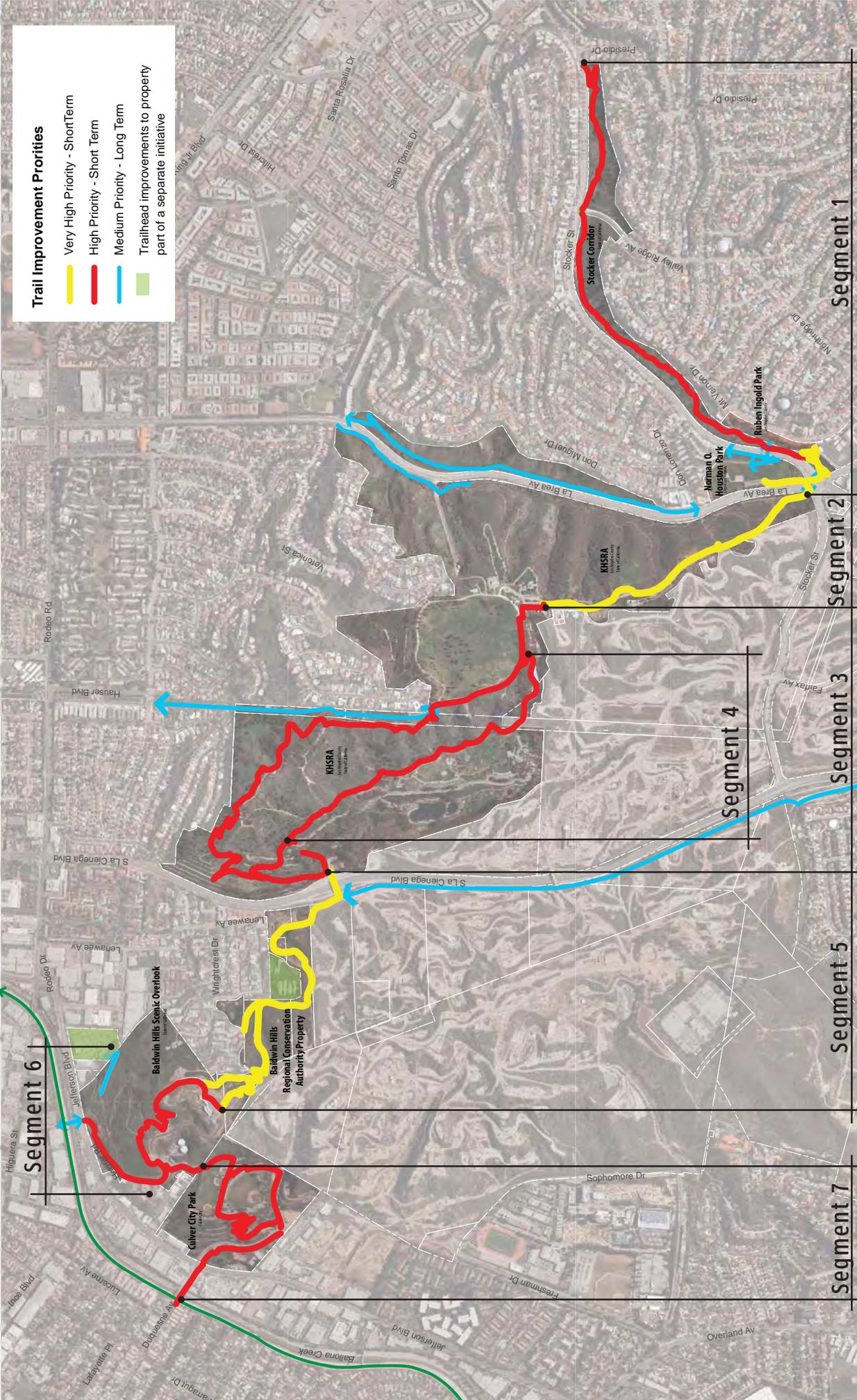
### Hard Costs

Hard costs account for the costs to build the recommended trail improvements including:

- Construction costs
- Contingency for unanticipated work items
- Construction overhead (costs the contract typically includes over and above the individual work items, such as mobilization and general conditions)
- Mitigation and monitoring
- A 20% contingency for the level of accuracy of the estimate

### Soft Costs

In addition, an allowance has been estimated for soft costs including; design, environmental, permitting and construction administration services. This estimate accounts



Map 6-1 Park to Playa Trail Improvement Priorities

Source: Data: LA County, Bing Maps 11/20/21

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for consultants as well as agency staff.

Soft costs cover a variety of professional services, including:

- Survey
- Preparation of Construction Documents
- Public Participation
- Permitting (Local, State and Federal as required)
- Bid Assistance
- Construction Observation and Contract Administration

### Cost Assumptions and Factors

Since these preliminary estimates are based on a feasibility-level understanding of trail components, rather than on a detailed design, they should be considered “Order of Magnitude”. Order of Magnitude is classified as being accurate to within plus 50% or minus 30%. This broad range of potential costs is appropriate given the level of uncertainty in the design at this point in the process.

Several important assumptions used to arrive at these estimates include:

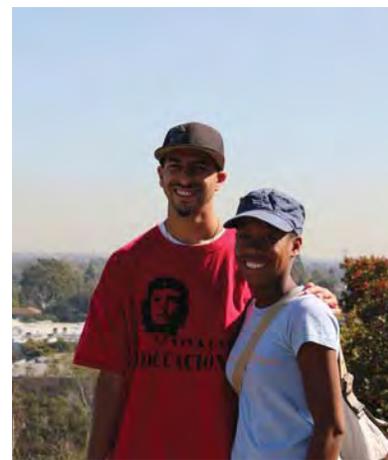
- All costs are in 2011 dollars (no adjustments for inflation)
- Costs do not include property acquisition
- Standard construction methods and materials are used.

If small improvement projects are undertaken separately, the costs may potentially increase significantly from the design, administration and construction cost factors in the estimates. In any case, actual costs for the projects can only be determined following development of more complete and detailed base information and definition of the specific improvements for design, environmental review and permitting, and construction.

Many factors can affect final construction costs, including:

- Final construction phasing
- Revisions to the design as required by local, state and federal permitting agencies
- Additional requirements imposed by property owners as a condition of granting property rights (e.g., fencing, vegetated buffers, etc.)
- Fluctuations in commodity prices during the design and permitting processes
- Selected construction materials
- Type and quantity of amenities (e.g., benches, lighting, bike racks, etc.)
- Extent of landscaping desired

As the project progresses through preliminary, semi-final and final design phases, these uncertainties begin to diminish. With each round of refinement and range of expected construction costs will become more accurately known.

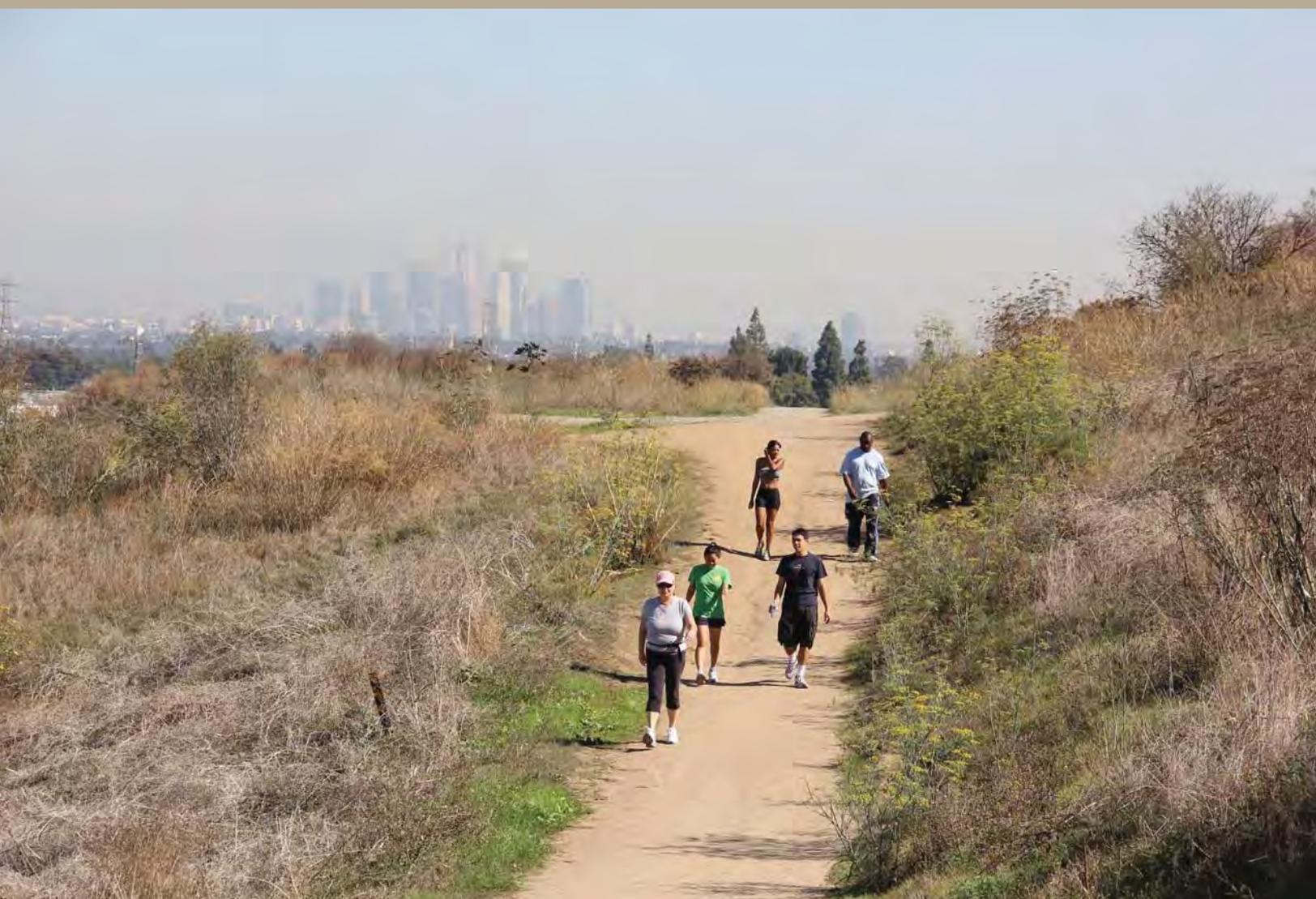


*This couple took their first hike in Baldwin Hills Scenic Overlook in October 2011 and are looking forward to a return visit on the Park to Playa Trail.*

<b>Near-term segment improvements as described in Chapter 5.</b>		<b>Costs</b>	<b>Low Range</b>	<b>High Range</b>
1	Stocker Corridor trail, gateway and trailhead improvements	<b>Hard Costs</b>	\$848,000	\$1,144,800
		<b>Soft Costs</b>	\$254,000	\$342,900
		<b>Subtotal</b>	<b>\$1,102,000</b>	<b>\$1,487,700</b>
2	KHSRA Eastern Ridge accessess, Five points intersection, Norman O. Houston Park trailhead and Eastern Ridgeline Gateway improvements, connection to existing trails	<b>Hard Costs</b>	\$543,000	\$733,050
		<b>Soft Costs</b>	\$163,000	\$220,050
		<b>Subtotal</b>	<b>\$706,000</b>	<b>\$953,100</b>
3	KHSRA Western Ridgeline improvements and connections to existing trails	<b>Hard Costs</b>	\$631,000	\$851,850
		<b>Soft Costs</b>	\$189,000	\$255,150
		<b>Subtotal</b>	<b>\$820,000</b>	<b>\$1,107,000</b>
4	KHSRA Valley trail improvements	<b>Hard Costs</b>	\$859,000	\$1,159,650
		<b>Soft Costs</b>	\$258,000	\$348,300
		<b>Subtotal</b>	<b>\$1,117,000</b>	<b>\$1,507,950</b>
5	Blair Hills Corridor improvements and KHSRA entrance improvements	<b>Hard Costs</b>	\$727,000	\$981,450
		<b>Soft Costs</b>	\$218,000	\$294,300
		<b>Subtotal</b>	<b>\$945,000</b>	<b>\$1,275,750</b>
6	Baldwin Hills Scenic Overlook improvements	<b>Hard Costs</b>	\$952,000	\$1,285,200
		<b>Soft Costs</b>	\$286,000	\$386,100
		<b>Subtotal</b>	<b>\$1,238,000</b>	<b>\$1,671,300</b>
7	Culver City park. Costs associated with trail improvements are pending further studies to assess trail alignment and feasibility and thrrfore, to be determined (TBD).	<b>Hard Costs</b>	TBD	TBD
		<b>Soft Costs</b>	TBD	TBD
		<b>Subtotal</b>	TBD	TBD
<b>OVERALL</b>		<b>Hard Costs</b>	\$4,560,000	\$6,156,000
		<b>Soft Costs</b>	\$1,368,000	\$1,846,800
		<b>TOTAL</b>	<b>\$5,928,000</b>	<b>\$8,002,800</b>



# Special Thanks to Agency Staff



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## Special Thanks to Agency Staff

We wish to thank the following partner agency staff for their direct participation in the Park to Playa Trail Feasibility Study Planning Process:

### **Baldwin Hills Regional Conservation Authority**

Board Members Supervisor Mark Ridley-Thomas,

Mary Anne Greene, Russ Guiney, and Bill Vanderberg,

and Executive Director Joseph T. Edmiston

### **Mountains Recreation and Conservation Authority (MRCA)**

Barbara Romero, Leslie Chan, and Ana Petrlc

### **Consultant for MRCA**

David Myerson

### **Office of Second District Supervisor Mark Ridley-Thomas**

Karly Katona

### **Los Angeles County Parks and Recreation**

Norma E. Garcia, Hayden Sohm, Jeremy Bok, Frank Moreno, Ralph Beltran and Shawn Mcadory

### **Los Angeles County Department of Public Works – Watershed Management Division**

Angela George, Giles Coon, and Robert Gomez

### **Baldwin Hills Conservancy**

David McNeill and Gail Krippner

### **California Department of Parks and Recreation**

The late Ron Schafer, Sean Woods, and Stephanie Campbell

### **California State Coastal Conservancy**

Joan Cardellino and Mary Small

### **Santa Monica Bay Restoration Commission**

Shelley Luce, Tom Ford, and Sean Bergquist

### **City of Culver City**

Patrick Reynolds, John Rivera, and Helen Kerstein

### **City of Los Angeles Department of Recreation and Parks**

Mike Shull and Androohy Avanesian

### **City of Los Angeles Department of Transportation**

Tim Fremaux, Carlos Rodriguez, and Emily Dwyer

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# Appendix A: Community Outreach

Web-based survey

Summarized Survey Results

Public Workshop #1 Summary Notes

Public Workshop #2 Summary Notes

Public Workshop #3 Summary Notes



# 1. Park to Playa Survey

**1. Thanks for taking the time to fill out this survey. Please share with us your name, where you live and your email address (we will not share your email address with anyone else).**

**Name:**

**Where you live (general location):**

**Email Address:**

## 2. Which local trails do you use?

- Stocker Corridor
- Ruben Ingold Park
- Norman O. Houston Park
- Kenneth Hahn State Rec Area - La Brea Loop
- Kenneth Hahn State Rec Area - Japanese Waterfall Trail
- Baldwin Hills Scenic Overlook
- Culver City Park
- Ballona Creek Bike Path
- Ballona Wetlands
- Beach Bike Path

Other (please specify)

## 3. How often do you use them?

- Daily
- Weekly
- Quarterly
- Annually

Other (please specify)

#### 4. What do you like to do on the trails or in the parks?

Walk

Run

Walk Dog

Bicycle

Other

Other (please specify)

#### 5. How do you get to the trail/park from where you live?

Walk

Bike

Transit

Drive

Other (please specify)

#### 6. Is there a trail connection or type of trail you would like to see?

#### 7. Do you have any suggestions to improve the trail experience?

Surface

Signage

Access points

Facilities

#### 8. A project is underway to create or improve a trail all the way to the coast. Is that something you are interested in using?

Yes

No

Comments

**9. Would you like to the Park to Playa planning team to notify you about future meetings about the Park to Playa Trail?**

- Yes
- No

**10. Thanks for taking the time to fill out this survey. The first of three public meetings for the Park to Playa Trail will be held on January 25th, from 7:00pm to 9:00pm in the Community Meeting Room at the Kenneth Hahn State Recreation Area. Would you be interested in attending?**

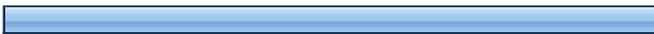
- Yes
- No
- Maybe

## Online Survey Summary Results

### Park to Playa



1. Thanks for taking the time to fill out this survey. Please share with us your name, where you live and your email address (we will not share your email address with anyone else).

		Response Percent	Response Count
Name:		98.8%	166
Where you live (general location):		92.9%	156
Email Address:		63.1%	106
		answered question	168
		skipped question	3

## 2. Which local trails do you use?

		Response Percent	Response Count
Stocker Corridor		4.1%	7
Ruben Ingold Park		4.7%	8
Norman O. Houston Park		4.7%	8
Kenneth Hahn State Rec Area - La Brea Loop		58.8%	100
Kenneth Hahn State Rec Area - Japanese Waterfall Trail		35.9%	61
<b>Baldwin Hills Scenic Overlook</b>		<b>71.8%</b>	<b>122</b>
Culver City Park		28.8%	49
Ballona Creek Bike Path		42.4%	72
Ballona Wetlands		22.4%	38
Beach Bike Path		37.1%	63
		Other (please specify)	24
<b>answered question</b>			<b>170</b>
<b>skipped question</b>			<b>1</b>

### 3. How often do you use them?

		Response Percent	Response Count
Daily		13.2%	21
<b>Weekly</b>		<b>59.7%</b>	<b>95</b>
Quarterly		21.4%	34
Annually		5.7%	9
	Other (please specify)		40
	<b>answered question</b>		<b>159</b>
	<b>skipped question</b>		<b>12</b>

### 4. What do you like to do on the trails or in the parks?

		Response Percent	Response Count
<b>Walk</b>		<b>83.2%</b>	<b>139</b>
Run		26.9%	45
Walk Dog		12.0%	20
Bicycle		41.3%	69
Other		14.4%	24
	Other (please specify)		39
	<b>answered question</b>		<b>167</b>
	<b>skipped question</b>		<b>4</b>

## 5. How do you get to the trail/park from where you live?

		Response Percent	Response Count
Walk		25.2%	41
Bike		30.7%	50
Transit		3.1%	5
Drive		77.9%	127
	Other (please specify)		13
answered question			163
skipped question			8

## 6. Is there a trail connection or type of trail you would like to see?

	Response Count
	82
answered question	82
skipped question	89

### 7. Do you have any suggestions to improve the trail experience?

		Response Percent	Response Count
Surface		56.1%	55
Signage		39.8%	39
Access points		19.4%	19
Facilities		49.0%	48
answered question			98
skipped question			73

### 8. A project is underway to create or improve a trail all the way to the coast. Is that something you are interested in using?

		Response Percent	Response Count
Yes		97.4%	150
No		2.6%	4
Comments			31
answered question			154
skipped question			17

**9. Would you like to the Park to Playa planning team to notify you about future meetings about the Park to Playa Trail?**

		Response Percent	Response Count
Yes		84.2%	123
No		15.8%	23
answered question			146
skipped question			25

**10. Thanks for taking the time to fill out this survey. The first of three public meetings for the Park to Playa Trail will be held on January 25th, from 7:00pm to 9:00pm in the Community Meeting Room at the Kenneth Hahn State Recreation Area. Would you be interested in attending?**

		Response Percent	Response Count
Yes		40.2%	47
No		21.4%	25
Maybe		38.5%	45
answered question			117
skipped question			54



## Park to Playa Trail Feasibility Study

### Public Workshop #1 Summarized Input

**January 25, 2011 – 7pm-9pm**

**Kenneth Hahn State Recreation Area Community Meeting Room**

**Project Funded By: Baldwin Hills Regional Conservation Authority**

On January 25<sup>th</sup>, 2011 over 40 people attended the first Park to Playa (P2P) public workshop. The objectives of the workshop were to introduce the project, highlight existing conditions along the route and gather input regarding trail use, preferred routes, desired amenities and improvements.

The workshop began with a presentation by Randy Anderson and Emily Duchon of Alta Planning + Design. They presented an overview of the current feasibility study scope and then guided participants through a virtual tour of the P2P study corridor using images from Google Earth .. In the second part of the workshop participants broke out into four groups each with a set of detailed maps. Participants were encouraged to provide input on trail use, connections to park, trails and community destinations, and features/amenities such as wayfinding elements, landscape, benches, etc).

The following is a summarized list of the input provided by workshop participants.

#### **Trail /Park Use**

- Shared use
  - Trail needs to be multi-use (bikes, hikers)
  - Make majority of off pavement paths and trails open to bicycles
- Separation of use
  - There should be a separation of users – bike trails separate from walking trails (commuter bikes remain on streets with bike paths/lanes/routes)
  - Long-Term P2P Trail goal should be to create greenway with separate trail
  - Have an alternate paved bike route between major P2P destinations (might require walking sections)
  - May need to be a future linkage – yes commuters think it's a good idea – an opportunity for a national precedent
  - No bicycles on walking trails
  - Culver City Park path is a good model for P2P
  - Separate route for bikes and connection to McManus Park/Baldwin Hills Recreation Center
- Trail surface of compacted earth or D.G. is ok but need to be properly designed, maintained

- Where erosion is occurring need physical barriers and signs to deter unauthorized use – proliferation of trails
- New Park Uses
  - Terrain park for cyclists (pump track)
  - Dog park
  - No golf courses
- Prior to opening of privately owned properties begin studies on contaminants
  - Protecting health of users is a priority
  - Post warning signs of hazardous toxins
- Scenic Overlook is used by nature lovers and fitness buffs but, there is no promotion of understanding of one group by the others – (short cuts – other impacts). Cross- education is needed
- Need signs with reasons for rules
- Do not want trails to intrude into people’s backyards, visually-screening
- Interest in what entities and process for access across private property (Community Standards District Issue)

### Trail Amenities

- Interpretive Media & Programs
  - Use interpretive signs to promote nature and fitness
  - Interpretive signs are important because they help to educate users and build appreciation. (What happened to all the rabbits that used to live in Hahn Park? Hawks?)
  - Informational plaques of native vegetation, birds, animals and history
  - Educational signs about site history and the Tongva. Recognize original natives of the area.
  - More demonstration gardens with interpretive signs
  - Calendar / bulletin / website with information on when things are in bloom, (i.e. lotus, coral trees), when fish have been planted, etc.
  - Art workshops, drawing workshops, art residencies related to nature
- Landscape design
  - Watershed protection in landscaping design (bioswales, rain gardens)
  - Plant native plants
  - Protected wilderness installments- no trespassing in these areas
  - Fences to protect habitat and keep users on trails
  - Prickly pear cactus, Live oak, Sycamore, Deer grass, buckthorn, herbal plants, sage, sunflower
- Trail waysides
  - Shaded rest areas with benches
  - Shade trees if compatible with native habitat, if not, shade structures with benches
  - Rest stops with water fountains
  - Wildlife and bird viewing areas (gophers, cactus, wren) with benches
  - Provide scenic areas for relaxation. Ponds, waterfalls
  - Vendors at beginning and end of park

- Outdoor exercise equipment along trail
- Sun bathing areas
- Provide for emergency services
  - Trail Rangers, possibilities for volunteer trail docents or youth rangers
  - Specific help line for P2P
  - First aid stations or kits at kiosks (may get stolen)
  - Call boxes along trail corridor for emergency phone use. Cell phone reception is limited in areas of Kenneth Hahn State Recreation Area (KHSRA)
- Trail facilities
  - Consolidate basic amenities in strategic areas – keep overall rustic
  - Will need additional facilities (restrooms) with increased use of trail. Find a balance to prevent impacts to wildlife with the development of restrooms
  - Trash bins (trash / recycling) at picnic areas. Limit use along trail corridor to prevent wildlife from accessing trash bin.
  - More trash cans (rustic looking)
  - Dog disposal bags throughout trail
- Bike parking and access
  - More bike parking
  - Bike parking in KHSRA at the lake, visitor’s center and bowl loop)

## Wayfinding

- Wayfinding Signs
  - Trail signage needs to be updated
  - Wayfinding signs at trail entrances and intersections with other trails
  - Unified mileage signage, coordinate with Mountains Recreation and Conservation Authority to make similar to Ballona Creek Bike Path
  - Include distance information on signs that inform how many miles users have walked/rode and number of miles to the next destination (i.e. “5 miles to beach”)
  - Signs are needed to direct people to P2P trail from surrounding destinations including Expo line stops
  - Big / urban style wayfinding signs that reinforce “you are here” along trail.
  - Site specific design. Could be designed by artists or a competition
- Maps
  - Post a P2P map at all entrances (Stocker, Ballona Trail and in KHSRA)
  - Kiosks at entry points to P2P
- Regulation Signs
  - Need to educate bicyclists to yield / ride single file on paths. Work through existing groups, also need signs (ride/walk single file).
  - Warning signs “steep slope” and “protected habitat/wildlife area”
  - There is poor signage regarding park hours
  - Use markers to keep people on trails and guide the way (defensive plantings of cactus, stakes with ribbon)
- Online Wayfinding
  - Provide extensive online resources, maps
  - P2P geo-cache activity

### Access Improvements

- Difficult to ride a bike from the east. Increase bike lanes and bike accessibility
- Connection from west to KHSRA highly desired
- More pedestrian/bike friendly access to KHSRA and P2P
- A walking path from KHSRA to Blair Hills Park
- Strong Expo Line connectivity to P2P
  
- Jefferson Boulevard Improvements
  - Hazards for pedestrians accessing Baldwin Hills Scenic Overlook (BHSO) – traffic
  - Need a pedestrian crosswalk and crossing signal at Hetzler Rd and Jefferson
  - Bike/ pedestrian bridge from BHSO to Ballona Creek Path
  - Warning sign before BHSO entrance to tell drivers to “slow down” and sign that says “BHSO next right”
  - Walking path needed on south side of Jefferson Blvd from Rodeo to BHSO
  - Stripe bike lane on Jefferson Blvd
  - Separated bike lanes on Jefferson Blvd. Suggested bike lane with 5’ plastic sticks embedded every 12’ into pavement to separate cars and bikes
- La Cienega Boulevard Improvements
  - Trail from La Cienega / Slauson to KHSRA
  - Nice wide path to get over La Cienega, can it be landscaped? Can it be safe?
  - Continuous sidewalk needed along the west side of La Cienega from Rodeo Rd to existing KHSRA entrance bridge
  - Bike/pedestrian/wildlife bridge over La Cienega connecting KHSRA and BHRCA property
  - Walking path needed from Slauson to KHSRA entrance (both / either side)
  - Crosswalk needed on La Cienega Blvd at Aladdin St
  - “Café La Cienega” – proposing the idea for a café/bistro near residences, Blair Hills and be accessible to surrounding parks
- La Brea Avenue Improvements
  - City of Los Angeles to build a guard rail along west side of La Brea Ave from existing sidewalk south to KHSRA La Brea loop access.
  - “Bistro La Brea” – proposing the idea for a café/bistro north of five points, adjacent to parking lot

### Ballona Creek Path

- Add benches or rest stops along Ballona Creek path
- “Bike jacking” issue on Ballona Creek path has gone away
- Pedestrians on Ballona Creek pathway are constrained. It is very narrow and pedestrians must go single file while bikes go fast two- abreast

### Culver City Park

- Improve trail through Culver City Park, reduce sharp curves

- Provide a bike trail through Culver City Park to Jefferson
- Restore nature area signs in Culver City park (they tend to become graffiti magnets – need anti-graffiti technology)

#### **Baldwin Hills Scenic Overlook (BHSO)**

- Better trail connection from end of switchback trails on NE slope of BHSO to the DG path connection to Culver City park
- Bike path connection from BHSO upper parking lot along Hetzler Rd to Culver City Park
- Plant native cactus to prevent people from creating short cuts along trail switchbacks
- Like rustic uneven stairs at Overlook but don't like erosion
- Funicular connection east side of BHSO
- Biogas Generation Plant / Drop off for green waste at Bowcross St.
- Parking in triangle parcel between Hetzler and Jefferson
- Jefferson Blvd at Hetzler Rd is dangerous with traffic traveling high speeds (40-50 mph).
  - Add signal with crosswalk.
  - Flashing LED light embedded in the pavement for the crosswalk
  - Warning / caution red light for cars to slow down

#### **Baldwin Hills Regional Conservation Authority Property (BHRCA)**

- Add a “native trail/wild trail” for passive recreation
- Restore to coastal sage habitat
- Make connection to Blair Hills Park
- Buy chevron property
- Install emergency call boxes along this segment
- Minimize slopes greater than 15% with switchbacks

#### **Kenneth Hahn State Recreation Area (KHSRA)**

- Retain KHSRA natural rugged quality
- Create visual buffer to oil fields
- Thick border trees all around KHSRA to block out sights and sounds of city life
- Use utility corridor to connect north to MidCity
- Keep La Brea entrance free (no \$) at all times
- Better maintenance of gopher holes
- Contact Ron Webster- who put in most of the trails in KHSRA from Sierra Club trail blasters
- Cover asphalt path around the Bowl Loop with DG (dirt)
- Japanese Garden to Olympic Forest
  - Trail is not accessible to seniors with bad knees because of the stairway, Remove segment with steps and realign trail for full accessibility
  - Japanese park in KHSRA should be removed – should have maintained as rustic
  - Olympic forest neglected – restore and add signs
  - Build dog park east of Japanese Garden area
  - New trail connection along picnic area to Japanese Garden
- Western Ridge Line

- Remove wide service road
  - Good views toward downtown
- La Brea Loop/Eastern Ridge Line
  - Install timed lights in morning
  - Planned new trail, “Sierra Club Trail”
  - Add benches in the loop trail
  - Along La Brea, put in thick trees to block out view and smell of traffic on La Brea

**Five points Intersection:**

- MAJOR connection area
- Connect to little league fields on Fairfax Avenue
- Wooden foot bridges across all five crossings
- Park gates at 5 point intersection to mark entrance
- Bistro on Baldwin Stocker LLC property

**Stocker Corridor**

- Parking should be allowed at Stocker and Overhill Drive at Stocker trailhead
- Natural/native shading along trail or canopy
- Connect to Ruben Ingold Park



## Park to Playa Trail Feasibility Study

### Public Workshop #2 Summarized Input

May 3, 2011– 7pm-9pm

**Kenneth Hahn State Recreation Area Community Meeting Room**

**Project Funded By: Baldwin Hills Regional Conservation Authority**

On May 3<sup>rd</sup>, 2011, 38 community members attended the second Park to Playa (P2P) public workshop. During the first workshop community ideas were gathered on where the trail should go within the parks, what connections to park facilities and community destinations should be made and what types of amenities make for a fun and enjoyable trail experience. Based upon public input and guidance from P2P Partner Agencies, proposed recommendations were made for the Park to Playa Trail. The objectives of the second workshop were to get input on the proposed routes, amenities, improvements and wayfinding elements.

The workshop was facilitated by Ron Milam of Ron Milam Consulting who kicked-off the meeting with introductions and an overview of the meeting agenda. Randy Anderson of Alta Planning + Design presented a overview of the P2P Trail study scope, community identified needs, P2P trail use designations, design criteria and sustainable trail design principles. After the presentation, workshop participants were invited to circulate through stations which had detailed maps and images of the P2P trail alignments, amenities and wayfinding elements. Participants were encouraged to provide input on proposed routes, connections to parks, trails and community destinations, amenities and wayfinding elements.

PDF files of the Power point presentation, maps and boards presented at the workshop are available for download on the Baldwin Hills Conservancy < <http://bhc.ca.gov/>> and Baldwin Hills Regional Conservation Authority < <http://smmc.ca.gov/BHRCA.asp>> websites.

The following is a summarized list of the input provided by workshop participants.

### Overview of Common Themes Heard at Meeting

- Use
  - Allow bicycle access along entire Park to Playa trail
  - Provide separate paths for bicyclists and pedestrians
  - The Park to Playa Trail should have a paved option for its entire length at some point in the future
- Access
  - Provide bicycle and pedestrian access along major road corridors
  - Minimize impacts to residents from neighborhood access points
  - Improve access to the Park to Playa trail from neighborhoods in the south (Ladera Heights)
- Parking

- Provide public parking and minimize parking impacts on surrounding neighborhood roads
- Private Property
  - Provide adequate setbacks and vegetated buffers to minimize visual impacts of trail to adjacent residential properties
  - Design trail to prevent trespassing onto private property

## Trail Amenities

Participants we asked to vote on their most preferred design for trail amenities by placing a dot sticker on a photo of an element. The majority of participants at the workshop preferred concrete and recycled plastic elements designed to look like wood.

- Benches
  - Benches with backs are nicer and more comfortable for reading, birdwatching etc.
  - Prefer plastic slatted bench
  - Shade covers over benches
- Trash Receptacles
  - Recyclables need container
- Fencing along private property
  - Like vines. Natives
- Shade structures
  - Shade important – every 2 mi?
  - Solar shaded parking cover
  - Tensile fabric shades doesn't last
  - Select durable materials that simulate wood for fencing and other structures
- Gateways
  - None of the shown gateways fit an urban park
  - Preferred gateway concept shown for Stocker in presentation
  - Anything like the National Park Type sign is inappropriate for this plan! Should be simple and urban.
- Bike Parking
  - Some felt that few if any people will trust leaving their bikes parked, others felt comfortable parking their bikes.
  - Bike parking @ Jefferson and Hetzler BHSO needed
- Landscaping Concept
  - Xeriscape
- Native Landscape Plants
  - Signage to encourage visitors about native plants
  - Poppies, Artemisia California CA Sagebrush a must, Lemonade berry
  - Interpretive signage to identify native plant names or grouped interpretive signs vs. single plant signs)
- Lighting
  - Include solar lighting along pathways

## Wayfinding

- What Destinations Would You Like to See on Signs?
  - Ballona Wetlands
  - Syd Kronenthal
  - BH Scenic Overlook
- Paths and Trails
  - Color coded routes
  - List trails and options
- Amenities
  - Dog poop bag stations
- What Information Do You Feel is Important to Put on Signs?
  - Use Information
    - Maintaining separation of bikers / hikers / walkers is important / necessary
    - No Fires
    - Bikes are going to cause problems on trails with people
    - Separate bikes and hikers
  - Amenities
    - No Smoking
  - Terrain Information
    - Stroller Friendly icons
    - Important to have call boxes for emergencies
- Additional ideas
  - Historical facts – Native Americans – California / Spanish items, etc
  - Mile / Distance markers
  - Light fixtures will need to be *very* heavy duty, for example light fixtures on the bridge over Ballona west of Overland were broken by vandals many times
  - Need icon to pick up dog poop!

### **Station 1: Stocker Corridor, Ruben Ingold Park, Norman O. Houston Park, Kenneth Hahn State Recreation Area (KHSRA) Eastern Ridge**

- “Shut down oil wells!”

#### **Stocker Corridor**

- A future project could be to link the Ladera Heights Community to the Park to Playa trail and create a loop trail
  - At the Western edge of Stocker Trail (at 5 Points Intersection) extend bicycle and walking path through private property
  - At Eastern edge of Stocker Trail, connect to Metro Crenshaw Extension at Leimert
- Parking
  - Improve parking at beginning of trail at Stocker Trail (1.a)
    - Extend connection to B.H. Crenshaw Mall (people can park there)
  - Near Stocker St and Valley Ridge Ave: Green parking structure – green roof

- People accessing Norman O. Houston and KHSRA are parking in Baldwin Hills neighborhoods – need more public parking in parks.

### **Five Points Intersection**

- Adjacent to LAUSD property: Add stairs to connect to Ruben Ingold Park
- Traffic calming needed on La Brea
- Provide a connection to ball parks from 5 points intersection
- Parking:
  - Metered on-street parking along the western border of KHSRA, south of bridge, East of La Brea, and around 5 Points intersection.
  - Parking in neighborhood across from KHSRA- “More parking here would be great!”
- Bridge
  - Bridge from Stocker to Norman O. Houston Park (2.a) not needed
  - Bike bridge is important
  - Yes, bike bridge. Pedestrian bridge.

### **Norman O. Houston Park**

- “No more dog park”
- Parking lot in Houston Park was identified at the workshop for attracting unwanted behavior.
- “Bike Path on county side” as apposed to the shown connection from the neighborhood up to Houston Park.

## **Station 2: Kenneth Hahn State Recreation Area (KHSRA) Western Ridge**

- Need barriers to block people cutting trails (erosion issue)
- Where there are 15% grade trails have 8% grade as alternative

### **KHSRA West Ridge**

- Trail at toe of slope
  - “Like parallel trail”
  - “Love lower trail at bottom of hill”
  - Two trail types to alleviate conflicts between bikers and hikers is important
- Restore Olympic tree area with signage of trees and history
- Need enclosed dog run in Olympic Forest
- Succession planting: replace eucalyptus with oaks adjacent to Olympic Forest and along La Cienega
- On northern border of KHSRA: What are the plans for a fire break between the park and the adjacent neighborhood?
- Regarding proposed trail connection through utility corridor: Keep access on La Brea and La Cienega, not through residential neighborhoods
  - Concerns for parking in neighborhood
- Amenities
  - Centralize amenities at restrooms – phone, dog poop stations, water, benches

- “Benches – 1 every mile or so”
- “No benches. Maybe every 3 miles if at all”
- Emergency phones needed on isolated trails and at restrooms
- Need bathrooms, doggie bag stations and water fountains

### **Station 3: Baldwin Hills Regional Conservation Authority (BHRCA), Property, Baldwin Hills Scenic Overlook (BHSO), Culver City Park**

- Bikes should be allowed on *all* trails. Trails should be wide enough for bikes on basic trails wherever space allows, even if bikes are not yet legal.
- Expecting bikers to not use parts of the trail will not work and needs to be addressed.

#### **BHRCA Property**

- Privately owned property along La Brea
  - Give them an offer they can’t refuse to allow for a trail
  - Important for bike and walking path (private property area)
  - Persuade owner to give land or easement
- Blair Hills Neighborhood
  - Protect privacy of residences
  - No access to residential neighborhood
  - Need bike access at Blair Hills Park

#### **BHSO**

- Add signalized crossing and traffic light to BHSO entrance
- Good to connect BHRCA property with parking lot
- At south corner of BHSO, “Improve signs to back entrance.”
- New bike path parallel to Hetzler Road from Jefferson to top parking lot
- Parking
  - Provide free parking
    - Provide free parking at BHSO upper parking lot- no one uses this lot
    - Additional *free!* Parking needed. No meters please.
    - Parking needed! Someone is going to die on Jefferson. Parking must be free!
  - Provide parking along Jefferson Rd
    - Provide parking on Jefferson for access to new trail
    - Add new parking lot
    - Parking for steps from Jefferson
  - Allow for shared use parking. Maybe on weekends for free in warehouses off Jefferson.

#### **Culver City Park & Ballona Creek Path**

- Build connection to West LA College’s new road From southwest tip of Culver City park
- Near Culver City Park: landscaping flowers such as poppies

- Separation of bicycles and walkers / hikers must be maintained and created on the Ballona Creek path



## Park to Playa Trail Feasibility Study

### Public Workshop #3 Summarized Input

**November 2, 2011– 7pm-9pm**

**Kenneth Hahn State Recreation Area Community Meeting Room**

**Project Funded By: Baldwin Hills Regional Conservation Authority**

On November 2<sup>nd</sup>, 2011, 41 community members attended the third Park to Playa (P2P) public workshop. During the first workshop community ideas were gathered on where the trail should go within the parks, what connections to park facilities and community destinations should be made and what types of amenities make for a fun and enjoyable trail experience. During the second workshop, the proposed recommendations were presented and input was gathered on the proposed routes, amenities, improvements and wayfinding elements. The objective of the third workshop was to present the results from the feasibility study and wayfinding plan and discuss the next steps for the Park to Playa trail

The workshop was facilitated by Ron Milam of Ron Milam Consulting who kicked-off the meeting with introductions and an overview of the meeting agenda. Emily Duchon of Alta Planning + Design presented an overview the P2P Trail Feasibility Study and Wayfinding Plan chapter by chapter. Following, Karly Katona from the Office of Los Angeles County Supervisor Mark Ridley-Thomas discussed the next steps for the Park to Playa Trail. The Baldwin Hills Regional Conservation Authority Board has approved funding for the project to move into the design development and construction document phase. Full environmental documentation (CEQA) will also be undertaken during this next phase. The next community meeting is likely to be held in the summer of 2012.

After the presentation, the workshop participants were invited to circulate through the room which had detailed maps and images of the P2P trail alignments, amenities and wayfinding elements. Participants were encouraged to ask questions and provide feedback on the recommendations.

The Park to Playa Feasibility Study and Wayfinding plans as well as a PDF file of the Power point presentation are available for download on the following three websites:

- The Baldwin Hills Conservancy < <http://bhc.ca.gov/>>
- The Baldwin Hills Regional Conservation Authority < <http://smmc.ca.gov/BHRCA.asp>>
- And the Office of Supervisor Mark Ridley-Thomas < [www.ridley-thomas.lacounty.gov/environment](http://www.ridley-thomas.lacounty.gov/environment)>

The following is a summarized list of the input provided by workshop participants.

## Trail Alignment

- Improve pedestrian space on La Cienega leading to the trail
- Will there be a bridge over Ballona Creek to Jefferson to access the trail? The plan recommends a bridge span from the Hetzler Road/Jefferson Boulevard intersection to the existing bike path. This proposed bridge requires further study to determine its feasibility.
- The City View and Forest Trail in Kenneth Hahn State Recreation Area (KHSRA)- bicycle/hiker conflict, needs to be addressed.
- Do not want to see improvements to the City View and Forest Trails that encourage mountain bikes to use them.
- There should be a bike path from West LA College to P2P Trail- a bike path
- Improve wildlife habitat and establish wildlife corridor and access between parks
- Would be great to walk to park from village green to the P2P trail. Open access to park on South Cloverdale Avenue into reservoir.
- We like the proposed bike path on Hauser
- Remove fee parking at Baldwin Hills Scenic Overlook upper parking lot to encourage people to park off the street on Jefferson. Pedestrians crossing Jefferson Boulevard is a major concern.

## Blair Hills Residents

Residents from the Blair Hills neighborhood attended the meeting and expressed concerns about potential impacts to their neighborhood. One of the main concerns are impacts from increased traffic on neighborhood roads from vehicles accessing the proposed trailhead at the Ohr Eliyahu Property. Another concern raised by properties owners on Stoneview was noise and nuisances from trail users in the Blair Hills Corridor. The following were specific concerns and ideas expressed at the meeting:

- Respect resident's back yards
- Noise is a concern, nuisances could also be a concern
- A major concern is impact to the neighborhood from increased vehicle traffic on Stoneview Drive
- Maintain the quietness of Blair Hills
- Privacy for residents from trails
- Impact of overflow parking from KHSRA and proposed improvements
- Access to Blair Hills by the public
- Assess the feasibility of creating access from La Cienega to avoid excess use and entry onto Stoneview Drive
- Discuss trail access for private residents only. Privacy walls with secure gates.

## Wayfinding and Site Amenities

- Vandalism is a concern, signs are a magnet for graffiti
  - Need to propose solutions
    - Enforcement and maintenance

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# Appendix B: Accessibility Standards for Trails

Background

Sidewalks and Pedestrian Routes

Recreational Trails

Bikeway Guidelines



## Background

The Americans with Disabilities Act of 1990 had major significance for those who plan and design any type of publicly-used facility, including trails. The Architectural and Transportation Barriers Compliance Board (Access Board) is responsible for developing accessibility guidelines for new construction and alterations of facilities subject to The Americans with Disabilities Act, which applies to State and local government facilities, places of public accommodation, and commercial facilities – virtually every type of facility that is open to the public, including the bicycle and pedestrian facilities, paths and trails.

The Access Board has developed draft accessibility guidelines for public rights-of-way, including walkways and sidewalks, parking areas, and associated features. Draft Final guidelines also have been published for Outdoor Recreation Areas, including Outdoor Recreation Access Routes between developed facilities, and Trails. The Access Board has recently initiated an effort to develop guidelines for shared use paths.

## Other Federal, State, and Local References

The state transportation agencies, in the respective highway design manuals, and in many cases the park and recreation agencies, have developed their own guidelines and standards for the design of sidewalks, paths, bicycle facilities and trails. Federal agencies such as the National Park Service, Forest Service, and Bureau of Land Management have developed their own guidelines and standards that also build on the federal ADA regulations and guidelines. These documents are typically consistent with and may be more stringent than the federal ADA guidelines or the national general design guidelines and standards.

## Sidewalks and Pedestrian Routes

The federal guidelines for the accessibility of sidewalks, street crossings, and other elements of the public rights-of-way are contained in the Proposed Guidelines for Public Rights-of-Way, July 26, 2011; <[www.access-board.gov/provac/index.htm](http://www.access-board.gov/provac/index.htm)>.

These guidelines cover facilities for pedestrian circulation and use in the right-of-way, including walkways and sidewalks, street or highway shoulders where pedestrians are not prohibited, crosswalks, islands and medians, overpasses and underpasses, on-street parking spaces and loading zones, and equipment, signals, signs, street furniture, and other appurtenances provided for pedestrians. They contain detailed guidance and links to other technical standards and guidelines, such as the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) ‘Guide for the Planning, Design, and Operation of Pedestrian Facilities’, American Association of State Highway and Transportation Officials, July 2004 and ‘Designing Sidewalks and Trails for Access’, FHWA/US DOT September 2001. The Guidelines are a proposed rule that is expected to be adopted as law in the near future. The July 2011 Proposed Guidelines are an update of the 2005 Revised Draft Guidelines.

Two types of pedestrian facilities are defined by the Guidelines:

**Pedestrian Access Route** - A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

**Pedestrian Circulation Path** - A prepared exterior or interior way of passage provided for pedestrian travel.

In California, the Division of the State Architect (DSA) is the agency that develops, adopts and publishes regulations to address the state's own standards for access to people with disabilities to comply with ADA and in some cases exceed the federal standards. See: California Access Compliance Reference Manual, Division of the State Architect, 2003 or latest version

Another key references for sidewalk and trail design to comply with ADA standards:

Designing Sidewalks and Trails for Access, Part II of II: Best Practices Design Guide, Federal Highway Administration, 2001; <http://www.fhwa.dot.gov/environment/sidewalk2/index.htm>

## Recreational Trails

Recreational trails can and by law must be designed for access by people with disabilities where feasible according to the standards. There are separate, more flexible, standards for recreational trails from urban bicycle and pedestrian transportation facilities and routes that connect developed facilities. The standards include exceptions and exemptions for trails where meeting standards would detract from the resources that the trail is accessing, or where this is physically infeasible.

The federal guidelines are contained in the Draft Final Guidelines for Outdoor Developed Areas, December 18, 2009; <[www.access-board.gov/outdoor/](http://www.access-board.gov/outdoor/)>.

These guidelines cover trails, outdoor recreation access routes, beach access routes, and picnic and camping facilities. The Guidelines are a proposed rule that is expected to be adopted as law in the near future. No changes are expected.

Trail facilities are defined in the Guidelines as two types:

**Outdoor Recreation Access Route** - A continuous unobstructed path designated for pedestrian use that connects accessible elements within a picnic area, camping area, or designated trailhead.

**Trail** - A route that is designed, constructed, or designated for recreational pedestrian use or provided as a pedestrian alternative to vehicular routes within a transportation system.

### *Rules for Shared Use Paths*

Shared use paths (multi-use paths) often serve recreational purposes while providing off-road transportation routes for pedestrians, cyclists, roller skaters, and others. Currently there are no adopted federal rules or guidelines specific to the design of shared use



paths for access to people with disabilities. The Access Board is initiating rulemaking to address shared use paths and held a public information meeting on the subject at the ProWalk/ProBike 2010 Conference in September in Chattanooga, Tennessee.

The primary general design standard for shared use paths is the American Association of State Highway and Transportation Officials (AASHTO) Guidelines for Bicycle Facilities.

### Comparison of Federal Standards

Table 1 summarizes the key federal standard dimensions for the various types of trail, bicycle and pedestrian facilities.

	<b>Class I Shared Use Path*</b>	<b>Pedestrian Access Route</b>	<b>Ramp</b>	<b>Outdoor Recreation Access Route **</b>	<b>Trail ***</b>
<b>Width</b>	8' min (low use areas) 10' w/ 2' shoulders ideally	48" min with 60" min. passing space every 200' or less	60" min	36" min. with 60" min. passing space every 1,000' or less	36" min. with 60" min. passing space every 1,000' or less
<b>Gradient (Running Slope)</b>	< 5% (< 1:20) any length 5-6% (1:20-16.7) for up to 800' 7% (1:14.3) for up to 400' 8% (1:12.5) for up to 300' 9% (1:11.1) for up to 200' 10% (1:10) for up to 100' 11+% (1:9.1) for up to 50'	1:20 (5%) max – any steeper treated as a ramp  Sidewalks that abut a roadway can be as steep as the roadway and still be compliant	8.33% (1:12) max with max 30" rise/ 30' length between landings at top, bottom 60" x 60", max 2% gradient; landing 72" long x 60" at change in direction	1:20 (5%) any length 1:12 (8.33%) for up to 50' 1:10 (10%) for up to 30'  with resting intervals 60" long, as wide as trail and max 1:33 (3.33%) gradient	1:20 (5%) any length 1:12 (8.33%) for up to 200' 1:10 (10%) for up to 30' 1:8 (12.5%) for up to 10' with resting intervals 60" long, as wide as trail and max 1:20 (5%) gradient  No more than 30% of the total trail length shall exceed 1:12
<b>Cross-slope</b>	5% max	2% max	2% max	1:33 max (3.33%) or up to 1:20 (5%) where required for drainage	5% max
<b>Surface</b>	Smooth, paved	Smooth, paved	Smooth, paved	Firm and stable; there are specific standards	Firm and stable; there are specific standards
<b>Tred Obstacles (non-paved or board surfcaces)</b>				1 inch	2 inches
<b>Handrails</b>	--	--	Required on both sides of any ramp w/ rise greater than 6"	--	--

\* AASHTO Guideline – there are no ADA guidelines yet

\*\* All Outdoor Developed Area facilities may be exempted from the Guidelines under the following conditions (1019):

1. Compliance is not feasible due to terrain.
2. Compliance cannot be accomplished with the prevailing construction practices.
3. Compliance would fundamentally alter the function or purpose of the facility or the setting.

4. Compliance is precluded by the: Endangered Species Act (16 U.S.C. §§ 1531 et seq.); National Environmental Policy Act (42 U.S.C. §§ 4321 et seq.); National Historic Preservation Act (16 U.S.C. §§ 470 et seq.); Wilderness Act (16 U.S.C. §§ 1131 et seq.); or other Federal, State, or local law the purpose of which is to preserve threatened or endangered species; the environment; or archaeological, cultural, historical, or other significant natural features

\*\*\* Additional exceptions to 1019 apply to an entire trail as identified in 1017.1

## California Standards

The California Division of the State Architect (DSA) has formally recognized the federal Guidelines as the standards for design of recreational trails in California. The California Department of Parks and Recreation has published its own standards book consistent with the Guidelines, and Caltrans has also recognized these standards as applicable to recreational trails that may be allowed in state right-of-ways. This includes trails that accommodate mountain bikes, which Caltrans formerly classed with road bikes and technically allowed only on paved Class I bikeways.

- California State Parks Accessibility Guidelines, California Department of Parks and Recreation, 2005

## Bikeway Guidelines

Bike lanes are not addressed by ADA and are covered by AASHTO, the Caltrans Highway Design Manual and local standards or guidelines.

Shared Use Paths and Class I Paths are not addressed by ADA and are covered by AASHTO, the Caltrans Highway Design Manual and state and local standards or design guidelines. Some federal agencies have their own standards.

Alta is currently leading an effort sponsored by the National Association of City Transportation Officials (NACTO) to develop the country's first Urban Bikeway Design Guide. The NACTO Guide creates a new toolbox of America's best bicycle infrastructure solutions, and serves as an urban version of the federal and state processes by creating solutions developed by cities, for cities. This will hopefully influence federal policy, and will certainly be an important reference, but will not be a federal standard, per se. The Urban Bikeway Design Guide can be downloaded at <http://nacto.org/cities-for-cycling/design-guide/>.