

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)

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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
Baldwin Hills Scenic Overlook		71.8%	122
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
		answered question	170
		skipped question	1


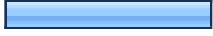


3. How often do you use them?

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

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

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

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 25th, 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 Bowcroft 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 3rd, 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 2nd, 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>

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>.

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/>.

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.

	Class I Shared Use Path*	Pedestrian Access Route	Ramp	Outdoor Recreation Access Route **	Trail ***
Width	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
Gradient (Running Slope)	< 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
Cross-slope	5% max	2% max	2% max	1:33 max (3.33%) or up to 1:20 (5%) where required for drainage	5% max
Surface	Smooth, paved	Smooth, paved	Smooth, paved	Firm and stable; there are specific standards	Firm and stable; there are specific standards
Tred Obstacles (non-paved or board surfcaces)				1 inch	2 inches
Handrails	--	--	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/>.