

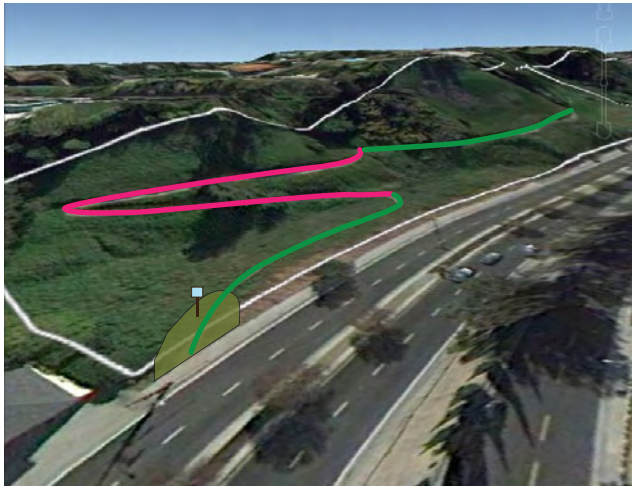
# Segment 1. Stocker Corridor

**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



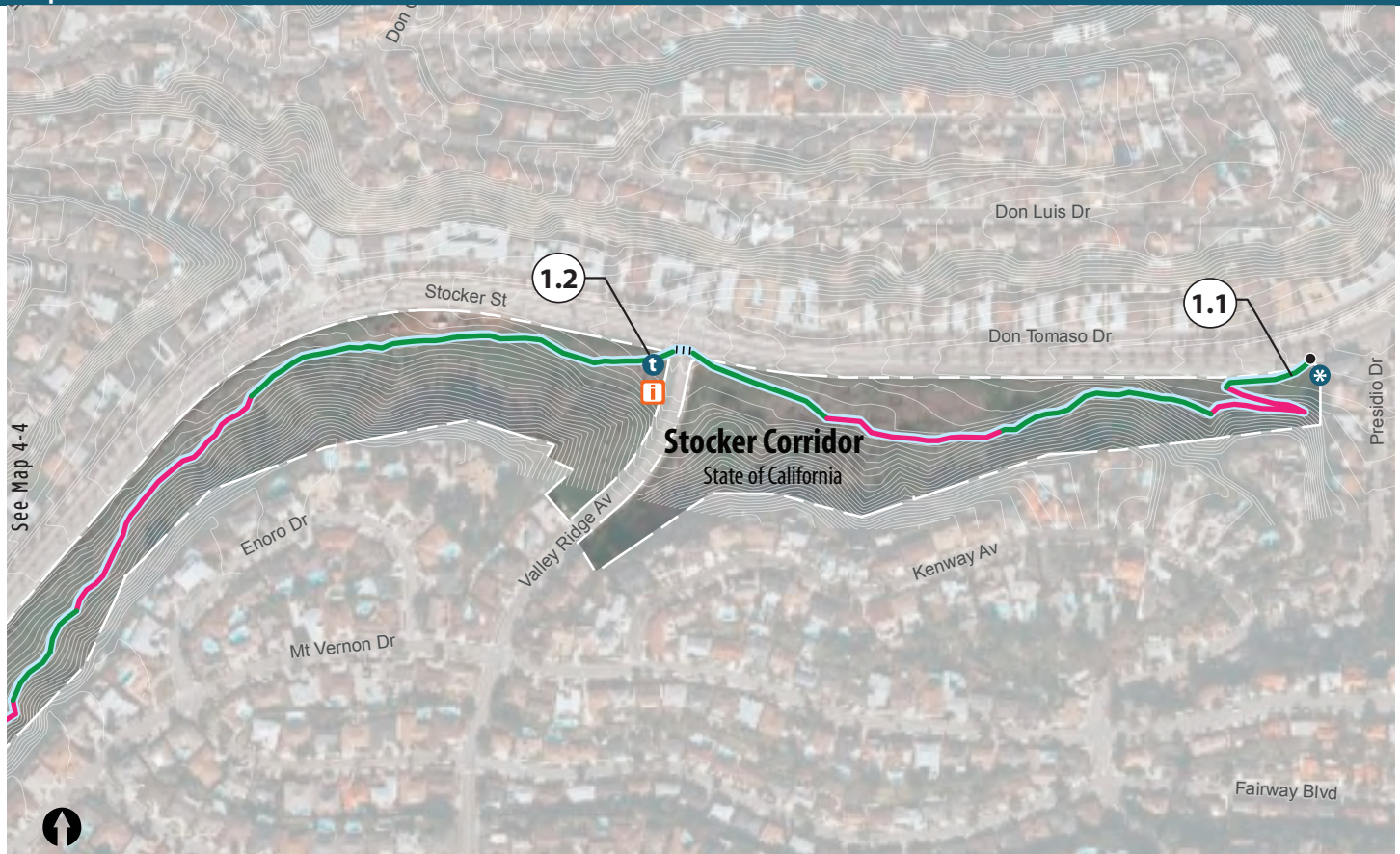
- Entrance improvements at Presidio Drive include native landscape planting and wayfinding direction sign.
- Reconstruct switchback to rolling crown type per LA County Trails Manual.

## 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



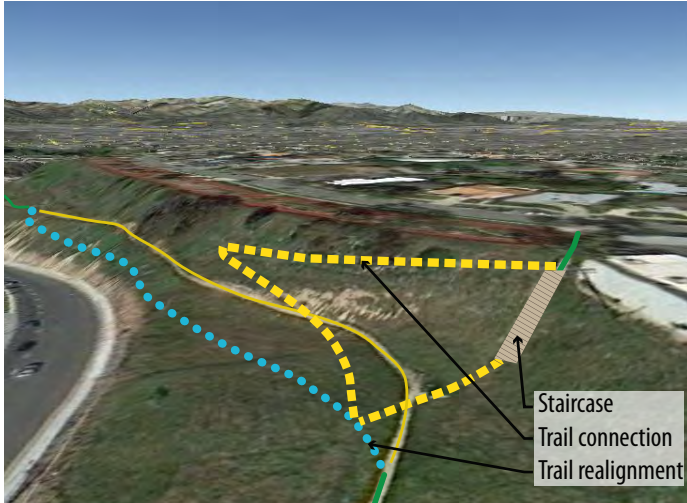
- Pedestrian and bicycle bridge from Stocker Trail to Norman O. Houston Park.
- Stairway leading from Ruben Ingold Park down to Stocker Trail at Bridge entrance and compacted earth trail with slope stabilization.
- Slope stabilization and neighborhood trail connection from Don Tomaso Drive to Norman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



# Segment 1. Stocker Corridor

1.4

## Connection from Ruben Ingold Park

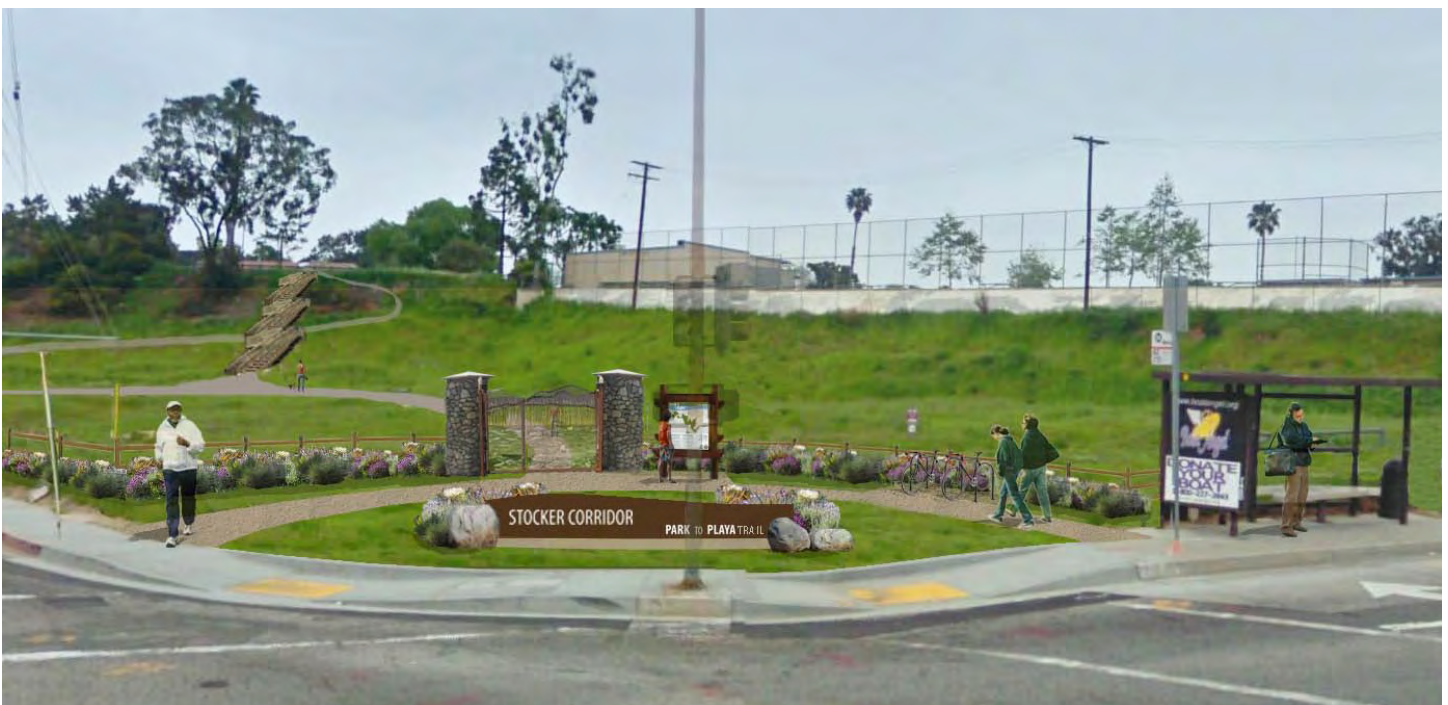


- Wooden stairway, with landings, leading from Ruben Ingold Park down to Stocker Trail at Bridge entrance. Approximate elevation change is 25'.
- Slope stabilization and neighborhood trail connection from Norman O. Houston Park to the Stocker Trail to meet P2P trail standards.
- Trail realignment

1.5

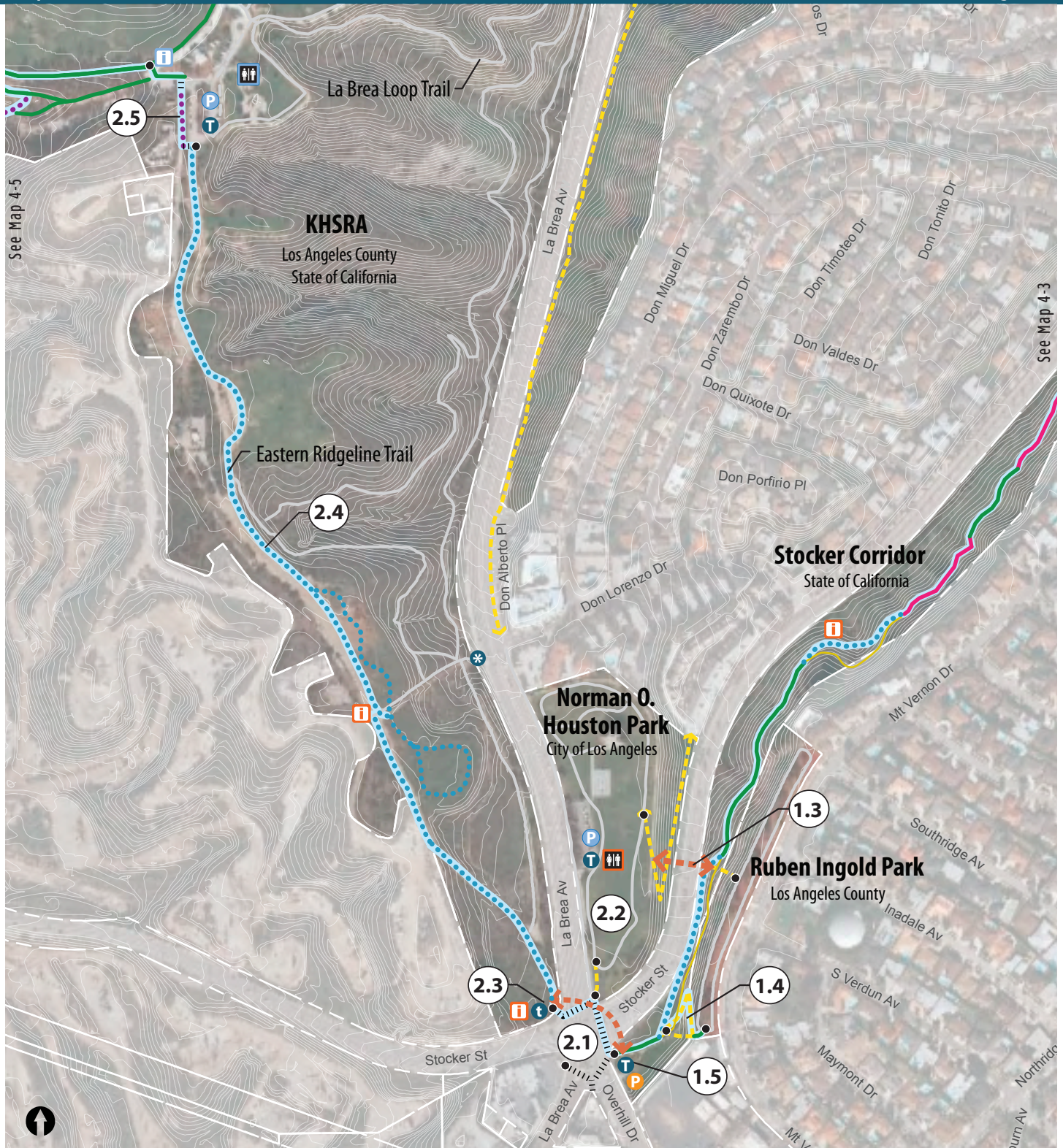
## Stocker Street Trailhead

- 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    | P Existing Parking           | Existing Restroom      |
| — Improve Existing Trail | — Proposed Trail Connection   | P Proposed Parking           | Proposed Restroom      |
| ... Proposed Trail       | ..... Enhance Street Crossing | i Existing Interpretive Site | T P2P Trailhead        |
| ... Planned Trail        | ←-→ Proposed Bridge           | i Interpretive Opportunity   | t 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

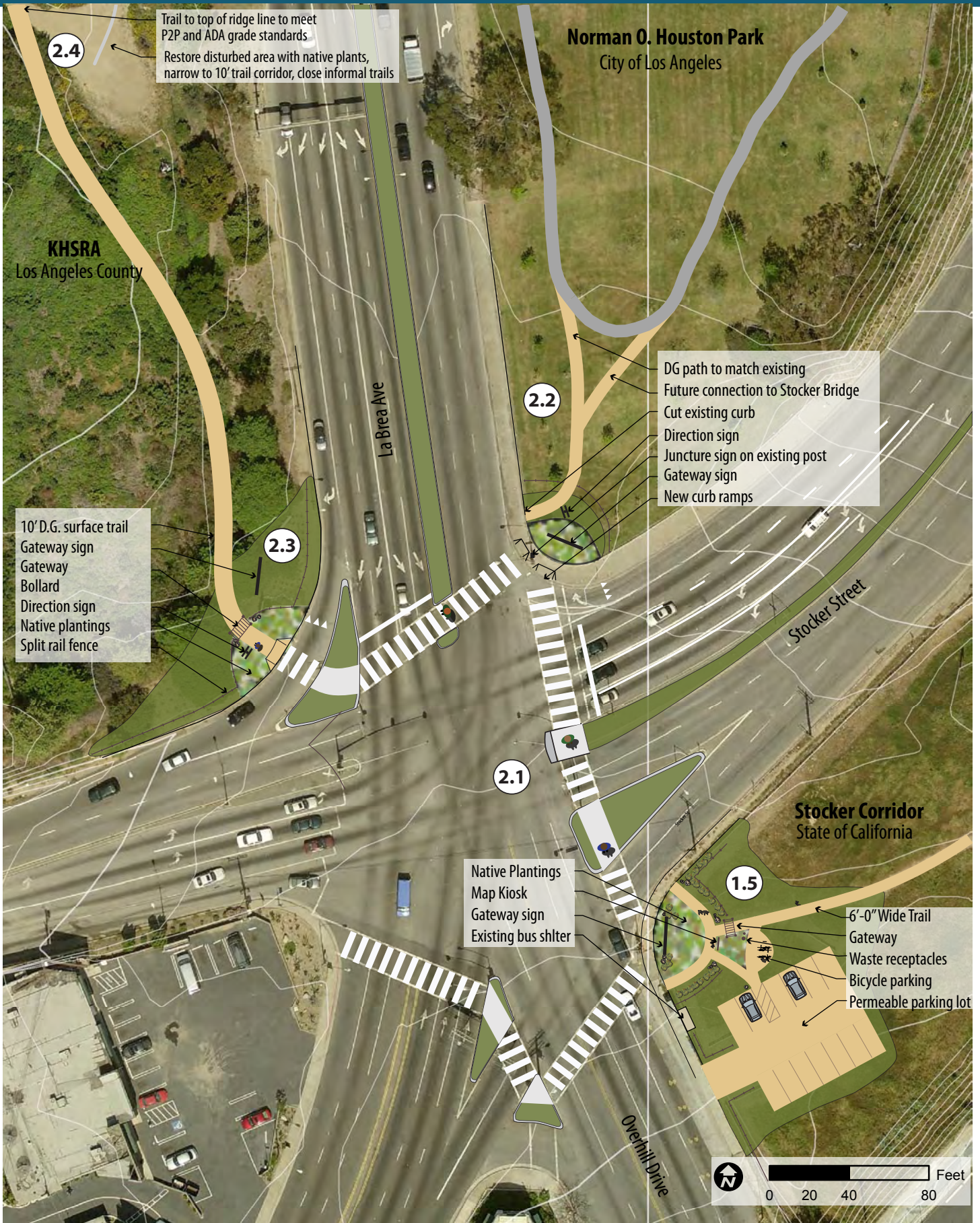
- Utilize existing parking and establish a path of travel from existing parking lot to KHSRA Eastern Ridge Line Trail entrance.
- Stripe ADA parking stalls at southeast end of lot and remove vehicular gate at ramp and replace with removable bollards. Coordination with City of Los Angeles Parks Department 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.



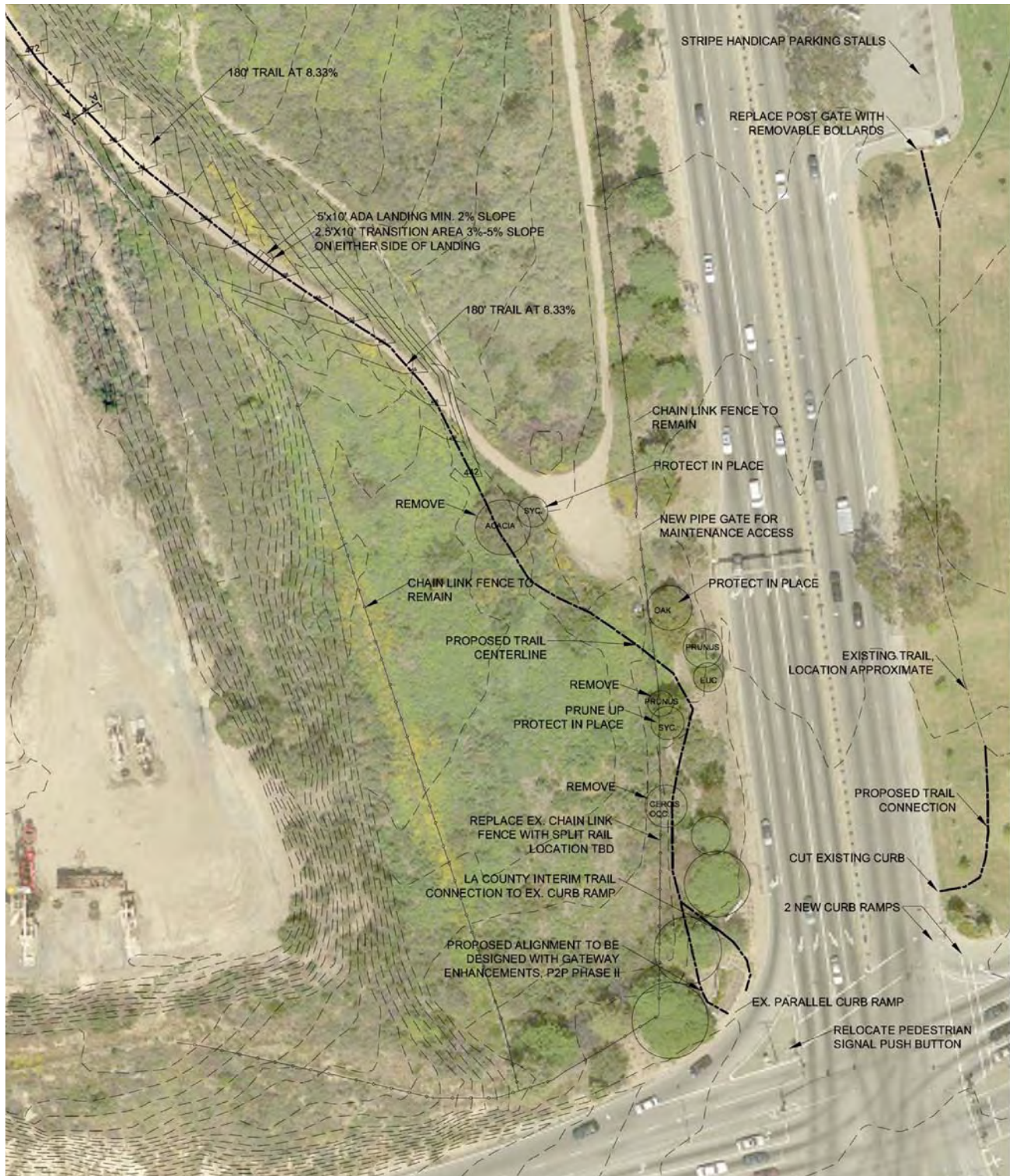




## Segment 2. KHSRA Eastern Ridge

### 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.