

Next stop: more access to open spaces.

TRANSIT TO PARKS STRATEGIC PLAN

May, 2019



Metro[®]

“

With this Plan, Metro describes a vision for coordinating access goals and strategies at the local and County levels so that as a region we can better access parks as well as funding for transit to parks. ”



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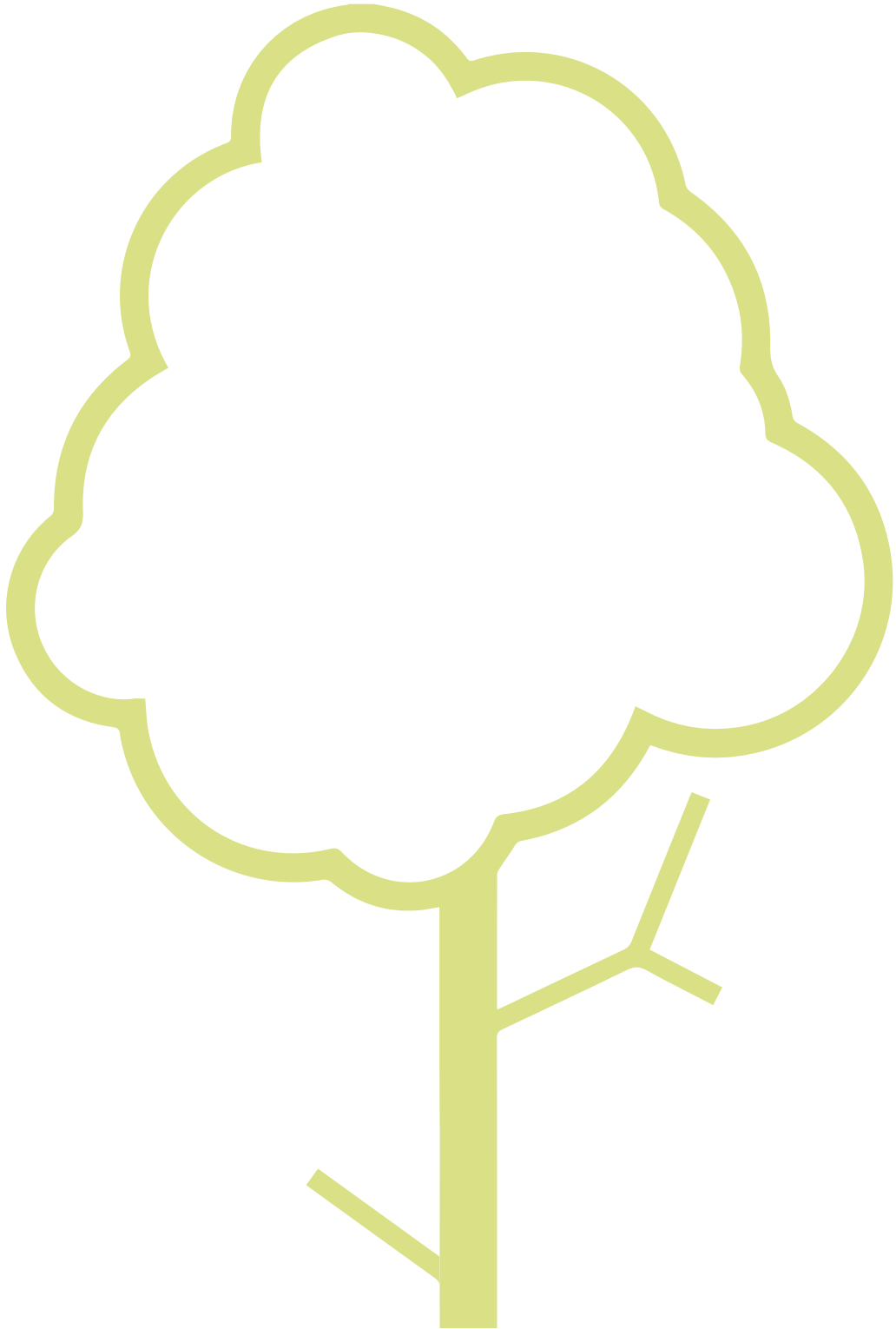
Community Nature Connection

Nature for All



Metro  **Here LA**  **PLACEWORKS**





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1 Setting the Stage



Metro’s Transit to Parks Strategic Plan presents a systematic vision for increasing access to parks and open space Countywide. The goal is to find targeted, holistic ways to increase access to parks and open spaces, especially for communities of need. These communities, especially those that are not within walking distance or without convenient public transit to a park, are the focus of the Plan.

Expanding access is a key priority for the region as demonstrated in the *Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment* and the Southern California Association of Governments’ *Regional Transportation Plan*, both of which highlight a lack of park and open space access. LA County has a wealth of open space and recreational assets, but often these places are out of reach for County residents, particularly lower income, disadvantaged communities.

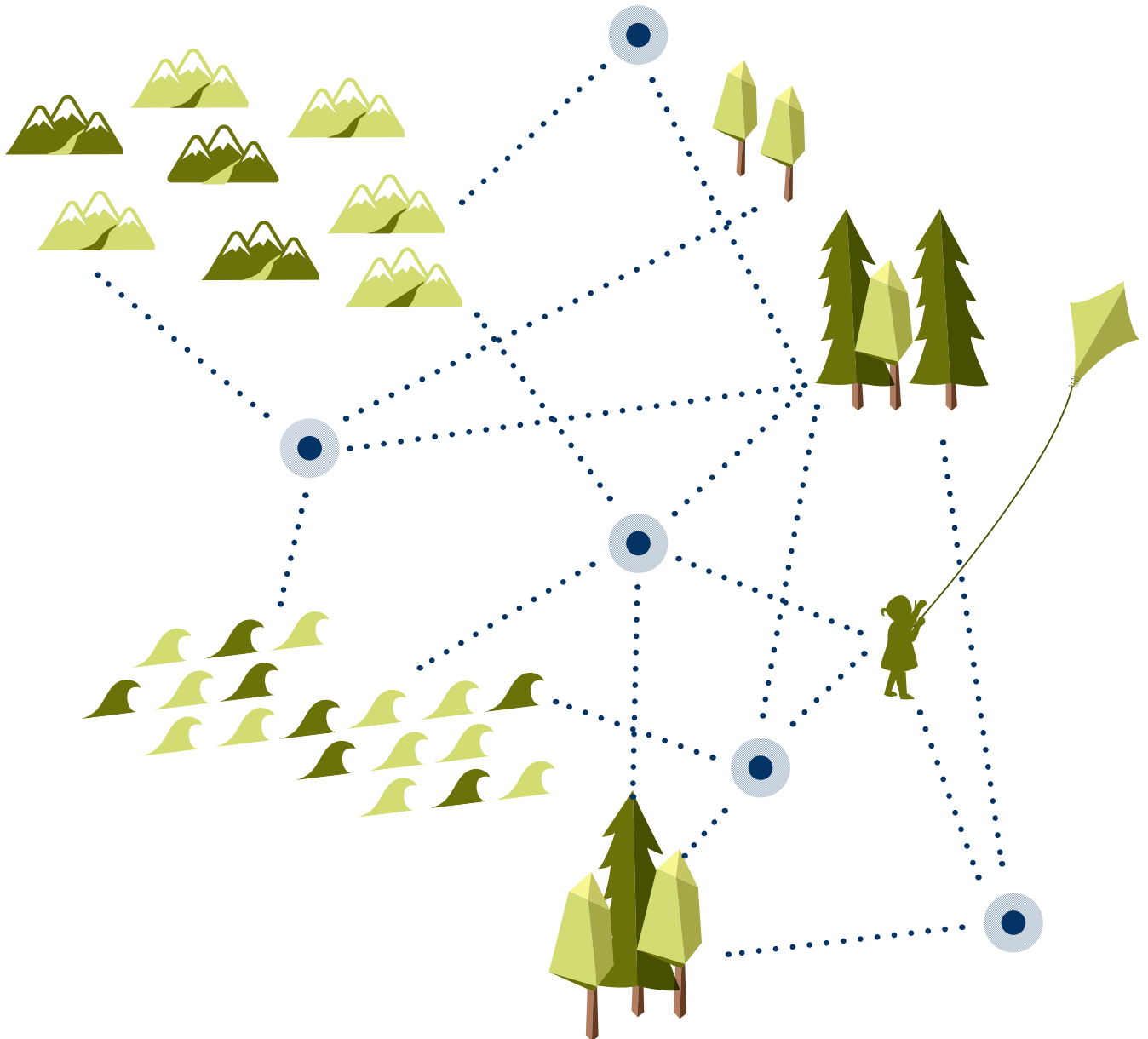
Metro is committed to initiating partnerships and finding ways to increase access to parks and open spaces for LA County.



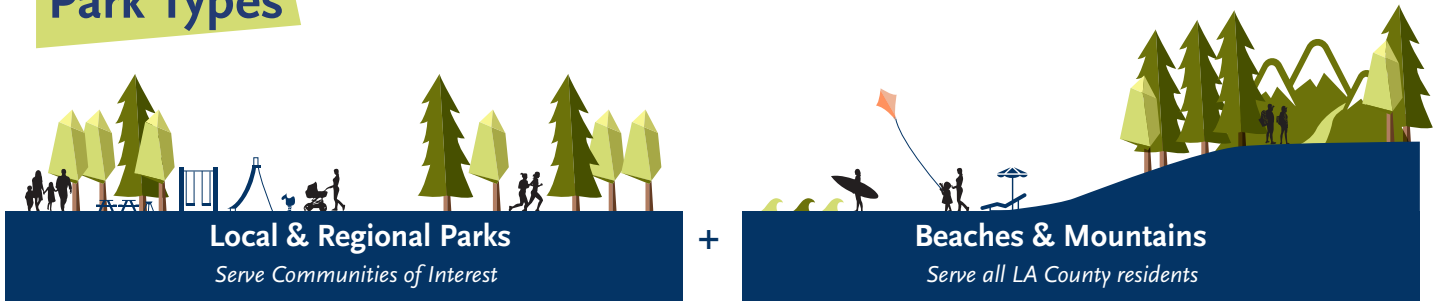
Vision

“

Metro envisions a Los Angeles in which people can use a network of varied and connected transportation options to get to parks and open spaces. ”



Park Types



The Plan considers a full range of park types from small local parks and regional parks, to open spaces, trails, beaches, and mountain destinations.

Vision

Metro envisions a Los Angeles in which people can use a network of varied and connected transportation options to get to their neighborhood parks, regional open space destinations and different park types – small local parks to regional parks, open spaces, trails and our vast beach and mountain public spaces. A future where people can not only access these green places, but also feel comfortable using them – people of all ages, genders, races, incomes, and abilities taking transit to parks and open spaces at different times of the week and of the year.

All Types of Open Space

In this Plan an emphasis has been put on assuring access to regional parks and also to local parks, mountain destinations, trails, and beaches. Local and regional parks may be closer and more easily accessible by the communities who would most benefit from improved access.

Setting the Stage

As the region's biggest mobility provider, Metro recognizes a striking need to provide better access to parks and open space for the County's 10.1 million residents and 48.3 million annual visitors.¹ This Transit to Parks Strategic Plan (T2P Strategic Plan) delves into regional need in relation to transportation and shows how Metro could address the issue, as well as what partner agencies and stakeholders can do to support the effort. As we've seen, addressing large mobility issues or laying out region-wide transit programs takes collaboration between agencies at the federal, state, county, and local levels, as well as public and private partnerships. The T2P Strategic Plan puts forth a vision for parks and open space access that is accomplished through partnerships between Metro, cities, the County of Los Angeles, natural asset conservancies, open space management agencies, community-based organizations, and others around the County.

A Key Frame for Transit to Parks Planning: Metro's Equity Platform

In March 2018 the Metro Board approved the Metro Equity Platform Framework, which acknowledges disparities in communities' and individuals' ability to access jobs, housing, education, health, and safety, and provides a foundation for Metro to provide leadership in addressing these inequities. The Framework considers equity along various lines, including income, race, class, age, gender, disability, and residency. The T2P Strategic Plan uses this framework as a guide, building processes and recommendations from an equity perspective and identifying areas where Metro can lead and where partners should be activated to provide transit to parks access and supportive programming.

1. 2017 County visitors, LA Times

Values & Goals

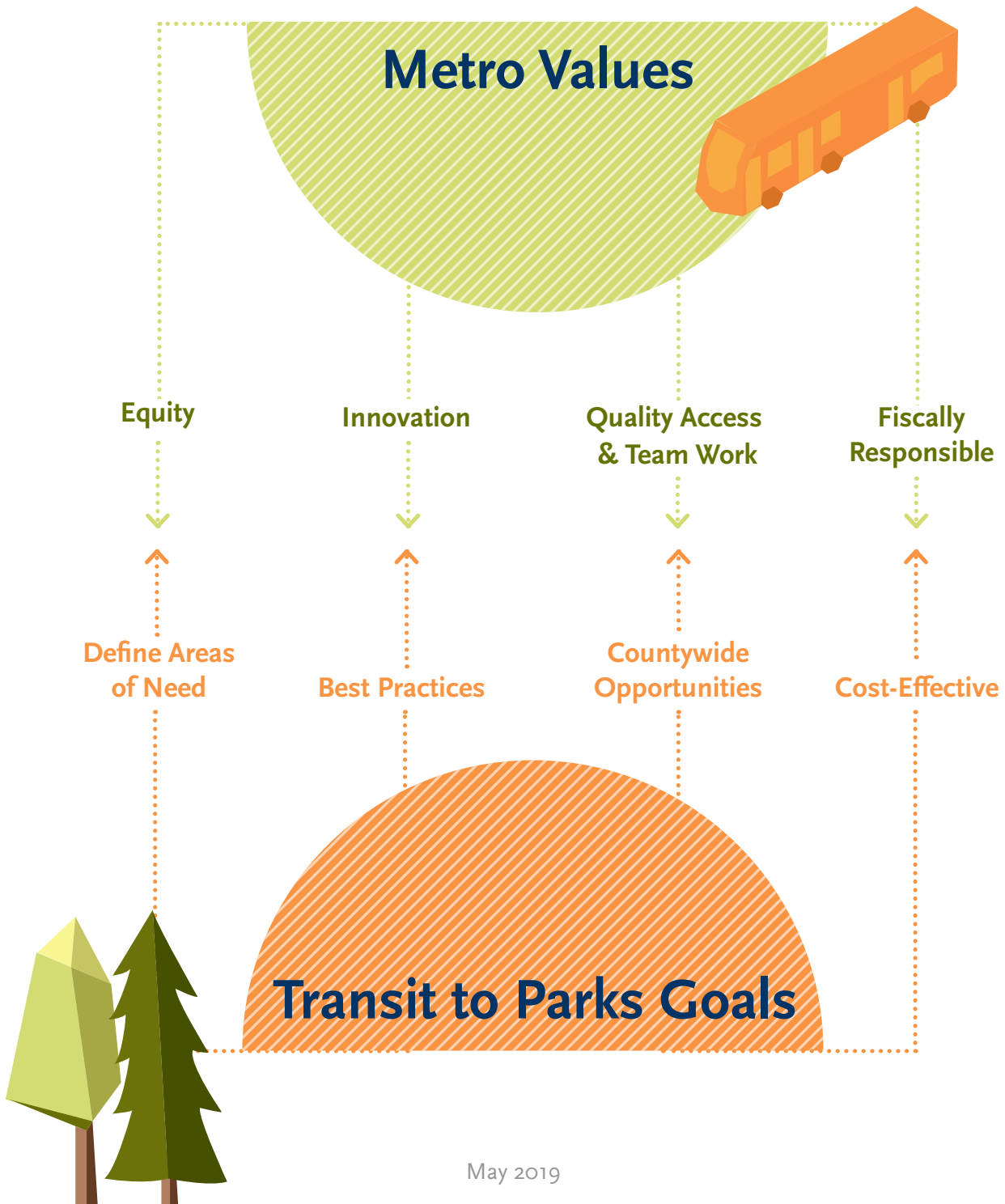
Metro Values & Goals

This Plan rests on an underpinning of some of Metro's core values as expressed in the Metro Mission Statement and the tenants from Metro's Vision 2028 Plan (described further on page 7):

- **Equity** – The Plan will not only look equally across the region at access issues and solutions, but will also identify and focus on the communities most in need. This is in recognition of the vast disparities among neighborhoods and individuals when it comes to access to parks and open space.
- **Quality Access** – The Plan strives for quality access that responds to the needs of people who want to visit parks and open spaces. It also recommends a set of solution types based on best practices from around the nation and locally. Quality access also means assuring access to all types of open spaces, including local/regional parks as well as mountains and beaches.
- **Innovation & Technology** – The Plan integrates ideas for new technologies and innovations as applied to the transit to parks solution types.
- **Fiscal Responsibility** – The Plan seeks solutions that are cost effective.
- **Team Work** – The Plan emphasizes the role not only of Metro, but also of partner agencies and groups around the region, to realize the ideas presented for transit to parks access.

Metro's goals for the T2p Strategic Plan are to:

- Showcase our agency's mobility-based definition of park access need.
- Analyze this need, focusing Countywide on issues and opportunities.
- Evaluate prior programs and pinpoint best practices that can be applied locally.
- Recommend cost effective strategies for both Metro and partner agencies.



Associated Efforts

Metro's Associated Efforts

Over the last 25 years, Metro's efforts have focused on creating more and better transportation options for everyone who lives, works, and plays around LA County. We are also looking to the future, working to update our long range vision, address transit gaps and opportunities, and think creatively about what transportation means now and in the future.

Several recently completed and ongoing Metro efforts tie into the Transit to Parks initiative:

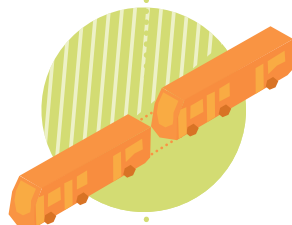
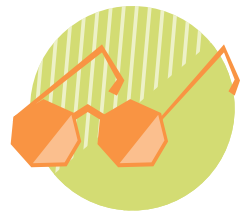
Vision 2028

Metro Vision 2028 is our agency's strategic plan that creates the foundation for transforming mobility in Los Angeles County over the next 10 years. It sets the mission, vision, performance outcomes, and goals for Metro and puts in motion specific initiatives and performance outcomes towards which Metro and its partners will strive in pursuit of a better transportation future. Vision 2028 sets the foundation for the Long Range Transportation Plan and the NextGen Study described below. Outcomes aim to double the percent usage of transportation modes other than solo driving, including taking transit, walking, biking, sharing rides, and carpooling. This vision supports the ideas presented in this Plan.

Long Range Transportation Plan (LRTP)

The LRTP will contain: a baseline understanding of the mobility challenges, needs, and opportunities for our region; a Values Framework that lays out Metro's goals and policies; a Network and Management Plan showcasing the strategies and initiatives; and an Implementation Section that provides capital development and funding programs.

The Transit to Parks effort will inform the LRTP Update by providing recommendations on transit strategies and initiatives that link people to parks. The LRTP will



utilize performance metrics that may include those relating to access to parks and open space which can be informed by this Plan.

NextGen

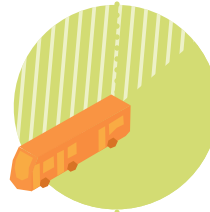
Metro is deciding how to design a new bus network that is more relevant, reflective of, and attractive to LA County residents - and is aiming to design a system that integrates with all the ways we travel, like using ride hailing apps and bike share. This project is currently underway (as of 2019) and is the first major overhaul of the bus network in 25 years. The Next Generation of bus service is expected to go into effect in 2019 and 2020.

Similar to the relationship with the LRTP update, the Transit to Parks effort can inform the NextGen bus study by infusing it with an emphasis on parks access from an equity perspective. The NextGen study will have to weigh a variety of priorities - one of these priorities should be to provide communities of need with parks and open spaces.

First / Last Mile Strategic Plan & Active Transportation Strategic Plan (FLM Plan & ATSP)

Through these two plans, (adopted in 2014 and 2016 respectively) Metro looks beyond the station, to think about ways to improve the experience of getting to and from transit. The FLM Plan identifies an approach for identifying barriers and opportunities for walking, rolling, and biking improvements around Metro stations and stops. The ATSP identifies strategies to increase walking, bicycling, transit use, and an active transportation network for the county.

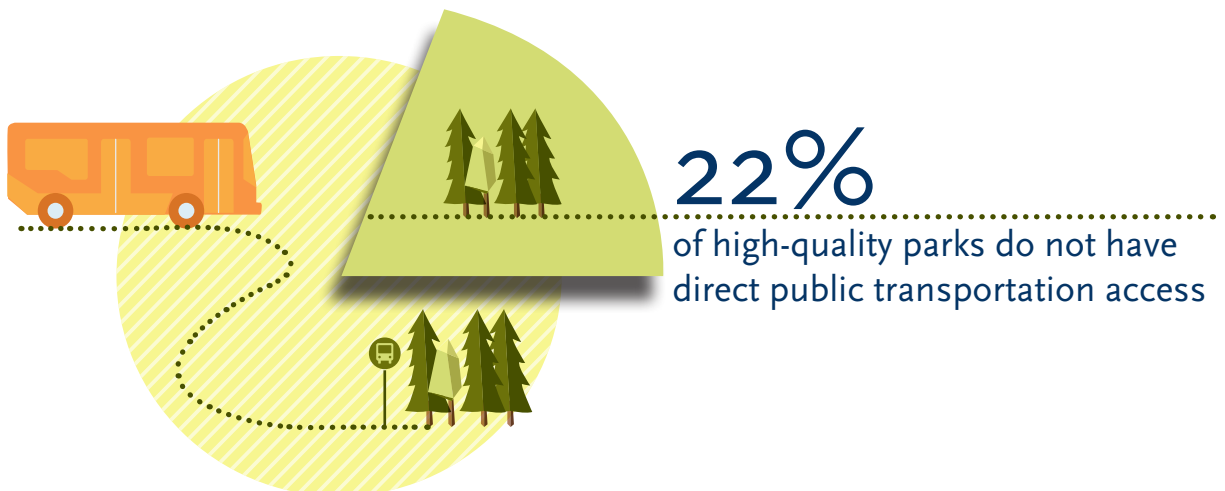
The Transit to Parks effort suggests projects and programs / initiatives that are in line with First / Last Mile and Active Transportation planning. See Chapter 4, Making the Connections for recommendations that support the FLM Plan and the ATSP.

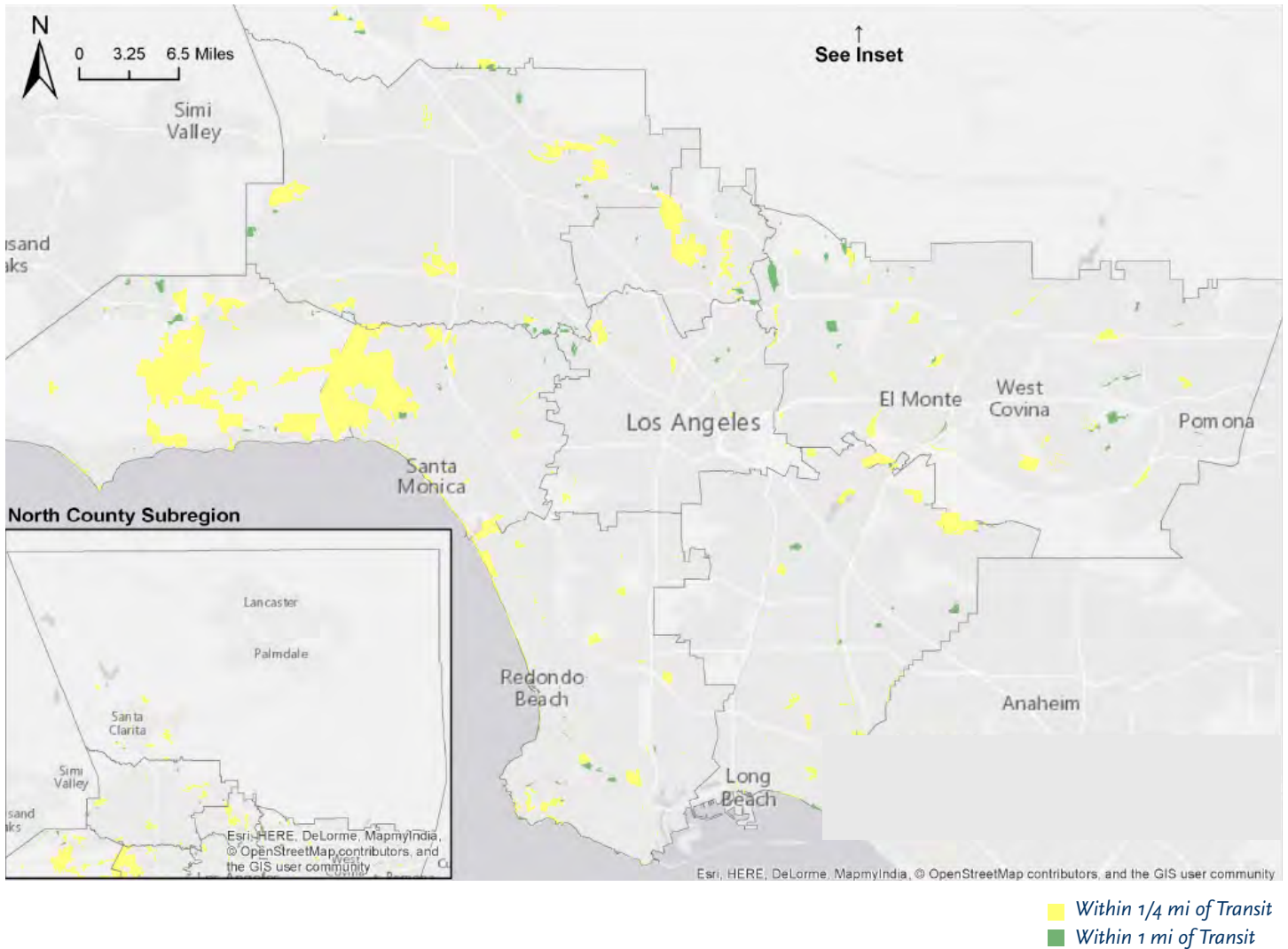


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Local Context

With an average of 266 days of sunshine a year,² one might expect that Angelenos would spend all of their time outside in parks and open spaces. Unfortunately, many cities and unincorporated areas in L.A County have fewer park acres per capita than many other U.S. cities. LA County's 3.3 acres of park space per 1,000 people is significantly below the 6.8 acres in other high-density cities around the US.³ Lower income communities would benefit most from improved access, especially in places that have inadequate opportunities for local recreation and physical activity, and that suffer from poor air quality or other conditions that lead to poor health outcomes. In addition, 41% of lower-income households in Los Angeles do not have immediate access to a park (compared to 2% in New York, for example).⁴





Lack of transportation access is routinely listed as the number 1 or 2 barrier to accessing public parks and open space in the LA region.⁵ Many of the large public open space parks in Los Angeles County have no public transportation access, highlighting this issue. Twenty-two percent of the parks that we look at in this Plan do not have direct public transportation access (within a 1/4 mile walk from a high-quality transit stop). This number is much higher for large open space assets like mountains, trails, and beaches. The greatest driver for urban communities who have sought transit to parks programs so far has been to provide access for residents of low income communities of color where access to parks and open space is often fraught with social and economic

barriers. Barriers include: lack of diverse representation among park staff that allow visitors to feel welcome and safe; the knowledge needed to navigate parks (e.g. maps, knowledge of sites, resources of interest, and safety considerations); and financial resources and free time that allow visitors to connect to and use public lands. Advocacy groups have been working for years in the region on providing reasonably-priced access to parks. Some of these efforts are discussed later in this section.

2. *LA Times*
3. *Los Angeles County Department of Parks and Recreation (DPR)*
4. *LA Times*
5. *Promoting Diversity on Federal Lands, Paul S. Sarbanes Transit to Parks Technical Assistance Center, 2012*

Regional Efforts

Several current efforts and studies have made great strides relating to increasing access, for example the *Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment (Needs Assessment)* and ongoing local transit to parks programs currently in place. However, there are gaps in current research, work, and overall funding for transit to parks.

The *Needs Assessment* (www.lacountyparkneeds.org) was completed in 2016 and systematically analyzes the need for parks and recreational resources around LA County, using data as an underpinning. Much of the data that we use in this Plan (and is described in Chapter 2) comes directly from the *Needs Assessment*.

Access in the Santa Monica Mountains

Since the late 1980s, LA County, through funding from the Board of Supervisors for each Supervisorial District, supports the bus costs of a Transit to Trails program in the Santa Monica Mountains. This program is operated through contract by the Mountains Recreation and Conservation Authority (MRCA), which works with community-based organizations (CBOs) from all parts of the County.

Targeting community organizations with little or no previous experience with or access to public open space parkland, Transit to Trails partners with local CBOs to recruit participation. The program operates from one specific pick up point, usually a public park or school. Destinations vary but are always a single specific advertised location in the Santa Monica Mountains. Sometimes this program includes special events in the parks that communities would otherwise not be able to attend. Transit to Trails operates with charter school buses, used during non-school hours in a shared-resources partnership. An additional highlight of this program is that a bilingual naturalist facilitates the program.

This program is a cooperative effort between the County of Los Angeles, state agencies including the Santa Monica Mountains Conservancy and the State Coastal Conservancy, and the MRCA. Open Space Management agencies, including the National Park Service, California State Parks and the Santa Monica Mountains Conservancy add to the program by offering on-the-ground programming within the park. These public agencies are well aware of the issue of transportation as a barrier to access and they also support innovative transportation measures. They will be important partners in efforts to increase access to public open space.

Transit to Trails



Transit to Trails



Access in the Angeles National Forest & San Gabriel Mountains National Monument

Organizations that focus on the Angeles National Forest and San Gabriel Mountains (San Gabriels) have been working on access to the forests for a decade, by engaging with diverse audiences, making them aware of the resources, and offering bus trips to the San Gabriels. This program has taken on a life of its own both as a vehicle to engage more communities of color at parks through quality experiences and to serve as an alternate means of transportation to deal with climate change.

The efforts in the San Gabriels have focused primarily on direct transit programs, usually hikes sponsored by an environmental community based organization, their partners, or public agencies. There has been heightened attention on this issue since 2014 when President Obama designated a portion of the San Gabriel Mountains as a National Monument, emphasizing the importance of access for young Angelenos, especially people of color. Further, with completion of the Gold Line extension to Azusa in 2016 several new opportunities came to bear. The City of Duarte initiated the first pilot shuttle program from the Gold Line to the San Gabriel Mountains National Monument. Due to demand the pilot was extended, but ultimately had to be discontinued due to a devastating fire in the Mountains. The Forest Service held several workshops in 2015 - 2017 in collaboration with transportation agencies on this issue and led a contract with the US Department of Transportation's

Volpe Center to study access opportunities further and that report was released in early 2018. Two of the potential projects identified in the Volpe study have already launched (see discussion, right).

Access to Beaches & Parks Countywide

The County of LA offers shuttle programs, which clearly demonstrate the demand for point to point transit to parks and beaches. The County's program offers a Beach Bus from eight locations (Altadena, Castaic, Charter Oak/Duarte, East Los Angeles, La Canada/Flintridge, Lancaster, Palmdale and Topanga). The Topanga Beach Bus in particular, initially began as a summer bus line and now operates daily throughout the year. The use and continuation of Beach Bus services demonstrate that residents are willing to take transit for long distance journeys that reach special destinations and amenities.

Access for Youth

"Every Kid in a Park" is a popular bus program that has been operated for several years. The program targets 4th graders throughout the nation. In the LA region, several national, state, and local park agencies implemented this program, which uses buses to take students to parks. Providing this program to 4th graders in particular was developed as an education strategy to engage children and initiate a life long appreciation of public lands. A "Youth Opportunity Pass" (YOP) is also an excellent way to make public lands more accessible financially. The YOP is a program in Vancouver, Washington that provides participating students free unlimited access to local transit service and community centers.

Pilot Access Projects in the San Gabriels

The first pilot program for the San Gabriel Mountains National Monument was funded by the US Forest Service and supported by REI. It provided a shuttle from the Arcadia Gold Line Station to Chantry Flat, a heavily used and impacted trail north of Arcadia.

There is a working group that is pursuing a more permanent program but funding and liability issues continue to be an obstacle.

The second pilot ended in the fall of 2018. It ran to the San Gabriel Mountains between the Memorial Park Gold Line Station and the Sam Merrill Trail in Altadena. The Route 88 service was funded by the Trust for Public Land through a grant from Southern California Edison and was operated by the City of Pasadena/Pasadena Transit. The Wilderness Society partnered with Asian Pacific Islander Forward Movement to conduct outreach and evaluation of the service.

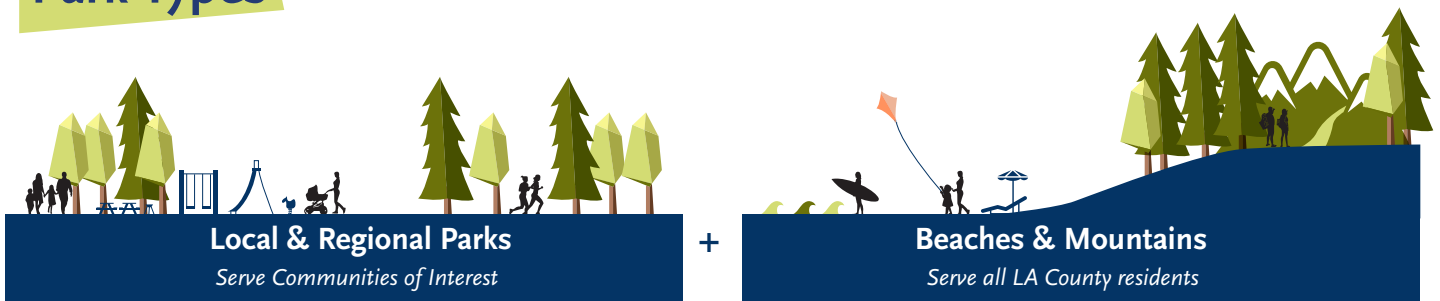


Terminology

Let's discuss the key terminology used in the Plan.

- **Parks versus Open Space and Park Types Considered** - We look at all types of open space from small local parks and regional parks to beaches, mountains, trails, and other types of open space. For ease of use, we simply use the word “parks” as an all encompassing term throughout the Plan, to indicate all forms of recognized open space, parks, trails, etc.
- **Transit to Parks** - In the context of this Plan, transit to parks refers to a wide range of mobility solutions - bus, rail, active transportation, and non traditional transportation solutions, along with supportive programs and policies - that work together to provide better access to parks and open spaces. When capitalized, Transit to Parks refers to this Strategic Plan and initiative.
- **Communities of Interest** - In this Plan we focus on identifying park access solutions that most benefit communities that are most in need. We identify these “Communities of Interest” using a variety of indicators relating to income, demographics, and environmental characteristics. Communities of Interest are defined in detail in Chapter 2, Finding the Way.
- **Parks of Interest** - We culled through the hundreds of park facilities around LA County using a data-centered approach to pinpoint the park facilities that provide ample amenities, are of substantial size, and that respond to certain characteristics of interest as indicated by the project's advisory committee. Parks of Interest are defined in detail in Chapter 2, Finding the Way.
- **Quality Access** - Areas with quality park access are defined as those areas that are either within walking access to at least one Park of Interest or within 30 minutes of at least one Park of Interest using a high-quality transit ride, including wait time. “Walking access” is defined as a 5 minute, or 1/4 mile walk and “high-quality transit” is defined as transit with 15 minute headways or more frequent, on evenings and weekends.

Park Types



The Plan considers a full range of park types from small local parks and regional parks, to open spaces, trails, beaches, and mountain destinations.

Limitations

This Plan is limited by a variety of factors. We expect that as transit to parks planning develops around the region, these limitations can be addressed in later phases and through later programs on behalf of Metro and of partners around the region. Limitations include:

- Availability of Data** - Certain layers of information were not available, which could have made this a more nuanced study. For example, while solid data exists about the quality of amenities available at each park, the data about type and quantity of amenities – which parks have what sports courts, for example – is more spotty. In terms of Parks of Interest, the Angeles National Forest and many other natural open space areas within Los Angeles County account for over 768,325 acres of natural open space. Of these acres, the trails data put out by the U.S. Forest Service and Mountains Recreation Conservation Area (MRCA) is very limited and was therefore not collected or accounted for in the *Needs Assessment*. While agencies are currently working to collect trails data and incorporate this information into the County's Trails Website, this effort is in-progress and is expected to be finalized by mid-2019.
- Focus on Data** - The project relies heavily on data to build a case for transit to parks recommendations. The project also uses an advisory committee to help make decisions and reinforce recommendations and a survey to First 5 LA constituents. At this stage, however, recommendations are not based on extensive community input or coordination with city and regional agencies. This step — of reaching out to community stakeholders, community-based organizations, advocates, and city representatives — is a critical step recommended for the next phase of transit to parks planning.
- Expectations for Community Based Organizations** - Many of the Community Based organizations we invited to participate in the process are underfunded and overburdened with multiple asks to participate in a very wide range of issues affecting their constituents. We strongly believe their input is valuable and necessary for securing a successful transit to parks program that serves community needs and has high community participation. Asking organizations to attend regular meetings puts an extra burden on those groups that are not funded to do this specific work, if we want their participation we have to identify resources for these groups to support their capacity from here on. In the future Metro may identify funding to provide mini-grants and or stipends to support CBO capacity to attend meetings and join coalitions. See Chapter 5, Getting There.
- Market Research** - Before launching a pilot project, appropriate market research and community outreach should be conducted. Conducting market research would include: front loading research to identify customer needs and wants that help shape the service design and features; going deeper to define a target market segment that gives us the best chance to succeed; understanding the positioning and messaging that drives awareness, interest, and ridership within a target segment; and the feedback loops that help optimize the service experience so Metro can continue to grow ridership. Market research, community engagement, and evaluation should occur across the entire project lifecycle.

2

Finding the Way



To find the communities and the parks that should be connected, we relied on a data-based approach along with input from a technical advisory committee that gave feedback throughout the planning process. With vast amounts of existing data available related to parks and park need, along with substantial existing information about the hundreds of communities around the County, there is an abundance of material with which to analyze transit to parks need and the opportunities for improvement.

Layers of in-depth research has already been compiled for recent efforts like the *Needs Assessment*. The T2p Strategic Plan builds off of this existing data. In addition a survey of First 5 LA constituents was performed.



Process & Methodology

The Metro Board's attention to transit to parks planning was affirmed in December 2015, when it adopted performance measures for projects in the Long Range Transportation Plan. The performance measures reference access to parks and open space. Then in June 2016, the Board directed the development of this Plan, in particular the assessment of existing data available from local, regional, state, and federal agencies, identification of funding sources, and development of strategies to connect residents to parks - especially lower income and disadvantaged residents.

With the Plan underway in 2017, an advisory committee was formed and the data-driven approach initiated.

Plan Process

The Plan process was structured around four main tasks:

- Goal Setting
- Best Practice Review
- Data Analysis
- Plan Preparation

Goal Setting focused around compilation of hundreds of layers of potential data and identification of project goals and methods.

During the Best Practice Review, national and local case studies of transit to parks access services and programs were gathered and analyzed with one main question in mind, "what can we learn from these examples?" Various types of solutions were studied, including service based ones like shuttles and buses along with programmatic elements like incentive programs and marketing efforts. More information on the precedents studied can be found in Chapter 3, Seeing What's Worked.

The Data Analysis Task was the in-depth qualitative analysis part of the project. The team first worked to define key terms like "need" and "quality" (of open space, of transit connections), then layered selected

data sets to find Communities and Parks of Interest. Later in this Chapter, this process is discussed in more detail.

Finally, during the Plan Preparation phase, the team brought together all of the inputs - the data inputs, the advisory committee inputs, and the best practice research - to create the T2p Strategic Plan.

Advisory Committee

The T2P Advisory Committee (T2P AC) - see next two pages- was a guiding force throughout Plan development and met four times in 2017 and 2018. The T2P AC had diverse participation with representatives from County agencies, City representatives, environmental groups, Community Based Organizations, best practice leaders, Federal park agencies, and transportation agencies.

The members of the advisory committee acted as the voices of their constituents; in later phases of transit to parks design and implementation, community members and community leaders need to be able to dictate what types of resources they need and where to focus.

Committee Participants

Community Based Organizations & Non-Profits

- Community Hiking Club
- First Five LA
- San Gabriel Mountains Community Collaborative
- San Gabriel Mountains National Monument
- Trust for Public Land
- The Wilderness Society

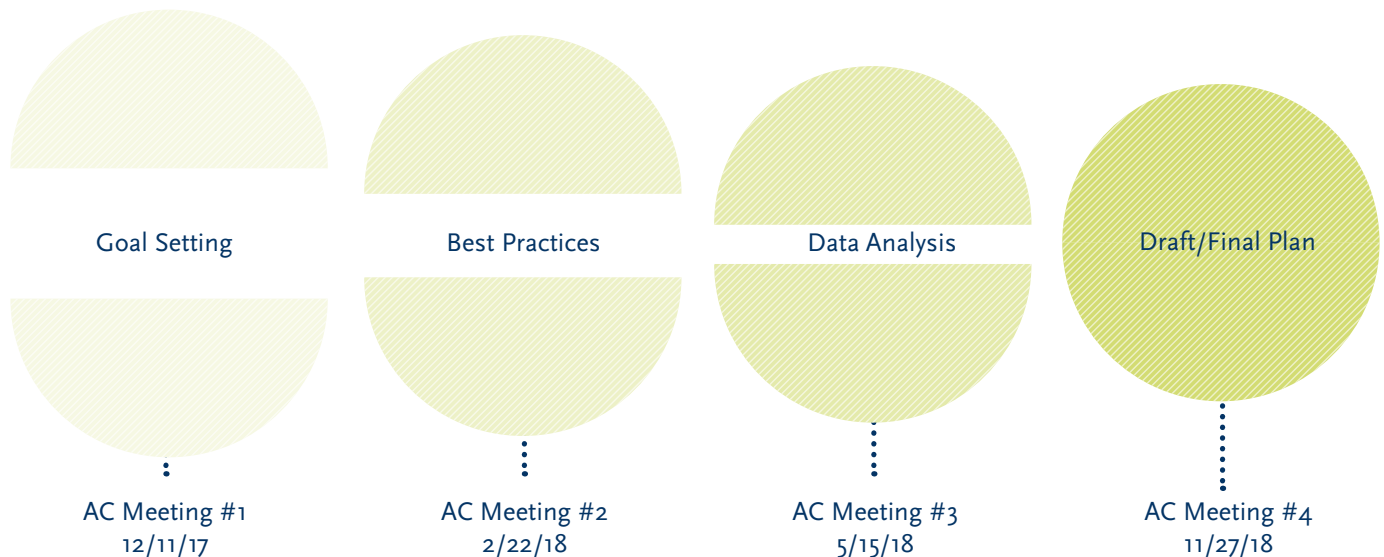
City/County Agencies

- LA County Department of Parks and Recreation
- LA County Department of Public Health
- LA County Department of Public Works
- Los Angeles Department of Transportation
- Mountains Recreation and Conservation Authority
- Regional Park & Open Space District
- South Bay Council of Governments
- Southern California Association of Governments

National

- Santa Monica Mountains National Recreation Area
- US Forest Service

Nov '17 May '19



Stakeholder Conversations



Meeting 1 - Goal Setting

The first advisory meeting framed the project, introducing the roles and goals of the committee and looked at high-level goal setting.

- What goals are important for the project to prioritize?
- What are the key questions you'd like to see us asking?
- What would you like to get out of the Plan?
- Are there any successful Case Studies you know about that should inform the Plan?



Meeting 2 - Data Layering

The second meeting covered two critical topics: key lessons learned from case studies and data layer approaches. As a data-heavy project, the T2P AC helped to substantiate the data selected, add data, and simplify the project methodology to keep it as defensible and yet uncomplicated as possible. Data layering was articulated as the way to both define need and identify solutions.



Meeting 3 - Selecting Links

The third meeting took a deep dive into the data gathered and the selection of linkages. Once the communities of interest rose to the surface, the group made sure that the places identified made sense, discussed ways to link these communities to parks, provided regional feedback, local nuances, opportunities/constraints, and park entry points.



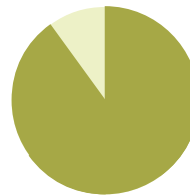
Meeting 4 - Draft Ideas

The final meeting was a review of draft ideas and strategies presented. The advisory committee substantiated and enhanced the elements to be included in the Strategic Plan, suggesting partnerships, resources, and making sure recommendations were implementable.

First 5 LA Survey

At the suggestion of Transit to Parks Advisory Committee members, a survey of park travel behavior and preferences was conducted through First 5 LA's Best Start Communities. First 5 LA's Best Start Communities are comprised of participants in groups from geographic areas that have faced historic disenfranchisement and oppression through political, economic, social and environmental factors that aggravate chronic family stressors such as violence and poverty. This group was selected for the parks survey due to the plan's focus on addressing equity and serving communities in need. These Best Start Communities overlapped with the Communities of Interest identified in the Plan.

Survey responses were received from over 175 participants in the following Best Start Communities: Central Long Beach, East Compton, East LA, Southeast LA, West Athens, and Watts/Willowbrook. Not all respondents completed every question and some questions requested multiple answers, so not all response totals are identical. Survey data broken down by community is available in the appendix.



82%
82% of survey respondents prefer to get to parks with a method other than driving, including respondents with access to a car.



Bus
was the most frequent mode used currently to access parks. It was also the most preferred mode.

“Cost” & “Transit stop is close”

most frequently cited reasons for why respondents took transit to parks

“Takes too long”

most frequently cited reason for why respondents did not take transit to parks

“Safety” & “Cost”

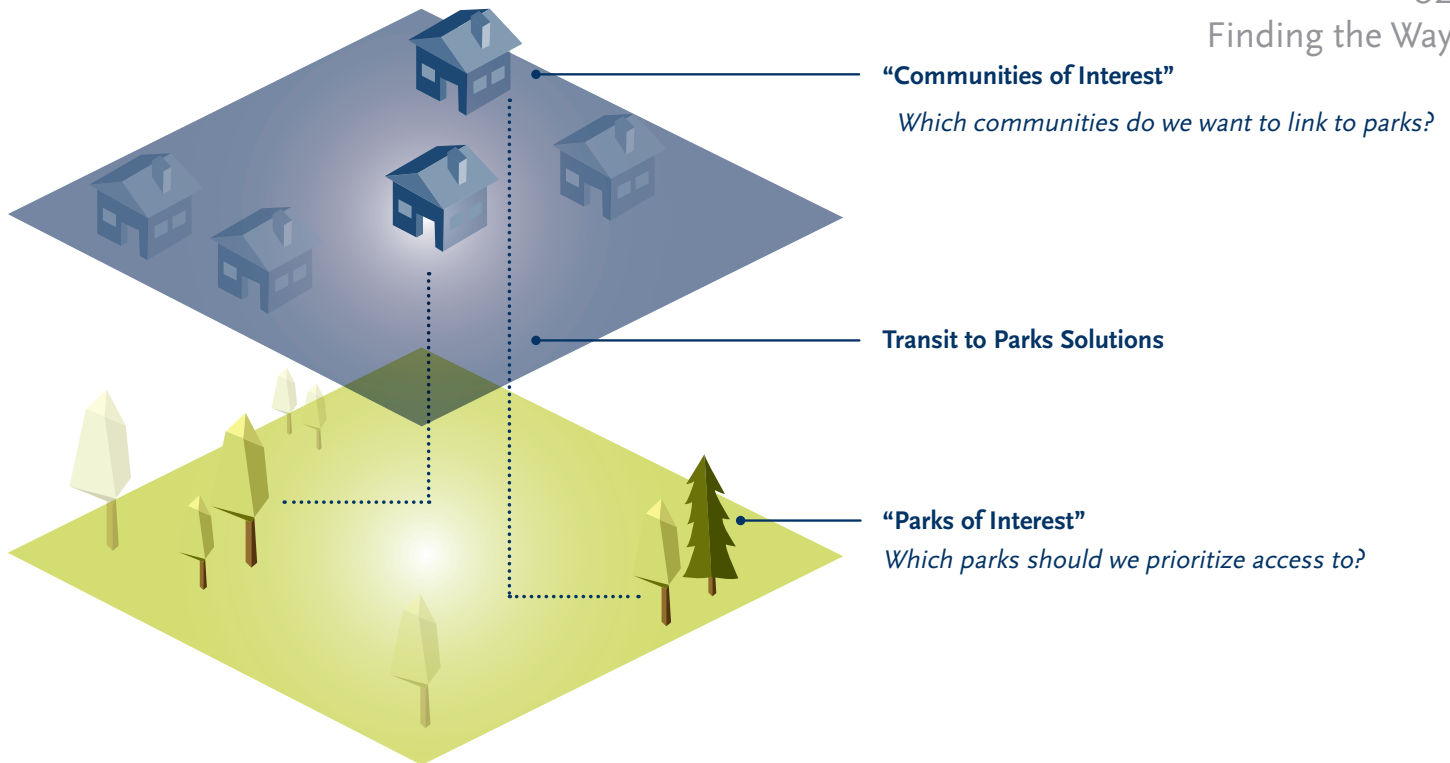
were also popular reasons for why respondents did not take transit to parks

A Data Centered Process

The Plan takes a data-centered approach to identify what communities and what parks should be linked as well as what high-quality transit looks like. Understanding how Metro is defining “need” and “access” for the T2p Strategic Plan, is a foundational underpinning for readers and user of this Plan. A description of the data layering process, indicators selected, and ranking, is discussed here, with detailed information in the Data Approach Memo Appendix.

The advisory committee was critical in helping to define the data selected and acted as a sounding board to the planning team during data selection and refinement.

Existing data from the *Needs Assessment* was integral in this process.



A Layered Approach

We layer Countywide demographic, transit, and parks data to identify “Communities of Interest” and “Parks of Interest” so that the two can then be linked - getting people from their homes to parks.

Communities of Interest are those communities, (identified by their neighborhood name), that we have defined as in need of better transit access to parks. We define Communities of Interest later in this Chapter, but generally they are communities that are disadvantaged as indicated by a variety of demographic characteristics.

The Communities of Interest layer shows:

- Who cannot currently access a park easily or at all, using transit?
- Which communities do we want to link to parks?
- How should we prioritize transit to parks investments?

Parks of Interest are parks and open spaces of all sizes and types that exhibit positive characteristics such as well-taken care of and ample amenities, which we have selected as key destinations. Communities of Interest should be linked to these parks through transit to parks solutions. Defined in detail later in this section, the Parks of Interest Layer indicates:

- Which parks have good amenities and positive characteristics?
- Which parks should we provide access to?

Ultimately we layer together Communities of Interest and Parks of Interest to see where the gaps are. Which communities do not have quality access to parks? Which already do? How can people use existing or new transit to access parks? What supportive programs or policies would compliment transit to parks solutions?

Diving Deeper

The data and maps presented in the Plan are complex; take a moment to visit the transit to parks website and map online where you can zoom in on the maps, turn on and off layers and get more detail.

www.metro.net/projects/transit-parks

“ ‘High’ and ‘Very High’ Communities of Interest are areas with low scores for environmental, economic, and social indicators, higher senior and youth populations, communities of color, and obesity rates. ”

Communities of Interest

Metro will prioritize transit to parks investments that serve the identified Communities of Interest.

The T2p Strategic Plan defines Communities of Interest by overlaying three pre-existing measures of disadvantage with a series of demographic characteristics identified as important by the project team and the advisory committee. Overlaying this data allows us to generate a definition of need that relates specifically to transit to parks.

The main indicators used are:

- **Health Disadvantage Index (HDI)** - The HDI identifies disadvantaged communities through a health lens, looking at communities with poor health outcomes and shortened life spans.
- **Department of Water Resources (DWR) Definition** - DWR looks at a disadvantaged community in relation to Proposition 1 and Proposition 84 funding requirements and defines it along income and poverty lines.
- **SB535 Cal Enviro Screen** - This measure identifies communities that are most affected by pollution and are most vulnerable to its effects.
- **Park Need Focus Areas from the Needs Assessment** - The *Needs Assessment* identified communities that were in need of parks and park access.

In addition, to these data points, Communities of Interest also include areas with higher percentages of:

- Seniors
- Youth
- Rates of obesity
- Communities of color

The measurements of obesity, communities of color, youth, and senior populations were identified by the advisory committee as especially important to consider in relation to transit to parks access. All of these layers of data are compiled and then weighted to result in a categorization of communities of interest categories:

- 0-39: Low Interest
- 40-59: Moderate Interest
- 60-79: High Interest
- 80-100: Very High Interest

The T2p Strategic Plan focuses on “High” and “Very High” Communities of Interest. These areas are identified by their neighborhood name, even though in some cases not all of the community falls within a High or Very High Interest area. For a detailed description of the Community of Interest layer, please see the Data Approach Memo in the Appendix.

Weight Formula: Communities of Interest

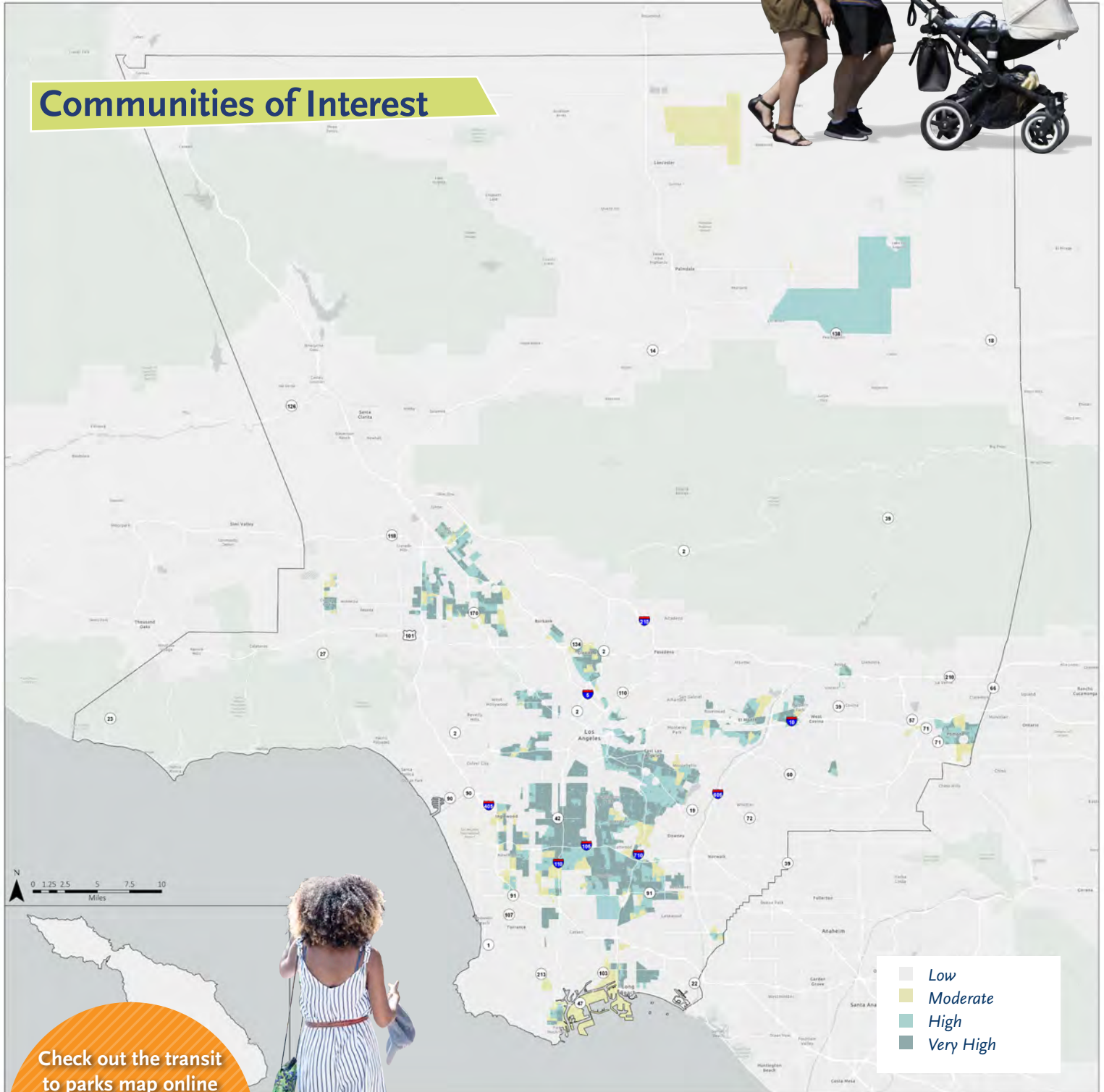
Main Indicators	Weight	Description
Health Disadvantage Index (HDI)	30	Top 25%
Department of Water Resources	20	Low Income (80% below statewide average)
SB535 CalEnviroScreen	20	Top 25%
Park Need Focus Areas	10	“High” and “Very High” Need from the <i>Needs Assessment</i>

Secondary Indicators	Weight	Description
Senior Population	5	Top 25% of census tracts with highest density (65 years or older)
Youth Population	5	Top 25% census tracts with highest density (under 18)
Obesity Rate	5	Top 25% census tracts with highest obesity rates
Communities of Color	5	Census tracts where over 75% of population is non-white





Communities of Interest



Check out the transit to parks map online at www.metro.net/projects/transit-parks. Turn on layers and zoom in to analyze your community!

Communities of Interest

The list below includes communities with one or more neighborhoods of “High” or “Very High” interest. Population numbers indicated below include the number of people within the “High” and “Very High” Interest categories.

22%
of the County
population

80
communities

Community	Pop.	Community	Pop.	Community	Pop.
Adams-Normandie	13,473	Green Meadows	35,602	Panorama City	44,427
Alondra Park	3,869	Harbor Gateway	22,750	Paramount	43,938
Arlington Heights	15,210	Harvard Heights	9,856	Pomona	43,826
Athens	4,335	Harvard Park	11,190	Rancho Dominguez	2,552
Azusa	11,590	Hawaiian Gardens	6,092	Rosemead	28,549
Baldwin Park	33,976	Hawthorne	43,686	San Fernando	10,735
Bell	33,243	Historic South-Central	28,062	San Pedro	22,877
Bell Gardens	35,686	Hollywood	52,012	South El Monte	10,440
Bellflower	38,336	Huntington Park	46,573	South Gate	52,984
Boyle Heights	58,281	Hyde Park	16,065	South Park	21,749
Broadway-Manchester	28,787	Inglewood	45,492	South San Jose Hills	9,706
Canoga Park	26,406	Jefferson Park	18,750	Sun Valley	47,182
Central-Alameda	22,194	Koreatown	25,798	Sun Village	3,314
Chesterfield Square	7,764	Lake Los Angeles	2,128	Valley Glen	20,010
Commerce	9,470	Lawndale	15,515	Van Nuys	64,314
Compton	84,803	Lennox	15,968	Vermont Knolls	16,559
Cudahy	24,120	Lincoln Heights	12,124	Vermont Square	12,114
Cypress Park	5,582	Littlerock	1,155	Vermont Vista	27,317
East Compton	16,091	Long Beach	172,006	Vermont-Slauson	9,358
East Hollywood	33,955	Lynwood	50,097	Walnut Park	11,823
East Los Angeles	90,121	Manchester Square	6,938	Watts	23,010
El Monte	42,340	Maywood	27,884	West Adams	8,240
Florence	49,756	Mid-City	17,022	Westmont	32,524
Florence-Firestone	34,062	Montebello	26,551	Willowbrook	35,742
Gardena	15,345	North Hills	25,448		
Glassell Park	9,065	North Hollywood	35,962		
Glendale	73,828	Northeast Antelope Valley	6,341		
Gramercy Park	4,066	Pacoima	48,650		

Communities of High- & Very High Interest

80 communities are included in the Interest list, with almost all of the regions in the County represented. Most of the High- and Very High Interest communities are in more urban, densely populated areas and these areas contain 92% of the region's communities of color. In contrast, the low interest areas contain 82% of the region's parks. In other words, parks in LA County tend to be located outside of Communities of Interest - indicating a fragmentation between the communities who would benefit from parks and the parks themselves. Communities of Interest are identified by Census Tract and then neighborhood boundary. Neighborhoods can contain one or more census tracts of interest.

Parks Access Lens

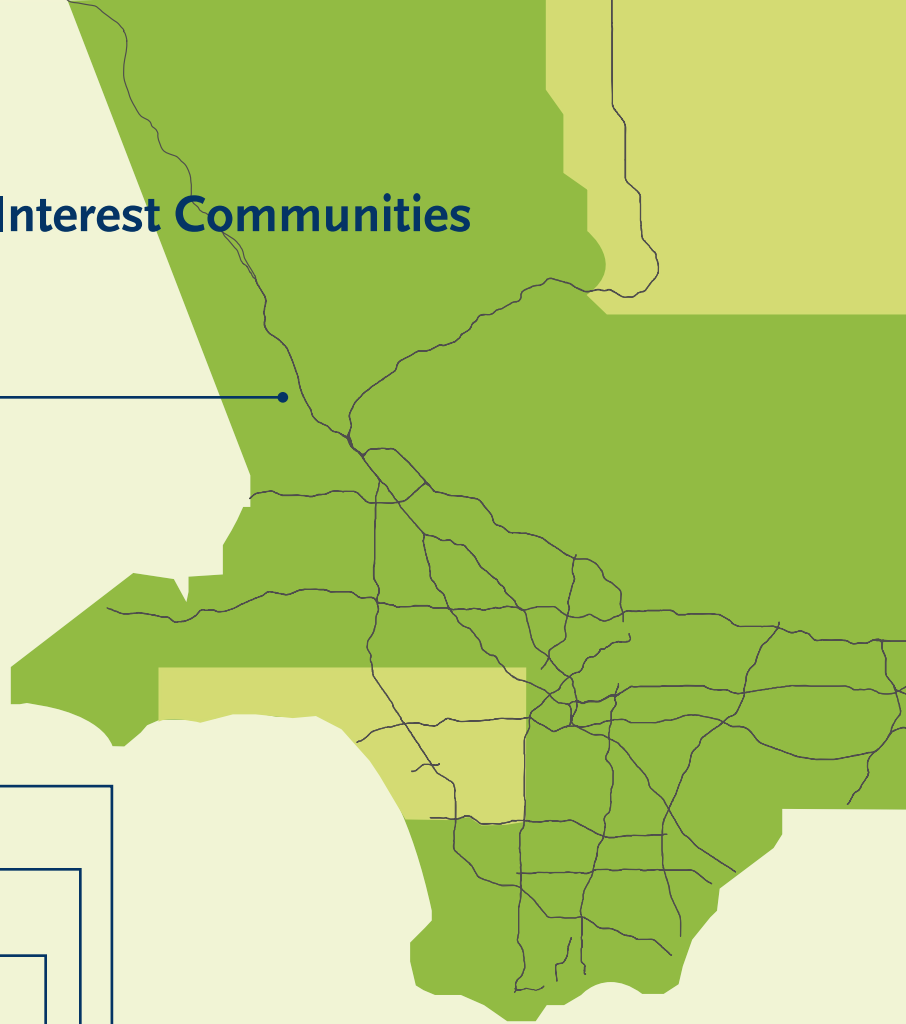
Not all communities that were initially indicated as High- and Very High Interest have access problems when it comes to getting to parks and open spaces. In order to take areas with "good quality" park access out of the equation (i.e. not having them prioritized for transportation improvements), let's look at what "Quality" park access means. This will allow the T2P Strategic Plan to focus on areas where people live far away from a Park of Interest and/or cannot easily get there on transit.

Defining Quality Access

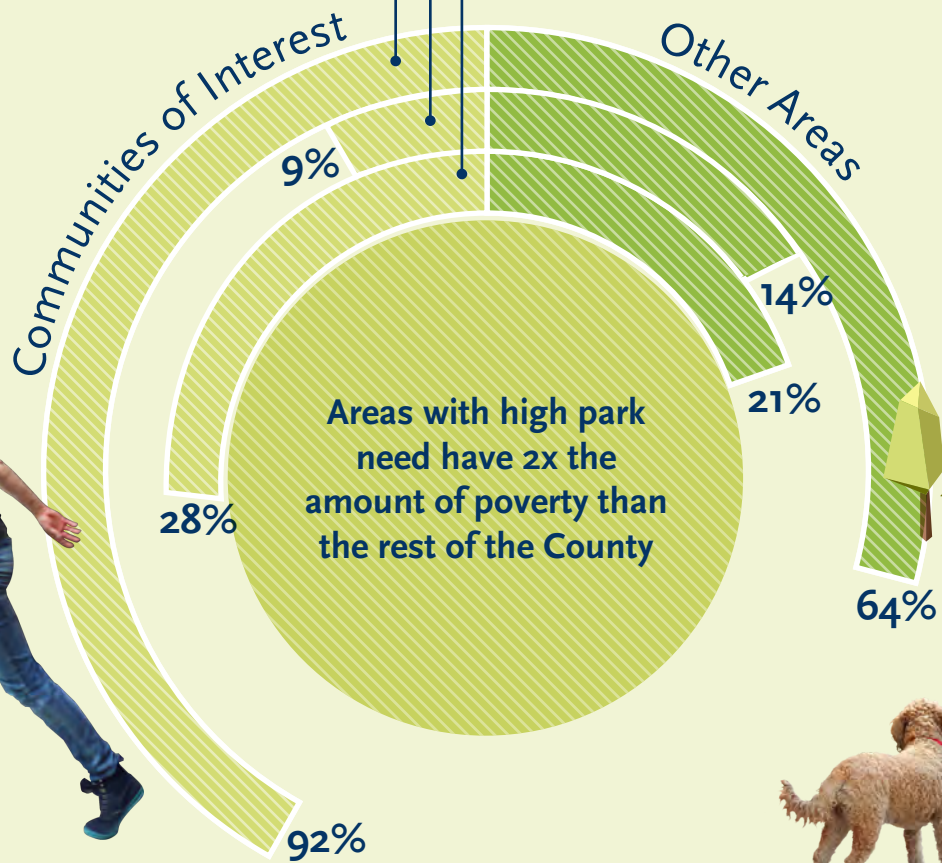
Good quality access to parks is defined as areas where people live either within walking access to at least one Park of Interest or within 30 minutes of at least one Park of Interest using a high-quality transit ride, including wait time. "Walking access" is defined as a 5 minute, or 1/4 mile walk and "high-quality transit" is defined as transit with 15 minute headways or more frequent on nights and weekends, times when people typically access parks.

'High' and 'Very High' Interest Communities

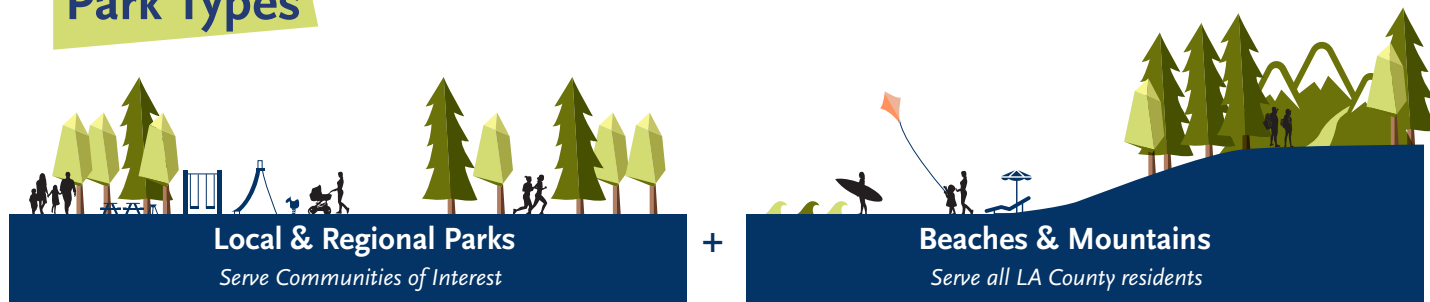
Almost all regions in the County include high and very high interest areas.



- % youth
- % seniors
- % communities of color



Park Types



The Plan considers a full range of park types from small local parks and regional parks, to open spaces, trails, beaches, and mountain destinations.

Parks of Interests

With over 3,000 parks and just under 9,500 park amenities inventoried in the County through the LA County's recent *Needs Assessment*, there is a significant breadth of data to evaluate key facilities of interest in LA County.

Based on input from the advisory committee, we prioritize parks that are in good condition, containing multiple active amenities, cultural facilities, cooling facilities, and have ample open space acreage. Parks with direct access to beaches and/or trails are also prioritized.

As with the Communities of Interest, we identify Parks of Interest by ranking parks using various criteria. The Plan considers a full range of park types from small local parks and regional parks, to open spaces, trails, beaches, and mountain destinations. Ranking thresholds are based on advisory committee input as well as analysis to see what thresholds bring high-quality parks to the top. With the minimum score set at 30 points, parks are ranked by:

- **Park Size** – More points are given to larger parks. The advisory committee expressed the hope that large regional parks would rise to the top and also regional parks often provide a wider range of amenities and outdoor opportunities, compared to smaller parks. With this emphasis, every regional park in the County is designated as a Park of Interest, as well as many large designated open spaces with multiple publicly-accessible trailheads.

- **Park Amenities and Their Condition** – Neighborhood parks under 5 acres and community parks under 20 acres need to contain multiple active amenities, such as sports fields and courts, to be considered a Park of Interest. Amenities are ranked higher if they are in good condition.
- **Park Pressure** – Since increasing park access could impact park pressure, parks that have less demand are prioritized. The Park Pressure metric is based on the number of park acres per 1,000 residents in surrounding neighborhoods.
- **Presence of Trails** – Community Park trails and Regional Park trails are weighted higher than open space areas without.
- **Presence of Cooling Amenities** – Many smaller neighborhood or community parks may be Parks of Interest if they contain cooling amenities, like a pool or splash pad.
- **Beach Access** – Since all designated beach areas in LA County contain over 20 acres, all beaches Countywide are be considered a Park of Interest.
- **Presence of Cultural Institutions** – While some smaller parks selected as Parks of Interest may not contain any active amenities, they may contain a museum, library, or similar cultural facility.

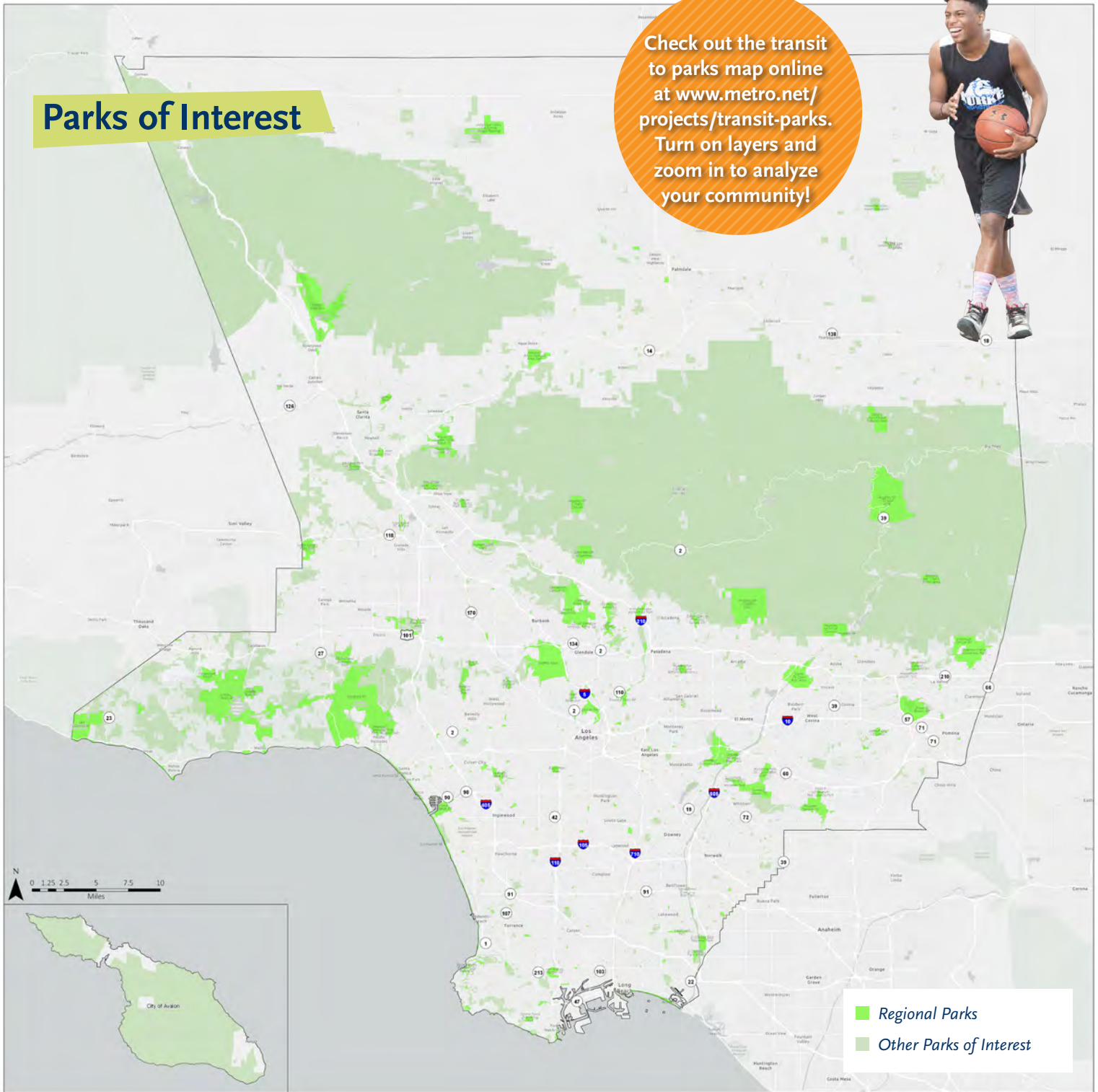
This layer uses data gathered through the *Needs Assessment*. The 231 parks we have identified tend to be larger, in better condition, and with more good quality amenities than the County average. Just over half (53%) are Local Parks, which mirrors County park inventory. Most Parks of Interest are located outside of the Communities of Interest (82%).

Weight Formula: Parks of Interest

Park Size	1	5-10 acres
	5	10-20 acres
	10	20-100 acres
	20	Over 100 acres
Amenities & Condition	0.2 x	Poor
	0.5 x	Fair
	1x	Good
Park Pressure	1	High
	5	Moderate
	15	Low
Trails	5	Community Park Trails
	10	Regional Park Trails
Cooling Amenities	10	Has a pool, splash pad, or other cooling amenity
Beach Access	20	Contains beach access
Cultural Institutions	25	Has museum, library, or similar facility within or adjacent

Parks of Interest

Check out the transit to parks map online at www.metro.net/projects/transit-parks. Turn on layers and zoom in to analyze your community!



Parks of Interest



LARGER



+ AMENITIES



CONDITION



COOLING AMENITIES (78)

CULTURAL AMENITIES (13)



Parks of Interest

Regional Parks

Other Parks of Interest

Local Parks, Regional Open Spaces, & Natural Areas*

Score**	Name
59	Castaic Lake SRA
63	Central Park
51 75	El Dorado RP
63	Elysian Park
40	Ernest E Debs RP
30 57	Frank G Bonelli RP
99	Griffith Park
38	Hahamongna Watershed Park
69	Hansen Dam Park
62	Heartwell Park
44	Ken Malloy Harbor RP
31 51	Kenneth Hahn SRA
37	Peter F Schabarum Regional County Park
51	San Dimas Canyon Community RP
64	Santa Fe Dam Rec. Area
39 47 55	Sepulveda Basin Rec. Area
43 77	Whittier Narrows Rec. Area

Score**	Name
37	Almanson Park
35	Amarillo Beach
35	Amarillo Beach - Coastal Conservancy
30	Angeles NF
30	Angeles NF - Chantry Flats
30	Angeles NF - Crystal Lake
30	Angeles NF - Fish Canyon
30	Angeles NF - Oaks Picnic Area
30	Angeles NF - Trails Canyon
35	Antelope Valley California Poppy Reserve
45	Antelope Valley Indian Museum
35	Apollo Community RP
31	Arcadia High School (Joint-Use)
35	Avalon City Beach
55	Balboa Sports Ctr.
30	Ballona Wetlands ER
48	Banning Park and Museum
37	Belvedere Community RP
35	Big Rock Beach
30	Brand Canyon OS
35	Brand Park
32	Bristow Park
40	Brookside Park
35	Bruce's Beach
78	Cabrillo Beach & Marine Aquarium
57	Cabrillo Beach Marina and Rec. Complex
43	Calabasas Tennis and Swim Ctr.
36	Carbon Beach
51	Castaic Sports Complex
39	Cerritos Park East

Abbreviations

- ER: Ecological Reserve
- NF: National Forest
- OS: Open Space
- OSP: Open Space Preserve
- RP: Regional Park
- SB: State Beach
- SHP: State Historic Park
- SP: State Park
- SRA: State Recreational Area



* As identified in the *Needs Assessment*.
 ** Score is ranked in the T2p Strategic Plan using the criteria described. A higher score is more desirable. Parks may contain multiple scores because they are defined with multiple boundaries. This typically happens in larger parks where areas with amenities are broken out from open space areas.

Other Parks of Interest

(Continued)

Local Parks, Regional Open Spaces, & Natural Areas

Score	Name	Score	Name
52	Cerritos Reg. County Park	36	Hancock Park
30	Charles H. Wilson Park	30	Hellman Park
44	Cheviot Hills Park and Rec. Ctr.	30	Henderson Canyon OS
30	City of Glendale Verdugo Mtns. OS	33	Hermon Park
30	Claremont Hills Wilderness Park	45	Hermosa City Beach
37	Clover Park	30	Hollydale Park
41	Culver City Park	51	Horsethief Canyon Park
36	Dan Blocker Beach	45	Huntington Library and Botanical Gardens
32	Darby Park	34	Irwindale Park
47	Deane Dana Friendship Park	31	John Anson Ford Park
35	Descanso Gardens	40	Juan Bautista de Anza Park
30	Deukmejian Wilderness	68	Junipero Beach
30	Devil's Punchbowl Natural Area	57	King Gillette Ranch
35 36 40 55	Dockweiler SB	30	Knollwood GC & Pool
30	Dolphin Park	38	La Cienega Park
30	Eaton Canyon Park and Nature Ctr.	35	La Costa Beach
33	Echo Park	46	La Verne Sports Park
56	Ed Davis Park in Towsley Canyon	80	Lancaster Nat. Soccer Ctr.
77	El Cariso Reg. County Park and GC	38	Lancaster Park
40	El Segundo Beach	31	Las Flores Park
33	Entradero Park	35	Las Tunas Beach
48	Ernie Howlett Park	35	Las Tunas County Beach
36	Escondido Beach	35	Lechuza Beach
43	Exposition Park	30	Leo Carrillo SP
30	Franklin Canyon Park	40	Liberty Park
40	Franklin D. Roosevelt Park	37	Lincoln Park
31	Gabrielino Equestrian Park	34	Loma Alta Park
33	Ganesha Park	40	Los Angeles SHP
30	George E. Elder Park	44	Lynwood Park
34	Glendale Sports Complex	35	Malibu Beach
39	Grant Rea Park	38	Malibu Bluffs Rec. Area
30	Hacienda Hills OS - Sanitation District		

Other Parks of Interest

(Continued)

Local Parks, Regional Open Spaces, & Natural Areas

Score	Name	Score	Name
30	Malibu Creek SP	31	Rancho Los Alamitos Historic Site
36 45	Malibu Lagoon SB	35	Rancho Palos Verdes Beach
45	Manhattan County Beach	35 45	RAT Beach / Malaga Cove
37	Manhattan SB	33	Rec. Park
34	Mar Vista Rec. Ctr.	40	Redondo Beach Pier
56	Marie Kerr Park	40 45	Redondo County Beach
37	Marina Beach	35	Reseda Park and Rec Ctr.
38	Marine Park (Mother's Beach)	33	Reyes Adobe Park
30	Marshall Canyon RP	30	Rim of the Valley County Parkland
36	Mayfair Park	39	Rio de Los Angeles SP
38	McCambridge Park and Rec. Ctr.	34	River Village Park
33	Memorial Park Rec. Ctr.	35 45	Robert H. Meyer Memorial SB
30	Montecito Heights Rec. Ctr.	37	Rosemead Park
30	Mulholland Gateway Park	30	Rosewood Park
45	Nicholas Canyon County Beach	32	Roxbury Park
41	North Hollywood Park	40	Royal Palms County Beach
36	Palm Park	35	Runyon Canyon Park
35	Palos Verdes Estates City Parkland	32	Salt Lake Park
35	Pan Pacific Park	30	San Gabriel River and Bike Trail
30	Paramount Ranch	30	San Rafael Mtns. OS
31	Parnell Park	30	Sandburg School Park
41	Pathfinder Community RP	31	Santa Clarita Sports Complex
45	Peck Park and Community Ctr.	36 36 55	Santa Monica SB
33	Pelona Vista Park	45	Santa Susana Pass SHP
30	Placerita Canyon SP	33	Scott Park
30	Placerita Golden Valley Ranch OS	31	Sepulveda Rec. Ctr.
45	Point Dume SB	35	Shoreline Aquatic Park
32	Point Vicente Park and Civic Ctr.	33	Sierra Vista Park
37	Polliwog Park	30	Silver Lake Reservoir
37	Powder Canyon OS	56	South Gate Park
36 36	Puerco Beach	41	SportsPlex
44	Rancho Cienega Sports Ctr. Park	32	Stearns Champions Park

Other Parks of Interest

(Continued)

Local Parks, Regional Open Spaces, & Natural Areas

Score	Name	Score	Name
51	Stephen Sorensen Park	30	Whittier Narrows Dam
30	Sun Valley Park & Rec. Ctr.	30	Wilacre Park
30	Sycamore Canyon OS	45	Will Rogers SB
36	Ted Watkins Memorial Park	72	Will Rogers SHP
20	Temescal Gateway Park	38	William A Smith Park
45	Topanga County Beach	48	William S. Hart Regional Park
45	Topanga SP	43	Wilmington Waterfront Park
35 40	Torrance County Beach	45	Zuma County Beach
30	Travel Town Museum		
30	Turnbull Canyon OS		
35	Upper Ramirez - Brown		
31	Val Verde Community RP		
37	Valley Plaza Park		
50	Van Nuys Sherman Oaks Rec. Center		
20	Vasquez Rocks Natural Area Park		
46 55	Venice City Beach		
30	Verdugo Mtns. OSP		
34	Vernon M. Hemingway Memorial Park		
30	Veterans Memorial Park		
43	Veterans Park + Paddle Tennis Park		
31	Victoria Community RP		
41	Vincent Park		
30	Walnut City OS Lands		
33	Walnut Ranch Park		
33	Washington Park		
39	Westchester Rec. Ctr.		
32	Westlake Village Community Park and YMCA		
40	Westward Beach		
45	Westwood Park		
45	White Point County Beach		
34	Whittier High School		



3

Seeing What Works



National transit to parks access need has been well documented in particular in relation to National Parks. In the 1990s, federal transportation bills provided funding for the National Park Service to find transportation options for park visitors. Since then, to address growing issues of congestion, National Parks have introduced vehicles, buses, and shuttles for access and circulation. On the local level, municipalities and transit providers have also introduced transit that specifically responds to parks-access-consideration, though these initiatives are less well-documented on a collective basis.

Lessons from past and current cases are a key input to this Plan. We looked at 15 example access solutions - some of which are transportation system solutions (e.g. bus lines and shuttles) while others are programmatic.



Cases Studied

How are park access systems currently operating?

The majority of existing transit to parks programs are shuttles and buses that link people to parks and open spaces from a consolidated parking area or a transit stop. Some serve major destinations such as Muir Woods, in Marin, CA or Maroon Bells in Aspen, CO; whereas others serve local and regional destinations, such as the Fish Canyon Shuttle in Duarte, CA. Some are still in service today, while others were pilot programs or were discontinued; some see high-ridership, others low. Many existing access programs were initiated in response to low parking availability at highly-impacted wilderness sites, but they also address the fact that non-auto owners in the area had limited or no access to open space sites. All examples provide lessons for the Plan.

The case studies included are listed, right with lessons on the following pages. Detailed description of the case studies can be found in the Case Studies Appendix.

Access Solution Types



Circulator



Community Park Express



Rail Connector



Schedule Enhancement



On Demand Solution



Supportive Programs

Safe Routes to Parks

The Action Framework from the Safe Routes to Parks movement (National Recreation and Park Association and the Safe Routes to School National Partnership) suggests interesting best practices that align with this Plan, from a First / Last mile perspective. While some solutions to increase and improve access to parks around the County will be shuttle- and bus-based, others may be First / Last mile solutions for improving walking and biking conditions between parks and key transit stops and addressing concerns about walking and biking safety, navigability, and general access.

Safe Routes to Parks highlights the need for safety and perception of safety for walking (and biking) pathways between transit and parks, as well as improved navigability. This can manifest as street upgrades along routes that lead to a park, new crossings and improved park entrances, signage and wayfinding to parks, and heightened maintenance practices. It also points to the need for finding solutions that are tailored to the desires of the community, cultivating relationships with law enforcement, partnering with local organizations and coalitions, and addressing street harassment issues.

In LA County, the City of Los Angeles has taken the first steps in a commitment to prioritize and improve mobility options to recreation centers, parks, and the LA River Bike Path through its Vision Zero program. The *Vision Zero Strategic Plan* notes that "Vision Zero is not only about ensuring safe travel to work or school- it is also about providing safe access to parks and recreation.... The City of Los Angeles will focus on building projects and programs that provide safe routes to nearby parks, free from fear of traffic crashes and other personal safety issues."

More info can be found at:
<http://bit.ly/saferoutestoparks>
<http://bit.ly/visionzeroactionplan>

Local Examples



The Fish Canyon Falls Shuttle (Duarte, CA)



The Chantry Flat Shuttle (Arcadia, CA)



The Topanga Beach Bus (Los Angeles, CA)



The DASH to the Griffith Observatory (Los Angeles, CA)



Dodgers Stadium Express (Los Angeles, CA)



The ParkLINK Shuttle (Santa Monica Mountains, CA)

National Examples



The Muir Woods Shuttle (Marin, CA)



The Columbia Gorge Express (Portland, OR)



The Maroon Bells Guided Bus Tours (Aspen, CO)



The Hanging Lakes Shuttle (Glenwood Canyon, CO)



Hybrid System: Chariot, On Demand Vans with Fixed Routes (San Francisco, CA)



Education Program: The Transit and Trails Interactive App and Website (San Francisco, CA)



Incentive Program: The Youth Opportunity Pass (Vancouver, WA)



Local Program: Safe Passages (Chicago, IL)



New Technology: Autonomous Shuttles (Various)

Lessons Learned

What can we learn from the cases studied?

A review of existing transit to parks programs indicates ten key lessons, right. These takeaways have informed both the recommendations and the identified implementation steps presented in Chapters 4 and 5.

For detailed analysis and program specifics, see the Case Studies Appendix, where each example is dissected. Next to each key lesson, an example case study is indicated for reference.



Marketing & advertising play a big role

Programs need to be widely and appropriately advertised both before service commences and during service, including the possibility for in-the-field notice boards and signage.



Hours of operation & service capacity

Hours of operation & service capacity need to match demand. Hours of operation should reflect and adapt to usage trends on a weekly, seasonally, and event-based timeframe.



Consider a pilot

Introducing a shuttle or program as a temporary pilot or seasonal solution allows providers to measure effectiveness and adapt service features.



Rely on partners

Almost all of the cases studied highlight the fact that good partnerships are critical. Partners can help to run, fund, support, and publicize the service or program.



One size doesn't fit all

Tailored programs that are based on community needs will be the most successful and lasting solutions.

Chariot



Use data to track and modify

Data collection on user / rider satisfaction or usage statistics and data management is helpful to proactively design and manage service to meet needs and demand.

Columbia Gorge Express



Tie to demand management at destinations

Restriction of parking or road access can further relieve automobile congestion and encourage transit-use.

ParkLINK Shuttle



Assure comfort and ease of use

Thinking first about the comfort of the riders or users is paramount. This could mean amenities for people going to parks (e.g. bike racks, places for sports gear, apps and real-time information, or simplified reservation systems).

Maroon Bells Guided Bus Tours



Add park orientation & education

Education components can range from nature education about the plants, animals, and natural assets at the park, to education about health benefits and the positive impacts of using transit to parks as compared to driving.

Fish Canyon Falls Shuttle

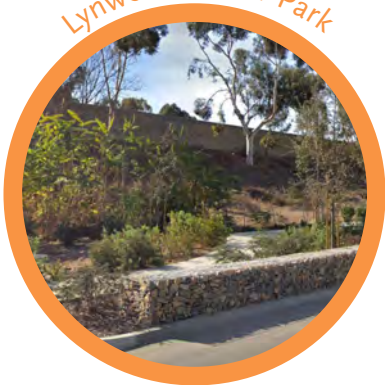


Community input & political will

Community input and political will are central to decide when, where, and how service and programs should be introduced or refined. Community members and community leaders need to be able to dictate what types of resources they need and where to focus resources.

Parks in Transit ROWs

Lynwood Linear Park



Lennox Community Garden



Parks and Open Space around Transit and in Transit Right-of-Way

The primary focus of this Plan is to increase park access through improved and expanded transportation. It is also important to acknowledge other related efforts that are finding ways to increase parks and open space in and around transportation right-of-ways (ROWs).

One way to increase park access is by creating more parks near transit. A major challenge for creating new parks is that many communities in LA County are built-out; there are insufficient large, contiguous tracts of land to develop into local and regional parks. Often, it is the communities with the least amount of park space that have the least amount of available and developable land for new parks.

One way to overcome the challenge of limited available land is to use existing transportation right-of-way (ROW) to create linear parks and open space. Building new parks in transportation ROW is a viable and innovative solution for addressing the challenge of limited space. However, this solution comes with its own set of challenges including: how to transform a constrained space into an attractive park, questions over who bears the maintenance and operations costs, multi-jurisdictional coordination, and addressing issues related

to homelessness. Developing a project coordination, delivery, and maintenance model would be a necessary step and require a concerted effort.

In LA County, there are already several parks currently underway or recently completed, which developed transit ROW into public park space. The Lynwood Linear Park and the Lennox Community Garden are recently completed green spaces developed in Caltrans ROW. The Lynwood Linear Park uses a 5.25 acre rectangular parcel along the 105 Freeway. It is a one-mile walking trail with exercise stations, playground equipment, a community garden and art. The Lennox Community Garden is also in Caltrans ROW along the 105 Freeway, combined with an abandoned lot to provide a green space and community garden for those living in the County's unincorporated Lennox area.

In 2014, Metro completed a feasibility study on the Active Transportation Rail to River Corridor, an approximately 10-mile landscaped bicycle and pedestrian path located in the Local North Section of the Harbor Subdivision within rail ROW, owned by Metro. The project includes a bicycle and pedestrian path as well as green space for residents in South

LA where there is limited existing park space. Metro is currently in the process of implementing this project.

Similarly, when designing landscaping along the Expo Line, Metro responded to feedback from the Urban Design Committee to create an attractive, green, multi-modal corridor that can be used for transportation or recreation. According to Roland Genick, Lead Urban Designer for the Expo Construction Authority, "the plantings form a continuous, green, linear park and establish each station as a place, with a unique planting color and atmosphere." For this project as well as the Rail to River Corridor, interagency coordination and community engagement were imperative in the planning process.

There are several successful examples outside of Los Angeles where former transportation ROW was converted into park space, which could serve as a model for Los Angeles communities. Chicago's Bloomingdale Trail and Park serves as a compelling model. In 2015, an unused, elevated rail line was converted into a 2.7-mile multi-use, linear park. The park provides 13 acres of open space for recreation and gathering and provides connectivity between four communities.

4

Making the Connections



Transit to parks access should be improved around the region so that it is easier and quicker to get to and use our County's parks. All identified Communities of Interest should have quality park access to local and regional parks, as well as access to the region's unique open space assets - in particular beaches and mountains. Here we present linkages, supportive programs, and initiatives that can be introduced to improve transit to parks connections for Communities of Interest. The list is not exhaustive and provides a starting point for transit to parks planning.

In the next Chapter, we look at how these solutions can be applied and who should be responsible for carrying them out.



Putting it All Together

With Communities and Parks of Interest identified in Chapter 2, let us now look at how the two can be linked, identifying the connections that can be made to increase parks access.

Our Vision

Communities of Interest should be connected to local and regional parks, and they should also have access to the region's unique open space assets - beaches and mountains.

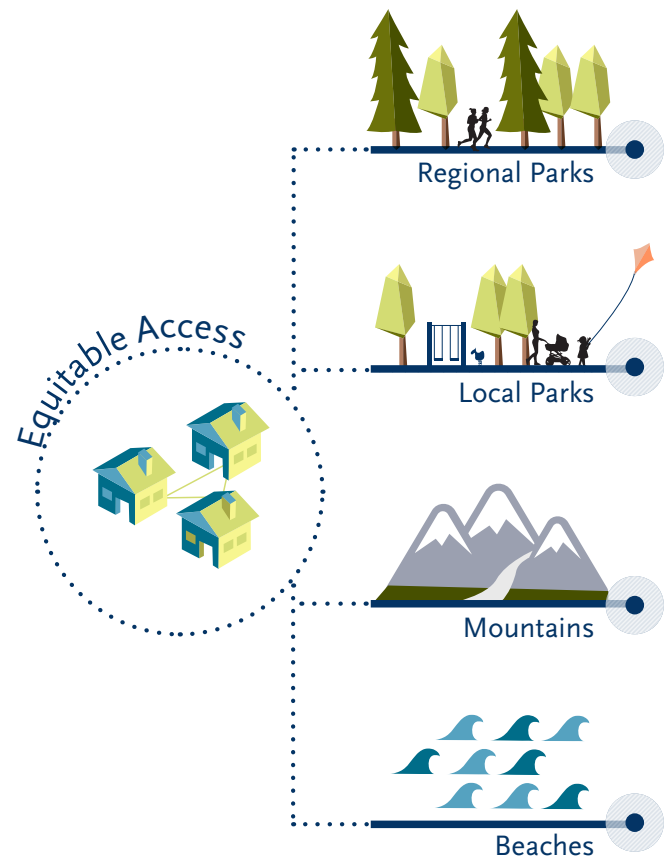
Access to Parks of Interest

We have linked each Community of Interest with Parks of Interest. These connections are based on:

- **A proximity analysis that shows which communities are nearby which parks.** When given the option, people will likely choose parks that are closest to them rather than those further away, as long as the amenities provided at the park are sufficient and of high-quality. Remember that the parks specified have already been filtered to only include high quality parks - they are significant size and have ample enough amenities to be considered a Park of Interest. Distance was measured from the center of each census tract that qualified as High- or Very High within a Community of Interest.

“Communities of Interest should be connected to local and regional parks, and they should also have access to the region’s unique open space assets - beaches and mountains.”

- **Consideration of multiple park types.**
Given the variation among the amenities and the character of the open space at parks of different sizes and types, assuring access to multiple park types is key. Local parks typically provide spaces for weekend parties, quiet walks, meeting up with friends, quick trips to the playground, or a place to walk the dog. Regional parks can offer longer trail hikes, more extensive sports courts and active recreation options, and larger spaces for running and playing. Providing access to multiple park types is a priority for the Plan.



How Should You Use This List?

The community-to-parks connections presented on the next page are not exhaustive - we view this list as a starting point. Ultimately, each community will decide what connections make sense for them. Here we rely on a proximity analysis to draw the linkages between Communities of Interest and Parks of Interest that are nearby. See the implementation discussion in Chapter 5, Getting There, to understand how you can use this list.

Community-to-Park Connections*

Community	Regional Park	Other Parks of Interest**
Adams-Normandie	Kenneth Hahn SRA	Rancho Cienega Sports Ctr. Park
Alondra Park	Kenneth Hahn SRA	Polliwog Park
Arlington Heights	Kenneth Hahn SRA	Rancho Cienega Sports Ctr. Park
Athens	Kenneth Hahn SRA	Darby Park
Azusa	Santa Fe Dam Rec. Area	Memorial Park Rec. Ctr.
Baldwin Park	Santa Fe Dam Rec. Area	Irwindale Park
Bell	Elysian Park	Salt Lake Park
Bell Gardens	Whittier Narrows Rec. Area	John Anson Ford Park
Bellflower	Heartwell Park	Mayfair Park
Boyle Heights	Elysian Park	Lincoln Park / Bristow Park
Broadway-Manchester	Kenneth Hahn SRA	Ted Watkins Memorial Park
Canoga Park	Sepulveda Basin Rec. Area	Reseda Park and Rec Ctr.
Central-Alameda	Elysian Park	Franklin D. Roosevelt Park
Chesterfield Square	Kenneth Hahn SRA	Vincent Park
Commerce	Elysian Park	Bristow Park / Rosewood Park
Compton	Heartwell Park	Vernon M. Hemingway Memorial Park
Cudahy	Elysian Park	South Gate Park
Cypress Park	Elysian Park	Rio de Los Angeles SP
East Compton	Heartwell Park	Hollydale Park
East Hollywood	Griffith Park	Echo Park / Runyon Canyon
East Los Angeles	Ernest E Debs RP	Belvedere Community RP
El Monte	Whittier Narrows Rec. Area	Rosemead Park
Florence	Kenneth Hahn SRA	Franklin D. Roosevelt Park
Florence-Firestone	Kenneth Hahn SRA	Franklin D. Roosevelt Park
Gardena	Ken Malloy Harbor RP	Vernon M. Hemingway Memorial Park
Glassell Park	Elysian Park	Rio de Los Angeles SP
Glendale	Griffith Park	Brand Park
Gramercy Park	Kenneth Hahn SRA	Darby Park
Green Meadows	Kenneth Hahn SRA	Ted Watkins Memorial Park
Harbor Gateway	Ken Malloy Harbor RP	Charles H. Wilson Park / Vernon M. Hemingway Memorial Park / Victoria Community RP

* Presented in alphabetical order. The community-to-parks connections presented here are not exhaustive - we view this list as a starting point. Ultimately, each community will decide what connections make sense for them. Here we rely on a proximity analysis to draw the linkages between communities identified and relevant parks that are nearby. See the implementation discussion in Chapter 5, Getting There, to understand how you can use this list.

** Local Parks, Regional Open Spaces, & Natural Areas as identified in the Needs Assessment.

Community-to-Park Connections

(Continued)

Community	Regional Park	Other Parks of Interest**
Harvard Heights	Kenneth Hahn SRA	Hancock Park / Rancho Cienega Sports Ctr. Park
Harvard Park	Kenneth Hahn SRA	Vincent Park
Hawaiian Gardens	El Dorado East Regional Park	Cerritos Reg. County Park
Hawthorne	Kenneth Hahn SRA	Darby Park
Historic South-Central	Elysian Park	Franklin D. Roosevelt Park
Hollywood	Griffith Park	Runyon Canyon Park
Huntington Park	Elysian Park	Salt Lake Park
Hyde Park	Kenneth Hahn SRA	Vincent Park
Inglewood	Kenneth Hahn SRA	Darby Park / Vincent Park
Jefferson Park	Kenneth Hahn SRA	Rancho Cienega Sports Ctr. Park
Koreatown	Elysian Park	Echo Park
Lake Los Angeles	Central Park	Stephen Sorensen Park
Lawndale	Kenneth Hahn SRA	Polliwog Park
Lennox	Kenneth Hahn SRA	Darby Park
Lincoln Heights	Elysian Park	Lincoln Park
Littlerock	Central Park	Pelona Vista Park
Long Beach	Ken Malloy Harbor RP / Heartwell Park / El Dorado Park West	Mayfair Park / Dolphin Park / Shoreline Aquatic Park / Stearns Champions Park
Lynwood	Heartwell Park	Lynwood Park
Manchester Square	Kenneth Hahn SRA	Darby Park
Maywood	Elysian Park	Salt Lake Park
Mid-City	Kenneth Hahn SRA	Rancho Cienega Sports Ctr. Park
Montebello	Whittier Narrows Rec. Area	George E. Elder Park / Grant Rea Park / Veterans Memorial Park
North Hills	Sepulveda Basin Rec. Area	Sepulveda Rec. Ctr.
North Hollywood	Griffith Park	North Hollywood Park / Valley Plaza Park
Northeast Antelope Valley	Central Park	Stephen Sorensen Park / Lancaster National Soccer Center
Pacoima	Hansen Dam Park	El Cariso Reg. County Park and GC / Gabrielino Equestrian Park / Sepulveda Rec. Ctr.
Panorama City	Sepulveda Basin Rec. Area	Sepulveda Rec. Ctr.

Community-to-Park Connections*

(Continued)

Community	Regional Park	Other Parks of Interest**
Paramount	Heartwell Park	Hollydale Park
Pomona	Frank G Bonelli RP	Ganesha Park / Washington Park
Rancho Dominguez	Heartwell Park	Dolphin Park
Rosemead	Whittier Narrows Rec. Area	Rosemead Park
San Fernando	Hansen Dam Park	El Cariso Reg. County Park and GC
San Pedro	Ken Malloy Harbor RP	Peck Park and Community Center
South El Monte	Whittier Narrows Rec. Area	Rosemead Park
South Gate	Elysian Park / Heartwell Park	South Gate Park
South Park	Kenneth Hahn SRA	Franklin D. Roosevelt Park
South San Jose Hills	Peter F Schabarum Reg. County Park	Walnut Ranch Park
Sun Valley	Hansen Dam Park	Sun Valley Park & Rec. Ctr.
Sun Village	Central Park	Stephen Sorensen Park
Valley Glen	Sepulveda Basin Rec. Area	Valley Plaza Park
Van Nuys	Sepulveda Basin Rec. Area	Balboa Sports Ctr. / Sepulveda Rec. Ctr. / Valley Plaza Park / Van Nuys Sherman Oaks Rec. Center
Vermont Knolls	Kenneth Hahn SRA	Darby Park
Vermont Square	Kenneth Hahn SRA	Vincent Park / Franklin D. Roosevelt Park
Vermont Vista	Kenneth Hahn SRA	Ted Watkins Memorial Park
Vermont-Slauson	Kenneth Hahn SRA	Vincent Park / Franklin D. Roosevelt Park
Walnut Park	Elysian Park	Salt Lake Park
Watts	Kenneth Hahn SRA	Ted Watkins Memorial Park
West Adams	Kenneth Hahn SRA	Rancho Cienega Sports Ctr. Park
Westmont	Kenneth Hahn SRA	Darby Park
Willowbrook	Kenneth Hahn SRA	Vernon M. Hemingway Memorial Park

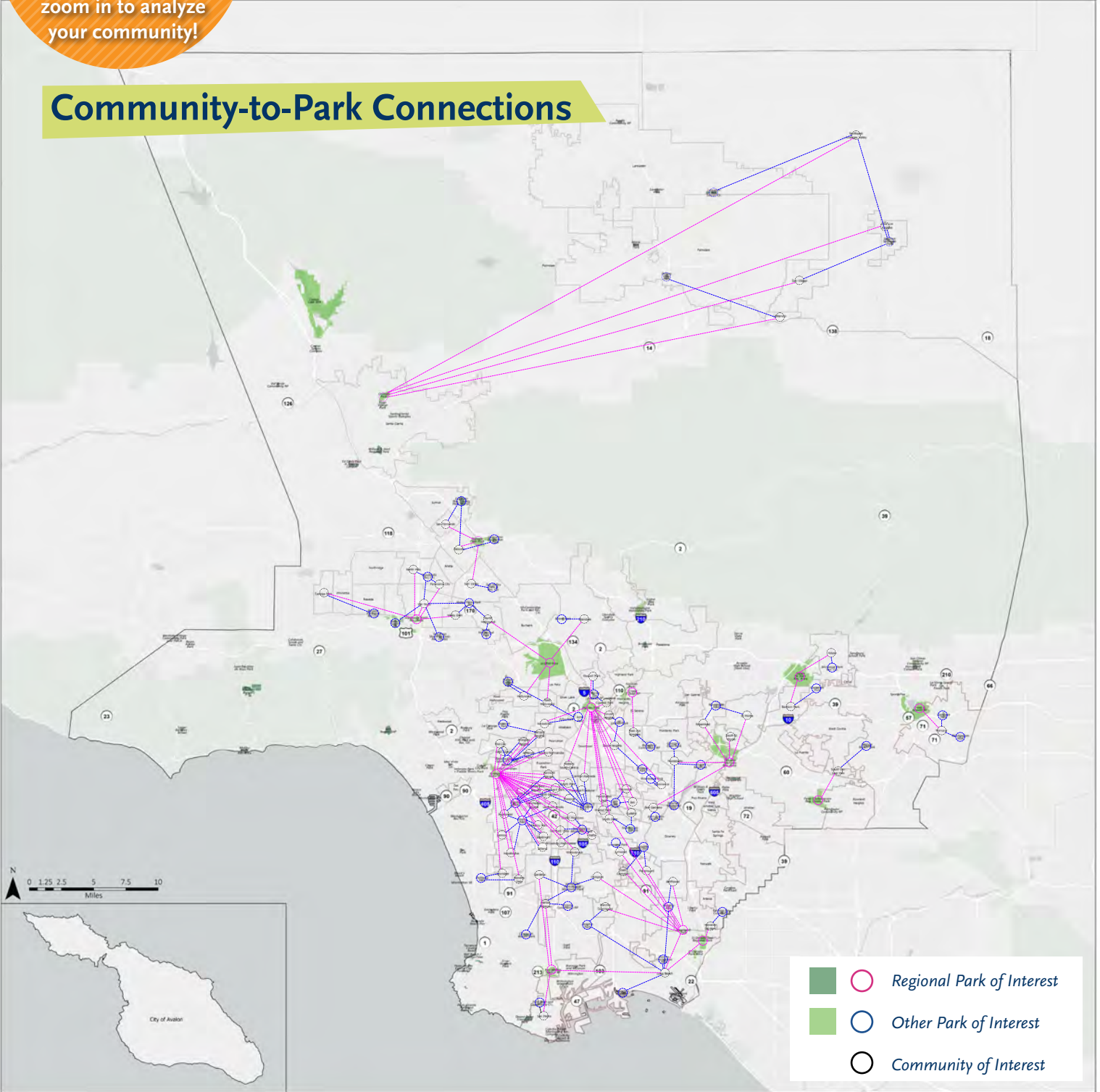
* Presented in alphabetical order. The community-to-parks connections presented here are not exhaustive - we view this list as a starting point. Ultimately, each community will decide what connections make sense for them. Here we rely on a proximity analysis to draw the linkages between communities identified and relevant parks that are nearby. See the implementation discussion in Chapter 5, Getting There, to understand how you can use this list.

** Local Parks, Regional Open Spaces, & Natural Areas as identified in the Needs Assessment.



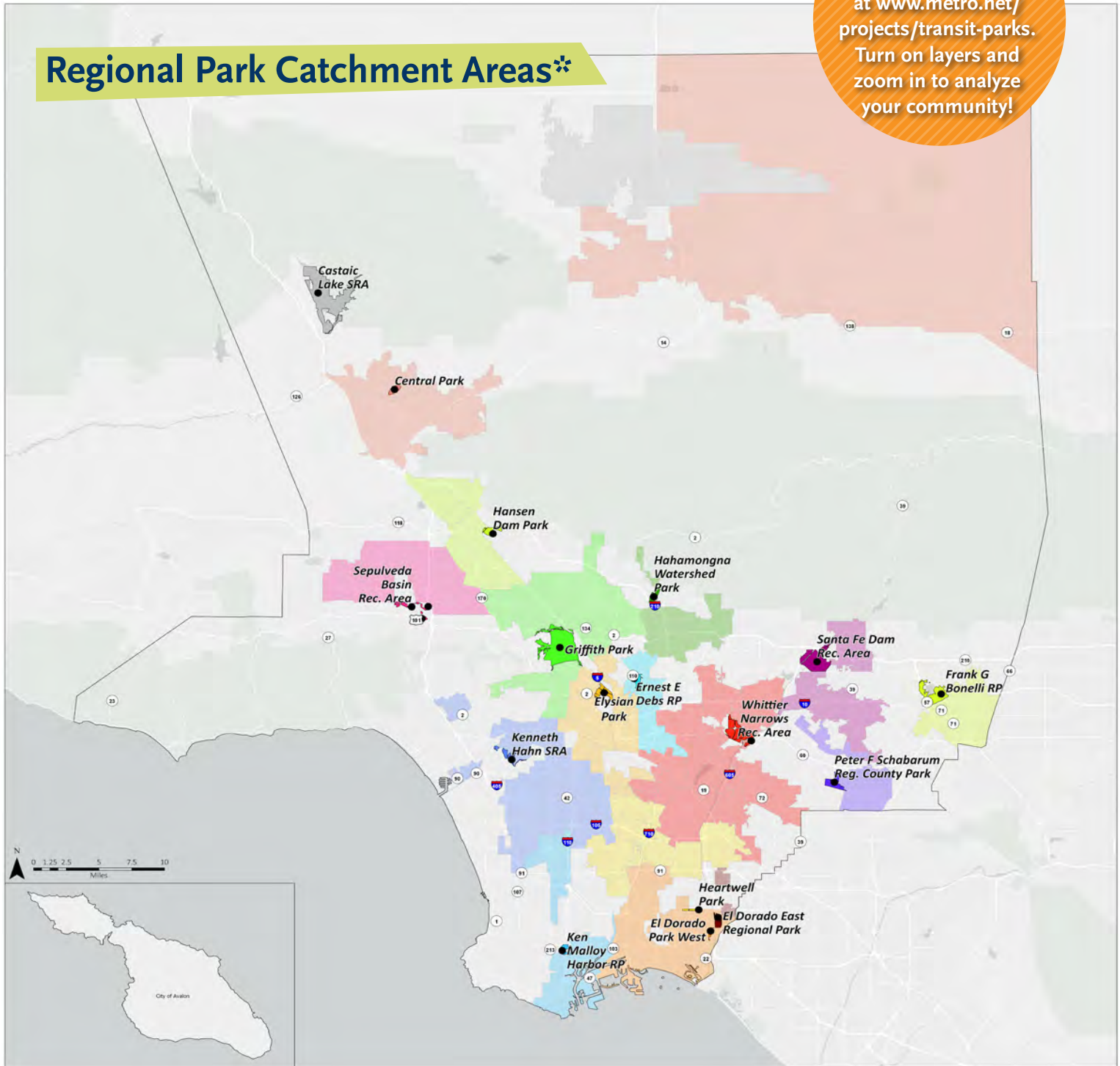
Check out the transit to parks map online at www.metro.net/projects/transit-parks. Turn on layers and zoom in to analyze your community!

Community-to-Park Connections



Check out the transit to parks map online at www.metro.net/projects/transit-parks. Turn on layers and zoom in to analyze your community!

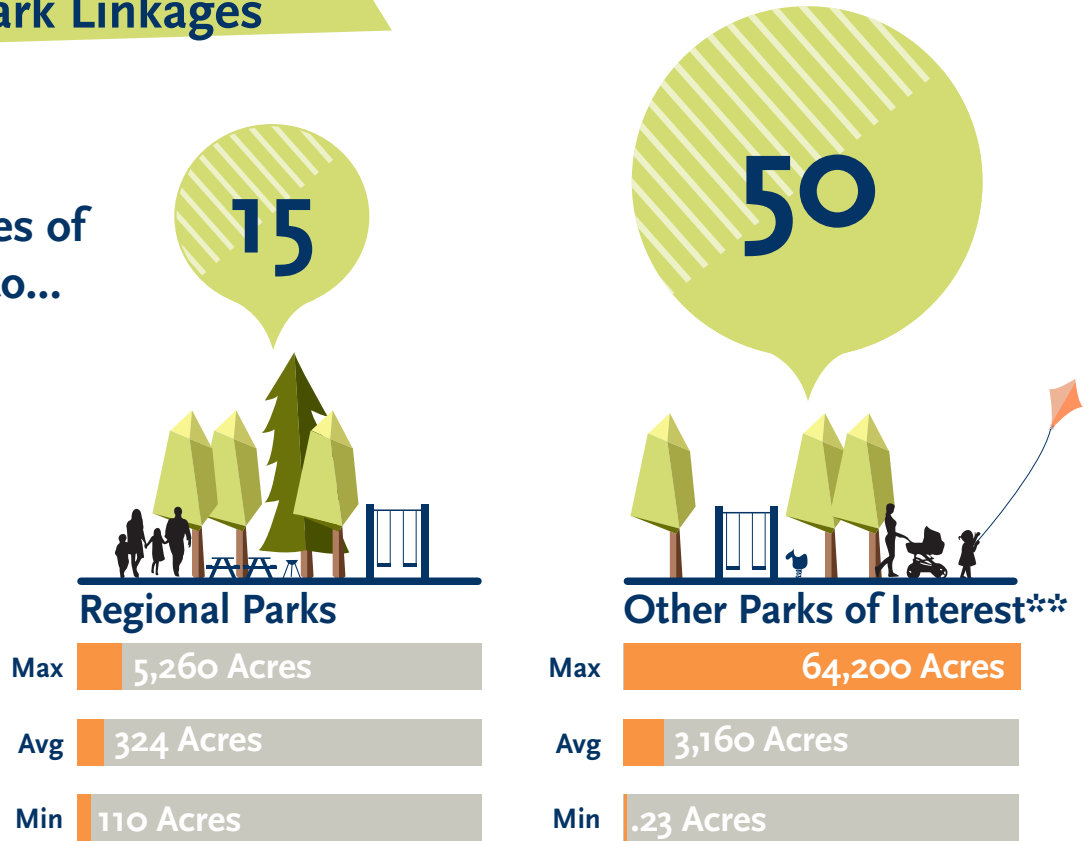
Regional Park Catchment Areas*



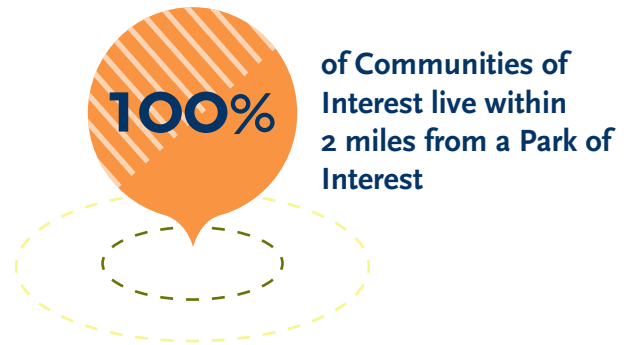
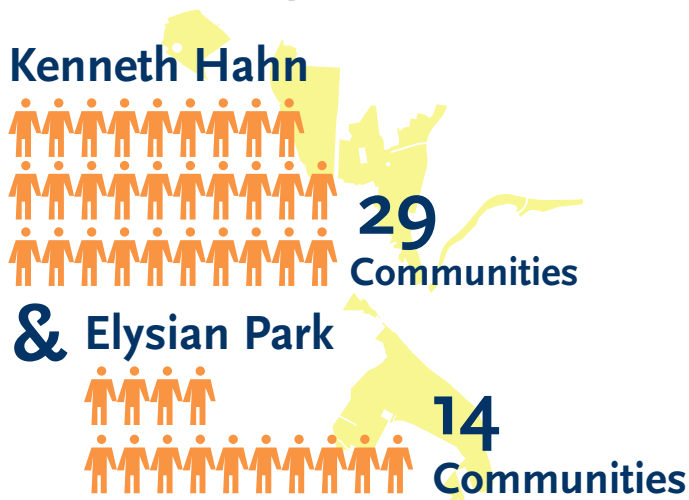
* This map shows the areas around each Regional Park, from which each park draws. The colored “catchment areas” indicate the geographic area with communities that we have connected to the Regional Parks.

Community-to-Park Linkages

The 80 Communities of Interest are linked to...



The most linked parks are...



“ Only 3% of County residents live within a 1/2 mile of bus stops or routes that go to mountain destinations. ”

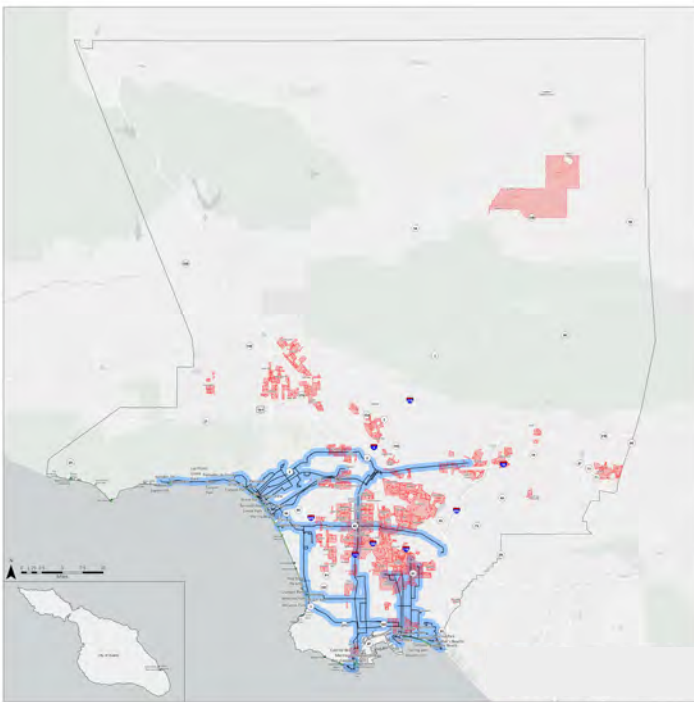
Beach and Mountain Access

The LA region has unique open space assets that factor in to transit to parks planning, namely its beaches and its mountains. With 75 miles of coastline stretching from Malibu to Long Beach and 1,875 square miles of Mountain areas in LA County⁶ our natural resources are vast. Access to beaches and mountains, however, is often limited, especially when considering transit access. Many mountain destinations such as recreation sites in the Angeles National Forest, Santa Monica Mountains, parks, and trailheads are inaccessible via transit even though many of them are in close proximity to the existing network of bus and rail transit. Only 5 existing transit lines serve mountain open space destinations. Only 3% of the County population live within one-half mile of bus stops or routes that service mountain destinations. Only 30 transit lines currently serve existing beach parks of interest (22% of the County population lives within one-half mile of bus stops or routes that service beach parks).

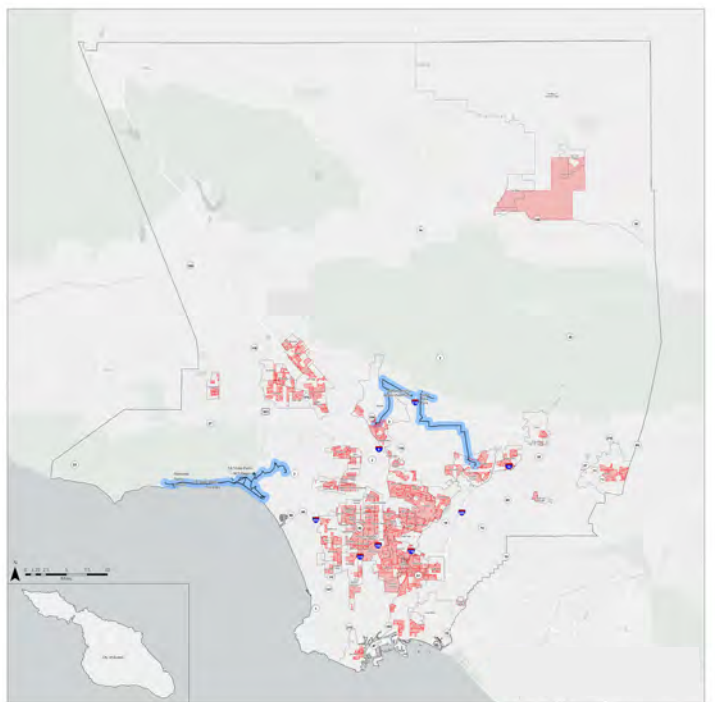
For the majority of the County or 69%, it takes 1 hour or more to get to the beach. Similarly, it takes 1 hour or more for 60% of residents to get to the mountains. Furthermore, urban areas near beaches and mountain trailheads, tend to be more affluent that those further away.

6. LACounty.gov

Transit to Beaches



Transit to Mountains



- High-Quality Transit to Beaches
- Accessible Areas around High-Quality Transit to Beaches
- ▨ Communities of Interest






- High-Quality Transit to Mountain
- Accessible Areas around High-Quality Transit to Mountains
- ▨ Communities of Interest

Connector Types

Access Solution Types

Metro has identified a range of strategies that can be applied to address transit to parks access needs. These strategies reflect transit service investments, in contrast to supportive programs and initiatives, which are discussed later in this Chapter.

Access Solution types include:

-  **Circulator** - Bus line or shuttle that picks up at multiple destinations and then brings people to one or more park destinations.
-  **Community Park Express** - Shuttle that picks up at one central location and brings people to one park destination. This model can more easily fluctuate seasonally or for special events.
-  **Schedule Enhancement** - Bus routes that serve Regional Parks should operate on Saturdays, Sundays, and Holidays during daylight hours.
-  **Rail Connector** - Provision of better access to recreation areas that are near rail stations but beyond walking distance and not currently served by local transit.
-  **On Demand Solution** - Use of shuttles, vans, and cars that respond to user demand, in other words can be hailed or reserved by the rider to get to parks.

How Should We Use These?

The five types presented are not exhaustive, but are selected because they represent systems that Metro and other transit providers can have a hand in carrying out. Chapter 5: Getting There talks more about how this list can be used.

The following section describes these Access Solution Types. Each solution is accompanied by a description of the envisioned type of transit service or enhancement as well as a discussion of Suitability Considerations that will guide Metro's assessment of potential projects.

Suitability considerations are not hard and fast rules about what can or cannot be implemented; rather they discuss factors that generally support or detract from the applicability of a solution. The Suitability Considerations included for each give Metro partners a sense for the types of considerations and characteristics that will guide Metro's assessment of potential projects.

The decision of whether to implement a project must be made on a case-by-case basis because of variability due to geography, transit already in place, resources available, and other community characteristics and interests.

Local Bus or Circulator

Description

A local bus or circulator connection is an alignment variation, route deviation, or new transit service operated for the purpose of enhancing park access. LA County has a vast network of existing transit services offered by a range of providers. Local bus and circulator routes are designed to serve many trip purposes and service planners must balance the needs of various rider markets. For shorter trips and times of high demand for park access it may be appropriate to implement targeted local bus service to provide more direct connections to parks. An example of this type of service in LA County is the Baldwin Hills Parklands Shuttle.

When to Use a Local Bus / Circulator

- **Park is near existing transit network**
- **Deviations have limited impact on existing riders**
- **Route serves multiple communities**



Suitability Considerations

- **Leverage existing transit network.** Park ridership alone is rarely sufficient to justify a standalone bus route. However, a variation on or deviation of an existing route that continues to serve other origin and destination pairs, while also getting transit riders more direct park access may be a warranted use of resources. Existing transit may include Metro services or any of the municipal operators and community shuttles that operate in the vicinity of parks.
- **Target hours of operation.** Service variations designed to provide access to parks should operate only when demand for park access is expected to be high. In the majority of cases, this will be on weekends and holidays during daylight hours.
- **Limit impact on existing riders.** Deviations or route variants should not be considered they it will significantly complicate the service pattern or cause out-of-direction travel for a large number of patrons who are accessing other destinations. Service design should prioritize a direct trip for the largest riders groups, which sometimes may not align with park access needs. In these cases, other solutions should be considered rather than diluting the effectiveness of an existing service.
- **Short-medium travel distance.** Adjustments to the local bus network are most likely to attract park-goers making short to medium distance trips. For longer distance connections, adjustments to local bus service will not have a significant impact on the perceived attractiveness of the overall trip. Instead, park express service should be considered for longer distance connections.
- **Serve multiple communities.** Where possible, a local bus or circulator connection should provide park access to multiple communities. LA County Communities of Interest are highly concentrated in parts of the South Bay and Gateway Cities, providing greater justification for potential local bus or circulator investments than regions with more dispersed Communities of Interest.

E Community Park Express

Description

Community Park Express services are new bus routes designed to transport park goers directly from a pickup hub to an open-space destination. Unlike local bus or circulator service, community park express routes are dedicated to park access, serve a limited number of stops, and are intended to provide medium to long distance connections. An example of this type of service is the LA County Beach Bus.

When to Use a Community Park Express Service

- Park has high demand
- Park has constrained parking
- Opportunity to aggregate riders at pickup



Suitability Considerations

- **Serve destinations with high demand.** Community Park Express services are most appropriate for destinations with a high level of demand, such as beaches during warm months, mountains, and regional parks holding special events. Because Community Park Express services require dedicated vehicles, it is important that there is sufficient utilization to sustain the justification for the investment.
- **Provide alternative access for parking constrained open spaces.** Targeting beaches and trailheads that have a constrained parking supply can broaden the market for Community Park Express services. In addition to providing access to parks for communities of interest, Community Park Express services may attract those who have a personal vehicle but want to avoid paying for parking.
- **Aggregate riders at pickup points.** In order to provide a relatively fast service over longer distances, Community Park Express routes should serve a limited number of stops. However, these stops must be located in areas that have sufficient density of riders to support the service. The following are options for identifying suitable pickup points:
 - Transit Centers are a good pickup point because they allow riders to access the Community Park Express route using the local transit network. Transit Centers with parking are ideal because they allow for multiple access modes.
 - Park-and-Ride facilities are suitable pickup points in areas where riders may access Community Park Express routes using a personal vehicle.
 - Where a single pickup point is not feasible, due to the absence of a strong local transit network and/or a Park-and-Ride facility, Community Park Express routes may include a short local route segment that serves multiple stops before traveling to the final park destination. Local route segments should not significantly increase the total travel time, and should avoid out-of-direction travel.



Schedule Enhancement

Description

Transit lines that serve parks may have convenient levels of service during traditional commute times, but reduced or no service at times that are most beneficial for park access. In order to better support park access, bus routes that serve regional parks should operate on Saturdays, Sundays, and Holidays during daylight hours. While it is reasonable to operate a lower frequency level than during peak commute times, weekend service on local routes to regional parks should operate at least every 30 minutes.

Suitability Considerations

- **Existing transit network.** Schedule enhancements are appropriate when there is an existing line that serves a park, but service does not operate at a sufficient level of frequency on weekends.
- **Transfer opportunities.** The decision to enhance the frequency and/or span of a transit line may be influenced by transfer opportunities from intersecting lines. Priority should be given to lines that provide a one-seat ride between a community of interest and a park. However, transfer patterns that involve a line that serves a community of interest intersecting a line that serves a regional park should also be considered for schedule enhancements.
- **Park-specific activity.** In order to appropriately match transit schedules to demand for park access, planners should consider programming and events that drive activity. For example, if a park is more highly utilized in the summer due to outdoor aquatic facilities, it may not be necessary to operate increased span or frequency during winter months.

When to Enhance Schedules

- Existing route serves park directly
- Connecting routes provide transfer opportunities
- Park activities occur outside of existing service span





Rail Connector

Description

Rail connectors leverage LA County's expanding rail network to provide better access to recreation areas that are near rail stations but beyond walking distance and not currently served by local transit. Rail connectors may not directly serve Communities of Interest, but provide a more seamless end-to-end experience to reduce barriers to open space for communities that have access to the rail network, including Communities of Interest. An example of this type of service is the recently implemented Pasadena Transit Route 88, which provides local bus service on weekends between the Echo Mountain/Inspiration Point Trailhead and the Gold Line Memorial Park Station. In general, Rail Connectors are most applicable to mountain recreation areas, which, unlike beaches, tend to be less well served by local transit.

When to Use a Rail Connector

- **Station is served by frequent rail service**
- **Local transit around rail station does not serve park**
- **Opportunity to leverage community partners**



Suitability Considerations

- **Proximity to trailhead.** In order to minimize the length of the connector route, the rail station closest to the trailhead should be the location from which the connector departs.
- **Frequency of rail service.** Rail connector service levels should be dictated by the frequency of the connecting rail service. If the rail station is served by Metrorail or the Orange Line, trips operate frequently throughout the day, and connector service should operate on a regular frequency, such as every hour. If the rail station is served by Metrolink, train arrivals and departures will be more dispersed, and connector schedules should be coordinated to pick up riders shortly after train arrivals in the earlier part of the day and drop off riders shortly before train departures in the later part of the day.
- **Community partner opportunities.** While service design should focus on providing a direct connection between the rail station and the trailhead, opportunities to provide trailhead access for local residents with additional stops should be considered. While additional stops will result in a slower trip, the ability to provide an amenity for local residents in addition to visitors connecting via rail will build a stronger market for the service, and may result in funding or marketing partnerships that contribute to a more successful service.
- **Consider pairing with Transportation Demand Management (TDM) practices.** Linking this service with demand management practices, such as paid parking as demonstrated in the case studies (and see Strategy 4.5 on page 84).



On Demand Partnerships

Description

On-demand service allows riders to hail a ride using a smartphone application or by telephone, get picked up within a short period of time, and taken to their desired destination. On-demand services do not follow a fixed route or schedule, and may be operated by a traditional taxi company, a Transportation Network Company (TNC) such as Uber and Lyft, or a company that provides shared-ride technology. Partnerships with on-demand service providers focused on park access are designed to subsidize fare of passengers traveling to or from a park within a given zone. They can be a cost effective solution to provide access in areas of lower demand, since the service is only paid for on a per-trip basis, rather than the entire span of service.

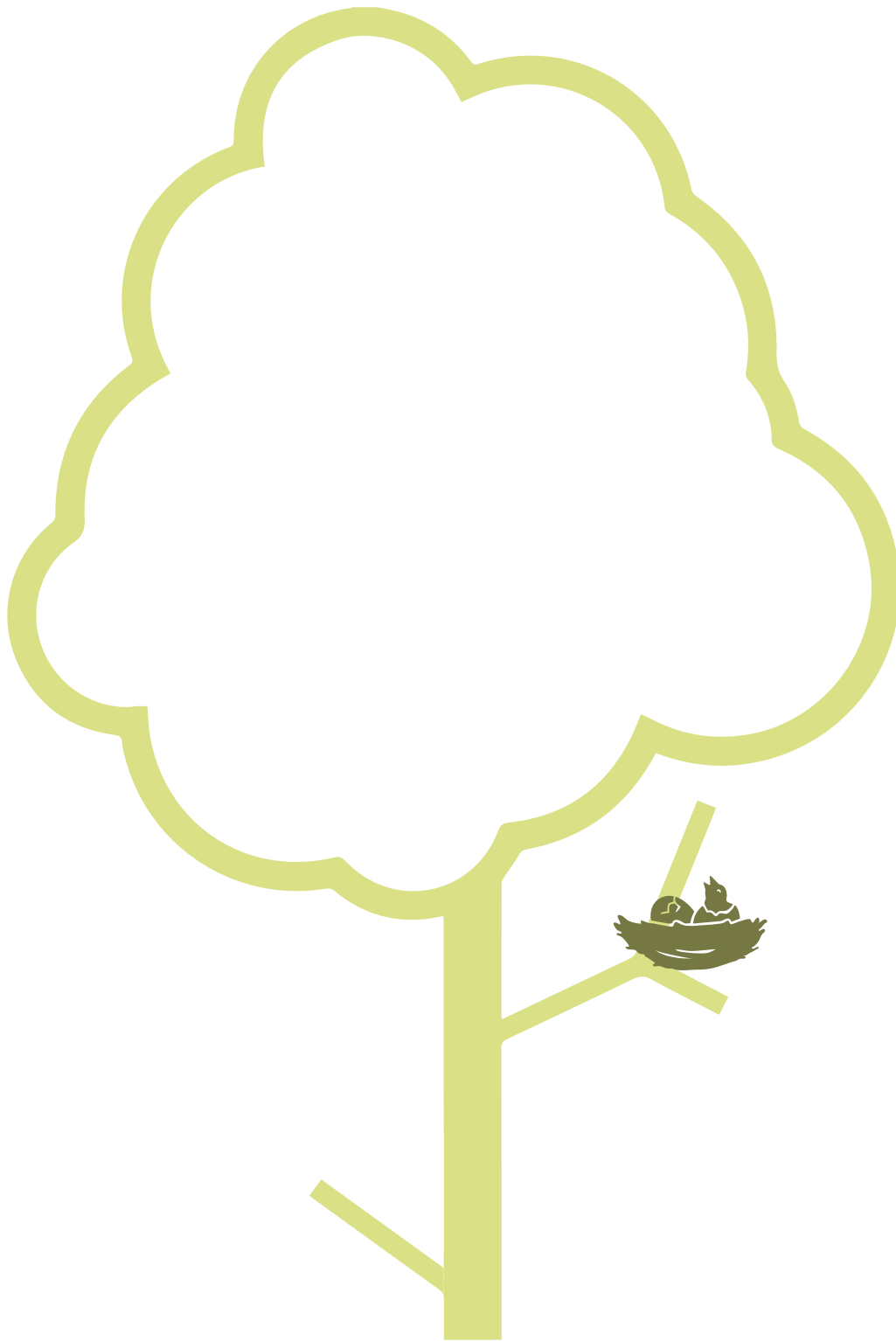
When to Use On Demand Partnerships

- To serve short trips
- To close a gap in a fixed-route network
- Where trip origins are geographically dispersed



Suitability Considerations

- **Trip length.** On-demand partnerships are most appropriate for short trips. On-demand partnerships apply to areas where the community adjacent to, or within several miles of the park desires improved access. Partnerships should identify boundaries for the origins and destinations of trips connecting to parks to ensure that the intended community benefits from the program.
- **Zone anchor.** In addition to identifying zone boundaries, on-demand partnerships will be most successful if they include additional anchor(s) around which the partnership can be marketed. For example, a transit center or community center may serve as a logical anchor to publicize a partnership, even if patrons eventually end up accessing the service from their homes.
- **Accessibility.** Partnerships should provide options for all user types, including those using mobility devices, and those who don't have access to a smart phone or credit card. In order to accomplish this, on-demand partnerships typically include both a TNC partner and a traditional taxi partner.
- **Fare structure.** Fare structures can vary, but typically include a base fare paid by the rider of \$1 or \$2 and a subsidy amount contributed by the sponsoring agency. If the cost of the trip exceeds the sum of the base fare and the subsidy, the rider covers the difference. For example, rider base fare of \$2 and a subsidy of \$7 would cover all trips with a total fare of \$9 or less. If a passenger took a \$10 trip, they would pay a total of \$3 to cover the base fare and the amount exceeding the subsidy.



Pilot Solutions

Four pilot solutions are included in this section. The pilot solutions are examples that showcase how the various Access Solution Types from page 59 can be applied to real-world settings. The goal of the pilot solutions is twofold:

- Provide Metro with decision-making support when evaluating potential projects as pilots.
- Present a guide for partner agencies and communities around the County when thinking about what sorts of transit infrastructure improvements are right in what conditions and what sorts of local conditions indicate the appropriateness of an Access Solution Type.

The pilot solutions recommended are rooted in the data analyzed as part of the Plan, as well as stakeholder discussions throughout the Plan process. They do not necessarily represent an exhaustive list or first priority pilots. One of the key takeaways from this Plan is that community stakeholders should have a major hand in identifying the transit to parks access projects that are right for them. In addition to the Advisory Committee meeting and the First Five LA Survey, which were instrumental to Plan development, additional public outreach may be warranted before moving forward with the solutions.

Metro will also undertake market research to identify customer needs and wants that help shape the service design and features, going deeper to define a target market segment that helps optimize the service experience so Metro can continue to grow ridership. Another key takeaway from the Case Studies is the

importance of relying on partners to run, fund, support and publicize service. With any pilot, partnerships between Metro and other organizations should be pursued for strategic collaboration and long-term success.

The four pilot solutions were selected based on the following criteria. The projects:

- Serve Communities of Interest, especially those with “high-need.”
- Provide access to highly-desirable Parks of Interest.
- Connect to Parks of Interest within a reasonable amount of time.
- Capitalize on existing Metro or partner agency service.
- Respond to input from the advisory committee and the First 5 LA survey (e.g. indications of Parks of Interest and connections to focus on).
- Illustrate the appropriate application of the Access Solution Types (see the Suitability Considerations on pages 59-66).
- Illustrate key takeaways from the Case Studies.
- Reinforce key tenants of the Plan.

A Note on Funding

The pilot projects have implications for Metro operations and would be subject to obtaining grant funding. When it comes to funding the pilot solutions as actual pilot projects, all of the projects in this section would qualify under the following funding mechanisms, since they support improvements in transit operations. These funding sources may also be used for the purchase of new transit vehicles, if and when it is determined that the pilots are successful.

- Measure M (Transit Operations / Maintenance). A portion of funding is available for pilot projects and improvements in operations can be potentially sustained after the pilot is complete.
- Measure M (Local Return)
- Congestion Mitigation and Air Quality Improvement (CMAQ). This acknowledges that transportation emissions will be reduced through implementation of projects by converting drivers into transit users.

For the Chantry Flat Connector (project 4), potential opportunities include:

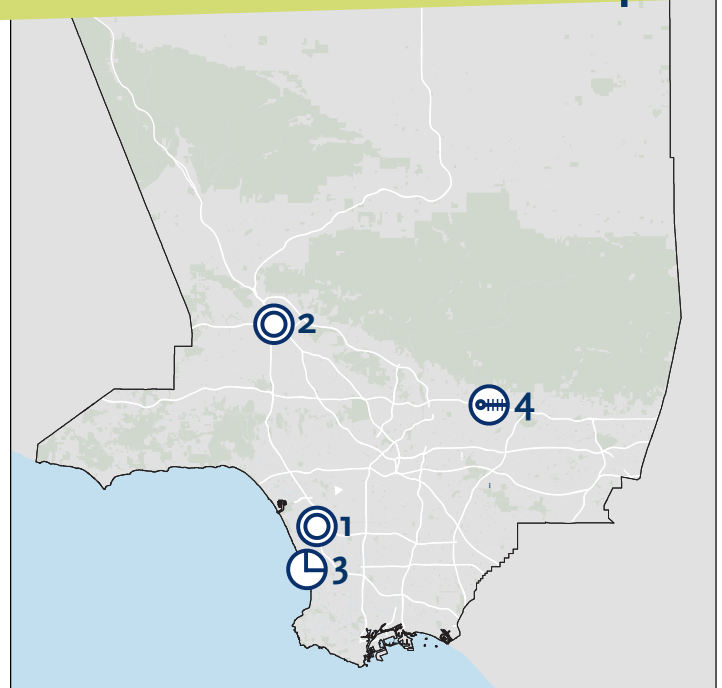
- Mobile Source Air Pollution Reduction Review Committee (MSRC) funds for funding of zero

emissions vehicles to transport people to-and-from the Arcadia Rail Station and the trail.

- Transit Intercity Rail and Capital Program if the service was part of a larger strategy to fund First / Last Mile improvements through additional buses and shuttles.
- Partnerships, which may be pursued for advertising and promoting the shuttle line, for example Pacific Life Foundation Grants, Kaiser Community Health Initiatives, and the City of Hope Healthy Living Grant Program.

Many more grant funding opportunities are described in the funding matrix at the end of Chapter 5, however, many of these are geared toward active transportation, park infrastructure improvements, complete streets improvements or large-scale transit improvements. If several pilot projects are proven to be successful, the pilots may be bundled with other multi-modal projects to improve park access, increasing chances of funding.

Pilot Solutions Overview Map



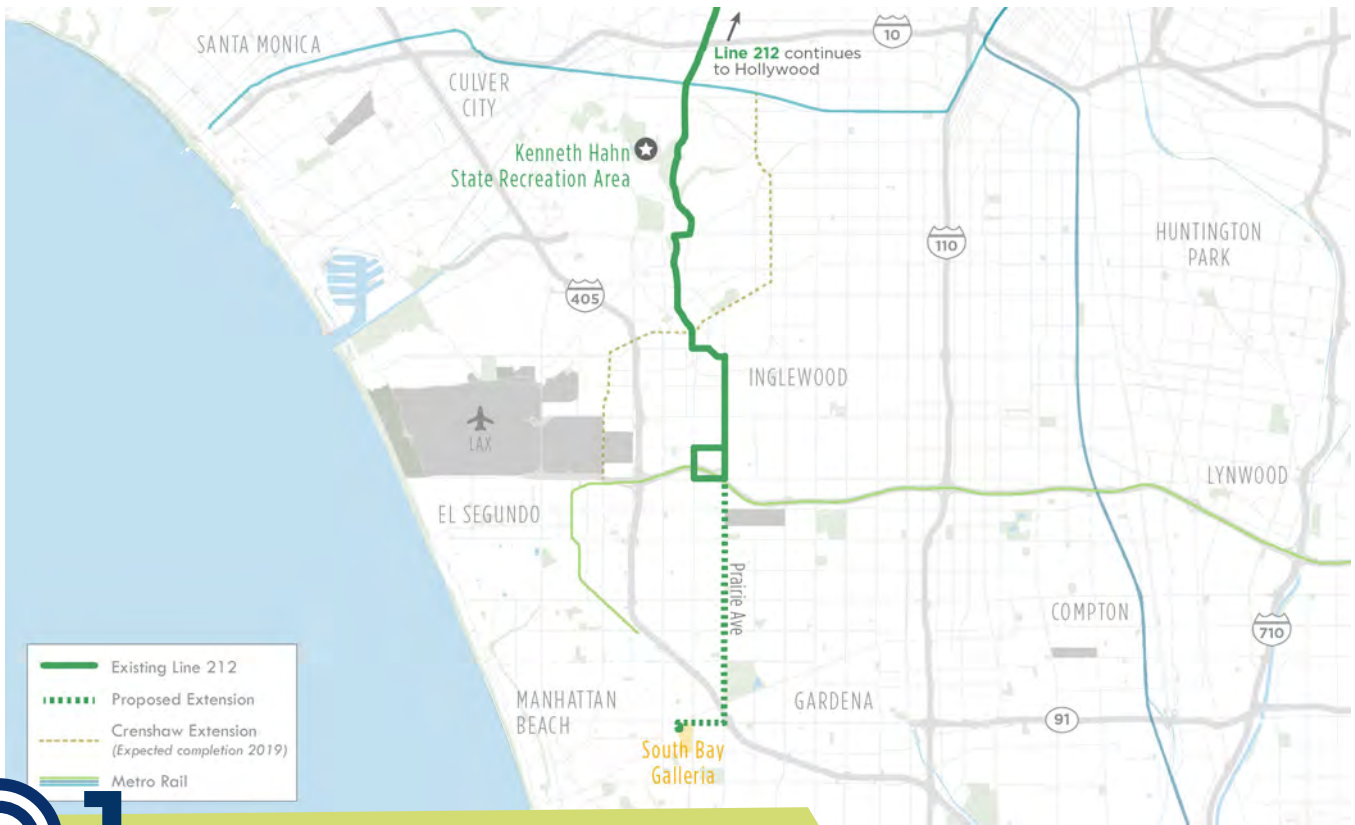
Title VI

Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color, and national origin in programs and activities receiving federal funds. Programs that receive federal funds cannot distinguish among individuals on the basis of race, color or national origin, either directly or indirectly, in the types, quantity, quality or timeliness of program services, aids or benefits that they provide or the manner in which they provide them. This prohibition applies to intentional discrimination as well as to procedures, criteria or methods of administration that appear neutral but have a discriminatory effect on individuals because of their race, color, or national origin. Metro’s Office of Civil Rights is responsible for ensuring Metro programs are in compliance with Title VI requirements.

Because the proposed transit to parks pilot solutions are examples, at this point it is not possible to determine if the proposed service changes rise to the level of a major service change and will trigger a Title VI analysis. If action was taken to implement the pilot solutions and a Title VI analysis was triggered, additional data collection and analysis could be necessary to meet requirements. Preparation for Title VI analysis would only occur if any pilot solutions or other major service change is pursued.

Pilot Solutions

-  **1** “Metro Line 212 Extension”
-  **2** “Hansen Dam Circulator”
-  **3** “Beach Circulator”
-  **4** “Chantry Flat Connector”



1 “Metro Line 212 Extension”

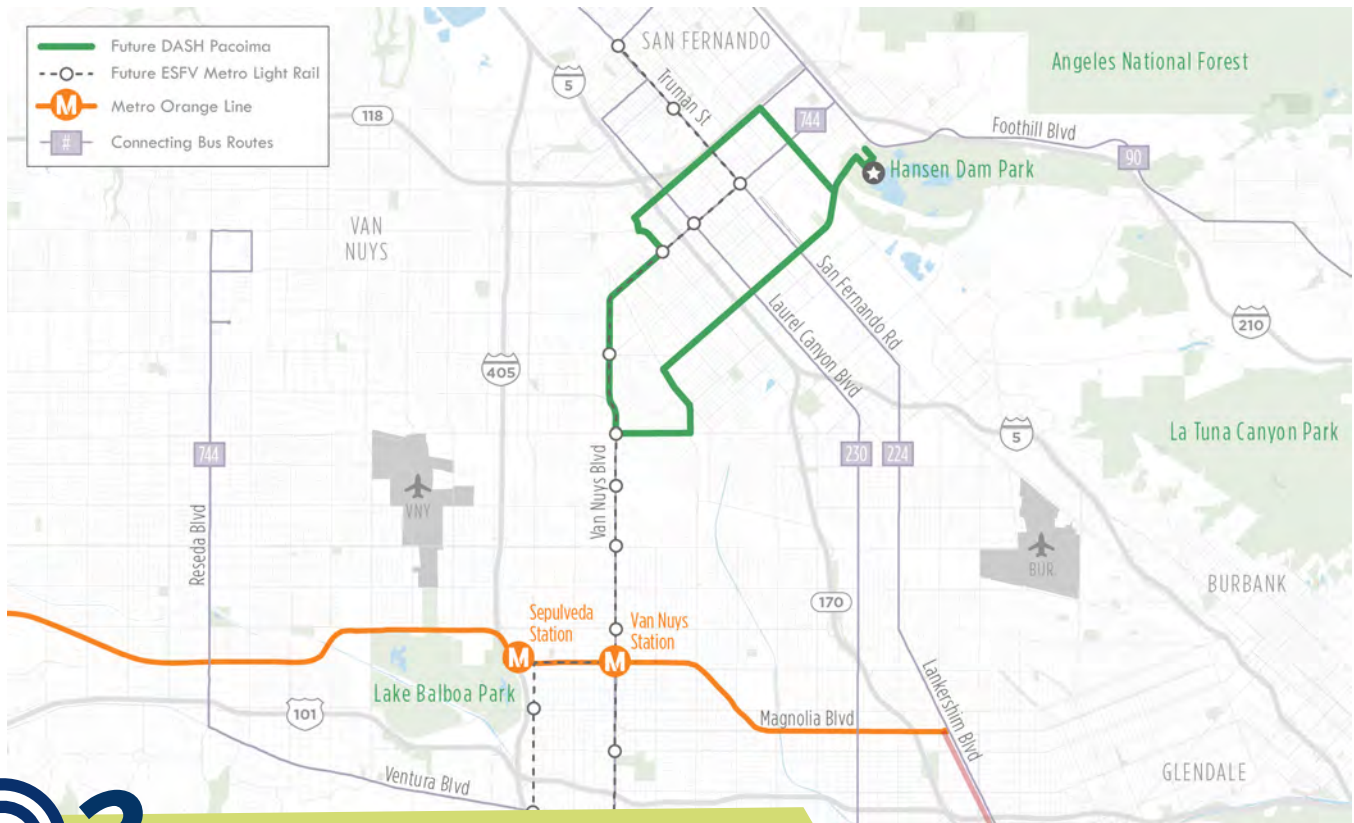
Kenneth Hahn State Recreation Area (KHSRA) is the closest regional park to communities as far south as Lawndale and Alondra Park. These communities are fairly transit rich, with a mix of local, limited stop, and rapid bus service available to connect in the general direction of KHSRA, but no bus routes provide a one-seat ride. In addition respondents to the First 5 LA Survey who lived in this area also indicated an interest in being able to access this park via transit. Currently Metro’s existing Line 212 is the only route that provides access directly to a park entrance, but it terminates at the Hawthorne/Lennox Green Line station. Those traveling from further south would need to transfer in order to access the park.

In order to provide a direct connection from Alondra Park, Lawndale, and southern neighborhoods of Hawthorne to KHSRA, Metro should consider extending Line 212 to the South Bay Galleria. Line 212 operates every 15-20 minutes on weekdays, Saturdays, and Sundays, ensuring minimal wait times for park patrons. While the extension of Line 212 to the South Bay Galleria is recommended for park access on weekends and holidays between 8:00 a.m. and 6:00 p.m., there may be warrants for this extension to support other mobility needs.

It will be most successful if the extension is operated at all times so that transit users in adjacent neighborhoods become familiar with the service for multiple trip types.

This pilot solution would require additional transit operating dollars due to extending the days of service to include weekends. However, by leveraging an existing route, the additional service hours will benefit non-park users as well.

Origin	South Bay Galleria
Destination	Kenneth Hahn State Recreation Area
Solution Type	Local Bus/Circulator
Goals	Improve direct access to KHSRA from the South Bay
Region	South Bay
Span	Sat / Sun / Holiday: 8:00 a.m. – 6:00 p.m.
Frequency	15 - 20 minutes
Lead Agency	Metro
Key Partners	



2 “Hansen Dam Circulator”

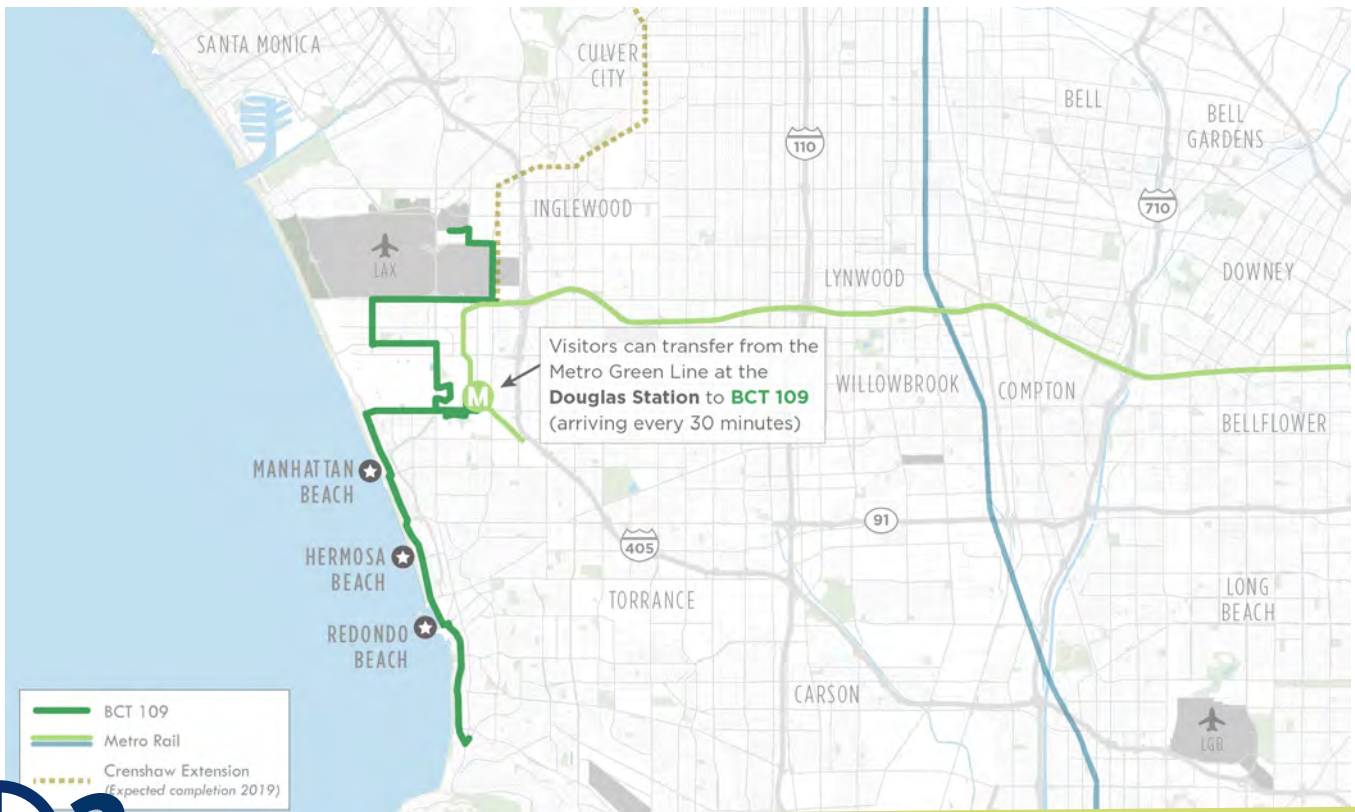
Hansen Dam Park is a popular regional park currently served by Metro Line 90, which stops adjacent to the park on Foothill Boulevard on weekdays and Saturdays and provides connection to Sylmar and Downtown Los Angeles. Metro Rapid Line 744, which stops roughly 1.5 miles northwest of the park entrance seven days a week provides high quality regional connectivity to communities located south and west of Hansen Dam Park in the San Fernando Valley. LADOT is developing a new DASH Pacoima shuttle route that will connect the local community with high quality transit service to Hansen Dam Park seven days a week. In addition, the DASH Pacoima shuttle route will provide connections to Metro Rapid 744, allowing high quality connections to other parts of the region. DASH Pacoima will provide 15 minute frequency of service on weekdays and weekends in an area under-served by transit. DASH Pacoima will also connect other areas along Van Nuys Blvd. including Kaiser Medical Facilities in Panorama City, schools, and higher density residential areas. The future DASH Pacoima will also provide a “last mile” connection from the East San Fernando Valley Metro light rail station at San Fernando Road and Van Nuys.

Of note, DASH Pacoima is proposing the service of twelve new battery-electric buses including seven chargers for the buses. The electrification of DASH

Pacoima will decrease major sources of local air pollution in the surrounding disadvantaged communities, reduce GHG emissions, and will reduce noise pollution and provide quieter service in natural open space areas.

The Discovery Science Foundation has shown interest in increased transit connectivity and may be a potential partner for marketing or funding. Panorama City Library may also serve as a potential partner as a “library trailhead.”

Origin	Panorma City Library
Destination	Hansen Dam Park
Solution Type	Circulator
Goals	Provide local shuttle connection via the Pacoima DASH and regional connection via the East San Fernando Valley light rail
Region	San Fernando Valley
Span	Every day: 6:00 a.m. – 6:00 p.m.
Frequency	15 minutes
Lead Agency	LADOT
Key Partners	Discovery Science Foundation, Metro



“Beach Circulator (BCT 109 Frequency Improvements)”

The Metro Green Line is located adjacent to several communities of interest including Willowbrook, Athens, and Westmont. The Silver and Green lines serve the 110 and 105 Freeway corridors respectively, with frequent, fast service seven days per week, providing access for several additional communities of interest, including Vermont Knolls, Vermont Vista, and Lynwood.

While the Green Line continues west, it does not provide a direct connection to the beach. Instead, beach goers can transfer to Beach Cities Transit Route 109. However, Route 109 only runs every 60 minutes on weekends, providing a low quality transfer for Green Line riders. Most public parking lots in the beach cities charge for parking. For example, Manhattan Beach charges \$1.50 per hour for parking in beach lots, presenting a disincentive for driving and an opportunity for transit to be a preferred access mode. Metro could provide support to partner agencies in pursuing funding and resources for enhanced weekend frequency on Beach Cities Transit Route 109 in order to provide an improved connection to Manhattan Beach, Hermosa Beach, and Redondo Beach.

It is recommended that service levels are doubled to at least every 30 minutes throughout the day on Saturdays, Sundays, and Holidays. This pilot should be conducted during summer months.

Origin	Douglas Green Line Station
Destination	Manhattan, Hermosa, and Redondo Beaches
Solution Type	Schedule Enhancement
Goals	Provide beach access and alternative to parking residents of Willowbrook, Athens, and Westmont; Green and Silver line riders
Region	South Bay
Span	Sat / Sun / Holiday: 8:00 a.m. – 4:00 p.m.
Frequency	30 minutes
Lead Agency	Beach Cities Transit
Key Partners	Metro



4 “Chantry Flat Connector”

In 2016, a short-term pilot shuttle was funded by the Forest Service using grant from Car-less California, connecting the Arcadia Gold Line Station to Chantry Flat, a popular destination in the Angeles National Forest. The pilot shuttle project operated service on Saturdays and Sundays between 7am and 4pm on three consecutive weekends in September and October. Service departed from the REI parking lot adjacent to Arcadia Gold Line Station and ran every 30-45 minutes.

While the funding for the pilot program was limited, the shuttle received positive reviews. Metro could provide support to partner agencies in pursuing funding and resources for re-instituting the Chantry Flat Connector. The Gold Line serves communities throughout the San Gabriel Valley and connects to the greater region through the Metrorail network. The Chantry Flat Connector provides access to the mountains for those who may not have their own vehicle through Gold Line Connections. In addition, the Connector can provide a lower cost and more reliable option for those driving. Visitors parking at Chantry Flat for the day must purchase a \$5 Adventure Pass from the National Forest Service, however the parking lot sometimes gets full. The Arcadia Gold Line station has 270 parking stalls that could be used by those driving from other parts of the County and taking the Connector.

Due steep grades and turns leading up to the trailhead, this service would likely be best served by a shuttle or cutaway vehicle rather than a heavy-duty bus. The City of Arcadia operates fixed-route service using cutaway vehicles on weekdays. There may be an opportunity to partner with Arcadia Transit to contract their vehicles and operators for the pilot. In addition, this pilot program could leverage partnerships with the National Forest Service and REI for marketing the service.

Origin	Arcadia Gold Line Station
Destination	Chantry Flat
Solution Type	Rail Connector
Goals	Connect LA County rail network to Chantry Flat
Region	San Gabriel Valley
Span	Sat / Sun / Holiday: 8:00 a.m. – 6:00 p.m.
Frequency	30 minutes
Lead Agency	City of Arcadia
Key Partners	Arcadia Transit, Metro, National Forest Service, REI



Performance Monitoring

Prior to implementing a pilot program, it is important to set clear metrics that could define the degree to which a pilot is a success. These can be based on utilization of a proposed transit service, the population that is served by the pilot, and/or a required level of funding from fare revenues and partners. In addition, a performance monitoring plan could include performance thresholds that determine whether a pilot project becomes permanent. General guidance is included below, for developing performance-monitoring plans for pilot projects.

Develop a baseline prior to implementing pilot.

In order to understand the success of a pilot, it is important to define the “pre-pilot” conditions. The following metrics may be considered when developing a baseline for any of the proposed pilot programs.

- Daily ridership and productivity on transit routes to be impacted by pilot, if possible include boarding data at relevant bus stops
- Peak parking utilization at parks to be served by pilot
- Number and percent of daily park visitors using transit to access park served by pilot program

Collect data throughout the pilot. A systematic data collection plan may be developed and implemented throughout the pilot. Depending on the data source, it can be monitored on an ongoing basis or collected at specific points throughout the pilot. It is recommended that all data be collected at least twice in order to compare pilot performance at the end of the pilot to some point in the middle of the pilot timeframe. The following are examples of data points and sources to monitor during the pilot:

- Daily ridership and productivity on transit route impacted by the pilot, if possible include boarding data at relevant bus stops. Data source: APC data (ongoing monitoring) or manual counts at least twice during pilot
- Peak parking utilization at park. Data source: manual counts at least twice during pilot

- Number and percent of daily park visitors using transit to access park. Data source: intercept surveys at park destination. Or if no transit existed prior to pilot, calculate percent using pilot daily ridership and total daily park visitors

Summarize performance to determine warrants for making pilot permanent.

At the conclusion of the pilot timeframe, once all data has been collected, the pilot could be measured against the performance thresholds that are set at the beginning of the pilot to determine whether the pilot could be made permanent. Performance thresholds may be framed as a level of improvement over the baseline, a relative comparison to other pilot performance, or a set performance standard, such as a minimum number of riders.

Supportive Programs & Initiatives

The pilot solutions described in the previous pages may be coupled with supportive programs and initiatives to both encourage the success of transit to parks and to help raise the visibility of park access programs.

The strategies outlined here may be undertaken by Metro and partner agencies - see below for suggested responsible parties.

1. Help People Find Their Way

1.1 Evaluate need and develop First/Last Mile Pathway wayfinding strategies.

The various needs for first/last mile wayfinding strategies could be researched and developed as informed by market research. Wayfinding strategies to link Communities of Interest and Parks of Interest within easy walking distance of transit stations and stops could be researched and developed. Strategies might include the creation of wayfinding guidelines to assist municipalities in the programming and design of pathways to link parks with transit and vice-versa.

The stations and stops reflected in the map on page 77 are all within easy walking distance (1/4 mile) from Parks of Interest and they are identified as high quality – meaning they are served by 15-minute transit frequency or better.

Responsible Parties:

- Los Angeles Metro
- Transit providers countywide
- Cities and municipal agencies
- Park management agencies / operators

1.2 Include transit connections to parks and open spaces on transit maps and parks maps.

Identifying parks and open spaces on maps can help educate and encourage people to ride transit to parks.

Metro and its municipal partners currently produce and maintain a variety of digital and print maps that include some local destinations. While not all of these maps are at the appropriate scale to include all parks and trailheads, there could be opportunities for Metro and its partners to add Facilities of Interest to select printed, digital, and timetable maps. Similarly, there are opportunities for local and regional park agencies to feature transit lines, stops, and schedules on park maps.

With a variety of maps that show transit and park information produced by several agencies and organizations, there is also an opportunity to create a map product dedicated to identifying the many transit-to-parks connections throughout Los Angeles County.

All printed and/or digital maps for Transit to Parks Program would be subject to funding availability.

Responsible Parties:

- Los Angeles Metro
- Transit providers countywide
- Cities and municipal agencies
- Park management agencies / operators
- Community-based organizations / non-profits



Bus wrap promoting free bus service to Perth Zoo in Australia.

High Quality Transit Lines & Stops



1.3 Identify funding to support a communications strategy.

This strategy could include community outreach plans and market research to determine an appropriate and comprehensive communications campaign. This could include a marketing, public relations, social media, and outreach plan designed to specifically target Communities of Interest and increase access. Understanding a community's unique needs is an important aspect of developing successful transit to parks projects. Prior, during, and after transit to parks projects, Metro could conduct market research and community outreach. This could include front loading market research to identify community needs and wants that help shape the service design and features. It could also include a more in-depth analysis to define a target market segment that gives a transit to parks project the best chance to succeed. It could also help increase understanding of the positioning and messaging that drives awareness, interest and ridership within our target segment; as well as the feedback loops that help Metro optimize the service experience to attract and grow ridership. Appropriate cross-promotional partnerships could be developed on a case-by-case basis.

As demonstrated by the case studies research, transit to parks programs need to be widely and appropriately marketed both before service commences and during service, including the possibility for in-the-field notice boards and signage. Market research results could inform the development of marketing program assets such as advertisements on buses and rail cars, on bus stop shelters, and on banners along streets providing park access, or others. The program could deploy a recognizable transit to parks graphic look and could include statistics about park usage, advertise incentives, and highlight access points. Cross-promotional partnerships with other agencies and organizations should be considered when appropriate in order to reach a wider audience.

Awareness of access options is a key element to increasing transit ridership to parks. Throughout the county, there are already transit and other non-

driving options to access public parks. In the near term, a campaign can raise awareness and ensure that messaging is linked to health, sustainability, or cost information to make it relevant for people using the service.

Responsible Parties:

- Transit Providers countywide

Supporting Partners:

- Cities and municipal agencies
- Community-based organizations / non-profits
- Los Angeles Metro

2. Make it Easier

2.1 Existing service could be reviewed from an operational perspective to ensure efficient and quality access to parks.

Transit providers could review the hours of operations, the routes, and the headways of existing transit lines that service the identified parks. Existing service could be reviewed to see if routes most effectively service Parks of Interest. If not, simple re-routing may be considered if benefits outweigh service impacts. Changes to schedules or frequency can also be made. If possible, hours of operation and frequency of service may reflect and adapt to demand trends. Parks and open space may be popular year-round, seasonally, or for special events/holidays. They likely also have visitation trends throughout the day and week. This may be further impacted by fluctuating recreational activity and weather conditions. Having variable and adaptive operating hours not only provides adequate service to park / open space for visitors, but also makes efficient use of resources. While it is reasonable to operate at a lower frequency than during peak commute times, weekend service on local routes to Regional Parks may consider operation at least every 30 minutes.

Responsible Parties:

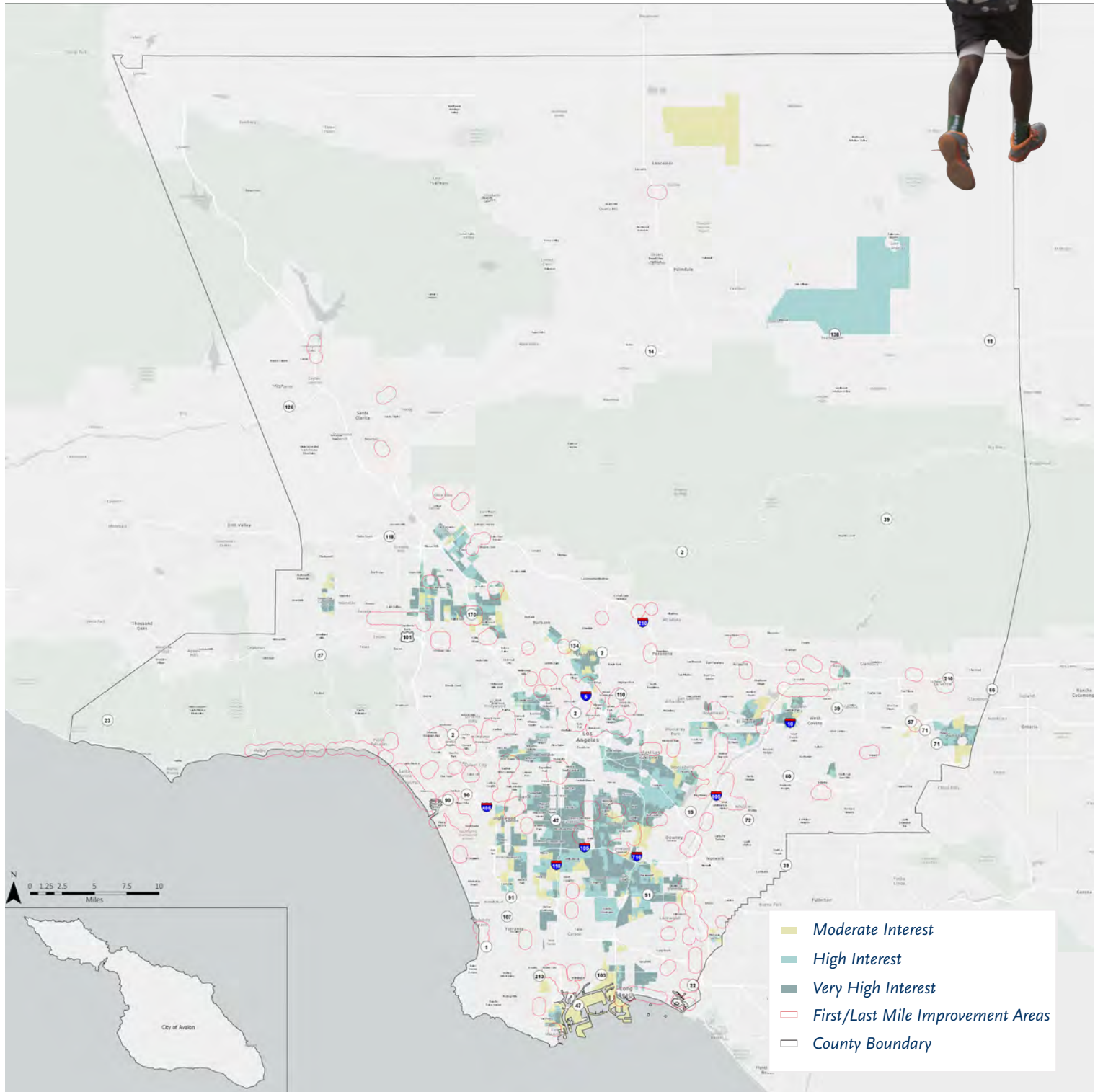
- Los Angeles Metro
- Transit providers countywide

Supporting Partners:

- Park management agencies / operators



First / Last Mile Improvement Areas



2.2 Use transit vehicles that are transit to parks friendly.

Comfort and ease for riders are paramount. Buses and trains that are identified as critical for parks access could provide amenities for people visiting recreational destinations, such as bike racks, bike leaning rails, places for bags and sports gear, surfboard racks, bathrooms for long trips, etc. See map on page 77 for indication of which existing transit lines could be prioritized for park-friendly transit vehicles. In addition to these lines dictated on the map, new services may also be considered for these upgrades / inclusions.

Responsible Parties:

- Los Angeles Metro
- Transit providers countywide

Supporting Partners:

- Park management agencies / operators

2.3 Add transit to parks information on metro.net.

New technologies represent an important opportunity, however must also be put in the appropriate context as some communities may not have high rates of access to these technologies. At the same time, provision of parks-related content in a consolidated location, for example at [Metro.net/transit to parks](http://Metro.net/transit-to-parks) - can help people know what resources and programs are available to them.

Metro can serve as an informational hub for all information on transit to parks, linking to programs offered throughout the County. This may also help to show whether program services exist in highly need communities. A component of this website could be structured as a resource guide with a yearly “call-for-information” from access program providers and parks and municipal agencies, so that it stays up-to-date.

As an example, Marin Transit provides descriptions on its website about bus routes that link to all major parks and recreation areas in the County. Washington Park in Portland, Oregon provides an in-depth trip planning and parking website providing information about:

- Walking routes and maps
- Transit/shuttle schedules and maps
- Bike parking
- Bikes on transit tips
- Parking rates, real-time availability, and considerations for peak days
- Transparency on how parking revenue funds park amenities

As part of this effort, Metro may also decide to field requests from park agencies to prepare for high use events and increase the frequency of ridership.

Responsible Parties:

- Los Angeles Metro
- SCAG and other regional entities

Supporting Partners:

- Transit providers countywide
- Cities and municipal agencies
- Community-based organizations / non-profits
- Park management agencies / operators

2.4 Support First/Last Mile improvements that encourage safe walking and biking access to parks.

Metro and partner agencies can focus special attention on First / Last Mile (FLM) Improvements around Metro stops where parks are within the first/last mile planning area. On key pathways between transit and parks, First / Last Mile improvements can include the following:

- New and improved crosswalks and sidewalks
- Bicycle lanes and paths
- Lighting and trees
- Identification of shortcuts and cut-throughs that decrease walk and bike time to and from a park
- Traffic calming measures such as speed bumps
- Improvements to freeway under- and overpasses and other barriers that keep people from biking and walking between the Metro stop or station and the park
- Wayfinding signage



Zap bike tracking device in St Paul, MN

See the First / Last Mile Improvement Areas Map (on page 79) for indication of what areas can be targeted for these improvements as well as Metro's *First/Last Mile Strategic Plan*. Including park elements in the First / Last Mile connection improves the aesthetics, comfort, and safety for those walking and rolling to the transit network.

Metro coordinates all first/last mile planning with local jurisdictions. When feasible, Metro can coordinate first/last mile planning that includes parks, with existing local efforts to improve park access, such as City of Los Angeles which prioritizes safe walking and biking routes to parks as part of the Vision Zero Strategic Plan.

Hosting bicycling and walking promotional events and skills and safety courses, paired with gear giveaways at parks can help encourage active transportation to parks and assuage concerns of existing transit riders about First / Last Mile connections between transit and parks by bike and foot.

Furthermore at parks themselves, these walking and biking connections can be extended. For example, to enhance the park experience and encourage more non-driving transit access, an electric bicycle (e-bike) bike share station can be located at parks that have significant trail networks or are in hilly areas of the county. Pedal-assistance e-bikes provide users with a power boost when they pedal, allowing riders to cover greater distances with less energy. Shared e-bikes provide a fantastic opportunity to close the gaps between parks and transit, and open greater expanses of beach and mountain trails to more active mode users. Bike parking and/or bike valet services at park entry points during special events can also encourage people to travel to and from events by bicycle, by eliminating the challenge of finding safe and convenient bike parking. These services also raise public acceptance and support for non-motorized transportation by building connections with park visitors.

Responsible Parties:

- Cities and municipal agencies

Supporting Partners:

- Los Angeles Metro
- Transit providers countywide
- Park management agencies / operators
- SCAG and other regional entities
- Community-Based organizations / non-profits

3. Make it Fun

3.1 Initiate educational components at park destinations as well as on Transit to Parks shuttles, buses, or other Transit to Parks infrastructure.

If people can get to a park, but then do not know how to navigate it when they are there, the program is not of much use. A physical orientation to the park's main destinations and amenities is critical. Information about amenities, hiking trails ranked by difficulty, picnic areas, access to swimming, fishing, or education components that include information about the local ecology, the cultural and natural history, and the positive impacts of using Transit to Parks as compared to driving (cost savings, environmental impacts, etc.) could be more prominently promoted either at the park entrance or as part of a marketing campaign featured in the shuttle or other connecting transit buses or trains. Introducing an educational component not only capitalizes on co-benefits, but can also unlock funding streams, programs, and partnerships within compatible non-transit arenas (e.g. health, environment, education, disadvantaged communities, etc.).

Specialized programming geared toward youth to raise awareness of transit and alternative mode access to parks can help younger generations develop a sense of value for local parks and stewardship for nature while cultivating travel awareness. Potential partners include local schools, the YMCA, and LADOT's Safe Routes to School Program. Potential youth programs include the following:

- Job / internship opportunities for older youth, who serve as examples for younger participants and open possibilities for future employment at the parks.
- Travel training days where groups of youth are shown how to access parks and points of recreation by transit.
- Defined specific youth access goals and targets to develop a recognized intention and strategy to achieve those targets.

Responsible Parties:

- Community-based organizations / non-profits
- Park management agencies

Supporting Partners:

- Los Angeles Metro
- Transit providers countywide

4. Make it Last

4.1 Overall, prioritize transit to parks as an ongoing initiative at the County and local levels. Metro and partner agencies could integrate transit to parks planning into existing and future efforts, putting an emphasis on equitably getting people to parks. Two of Metro's current efforts provide great examples: the NextGen restructuring of the bus network and the Sustainability Framework. As these planning processes move along, transit to parks thinking may come into play. Our agency and others around the County could prioritize transit to parks implementation.

As another example, Metro Bike Share and the bike shares of other providers could be sited to increase transit to parks access. Bike share is particularly effective in addressing First / Last Mile gaps between destinations and transit. Metro and partner providers could strategically place bike share stations near high quality transit stops within Communities of Interest and within a bikable distance (typically indicated as 3 miles or less) to parks to provide a connection for people who may not have access to vehicles.

Prioritized programs could be developed to specifically cater to key populations, such as programs that prioritize youth and senior access to parks or those that promote active lifestyles.

Responsible Parties:

- Los Angeles Metro
- Transit providers countywide
- SCAG and other regional entities
- Cities and municipal agencies

Supporting Partners:

- Park management agencies / operators
- Community-based organizations / non-profits

4.2 Provide grant writing support for Transit to Parks projects and initiatives.

Metro can support community based organizations that serve Communities of Interest within Los Angeles County through grant writing support for transit to parks related grant applications. As part of this effort, Metro can also connect applicants with each other in order to find synergies and partnerships for more competitive applications. Alternatively or in addition, Metro can support a grant assistance program with workshops relating to grant applications and assign staff members to answer questions to help applicants along the way. Any such program could directly benefit the Communities of Interest and Parks of Interest identified in this Plan.

Responsible Parties:

- Los Angeles Metro

4.3 Revisit the data analysis every 5 years in coordination with LA County Department of Parks and Recreation.

It is important to note that this Plan reflects a snapshot in time, based on the *LA County Parks Needs Assessment* database and current transit routes. This data is likely to change over time – especially as

Measure A investments improve park quality, new rail lines are completed, and NextGen recommends bus route changes.

The County Department of Parks and Recreation is the lead agency in the oversight, management, and updates of the *LA County Parks Needs Assessment* with the support and cooperation of the Regional Parks Open Space District. Metro should coordinate with these agencies to update the Communities of Interest and Parks of Interest.

Responsible Parties:

- LA County Department of Parks and Recreation

Supporting Partners:

- Los Angeles Metro

4.4 Initiate demand management at parks to encourage transit-use.

Restriction of parking or road access can relieve automobile congestion and encourage transit use. It can help prioritize the needs of people who do not have access to a vehicle by helping to create a more level playing field. Parking charges and road access restrictions could be coupled with viable transportation options, so that people who cannot afford to park their car are not excluded from accessing the park.

Charging for parking is one of the most effective ways to encourage non-driving; at parks with high drop-off activity, fees could be charged for curb access as well, as long as a viable transit option exists. Parks and recreational areas that experience high peaks in demand may be suited for dynamic pricing that fluctuates based on changes in demand. For dynamic pricing, a base off-peak and maximum peak-hour rate could be set and variances can be based on season, day of week, holidays, and special events. Dynamic pricing provides potential to influence visitor flows and travel behavior when peaks are anticipated. Where parking access is charged, fees could be allocated to park improvements through a park(ing) benefit district or incentive programs.

Parking restrictions and policies are only as good as the corresponding enforcement. Enforcement of parking policies may include monitoring of the correct use of a permit system, enforcing time limits, proof of payment, or other restrictions where applicable. Enforcement could be conducted on a daily basis and to ensure efficacy. Enforcement may be conducted by parking ambassadors or through automated technology, depending on cost and feasibility, and may include a tiered approach of encouragement, education, warning, and ticketing. Signage may also be included at major access points that indicates when parking is filled and people could take the shuttle so they save a trip to the full parking.

While parks with low park pressure were prioritized in the data analysis (pgs. 31-32), initiating transit to parks projects could increase park attendance and correspondingly increase park maintenance needs. A parking fee program (or other transit demand management programs) coupled with a transit to parks project may be an opportunity for generating additional funding for parks. There are many examples of successful parking fee programs that generate benefits for the surrounding area.

Parking benefit districts are typically used by downtown areas or shopping districts to return revenue generated through paid parking to improve the neighborhoods where revenue is generated. Typical uses of parking benefit income includes historic preservation, streetscape improvements, bike parking, bike share, public Wi-Fi, wayfinding, and free universal transit passes. Such a program could be adopted to fund similar improvements at parks and recreation areas where fees are assessed for parking. Key to the success of such a program is transparency, by messaging directly to visitors that the revenue generated from paid parking will be reinvested into multi-modal access improvements and increased amenities/programs at the specific park location. As part of its Transit Supportive Planning toolkit, Metro provides

links to successful parking benefit district examples and tools available online here: <https://www.metro.net/projects/tod-toolkit/parking-benefit-districts>.

Responsible Parties:

- Park management agencies / operators

Supporting Partners:

- Cities and municipal agencies

5

Getting There



Here we present a road-map for Metro and Countywide partners to move forward with transit to parks planning and implementation. This Chapter acts as a guide, laying out next steps for stakeholders who should collaborate on transit to parks solutions. There are a number of avenues that transit providers, open space conservancies, and community based organizations can take to jump-start change.



Working Together

There are a number of avenues that transit providers, open space conservancies, and community based organizations can take to jump-start change.

Metro



Metro is committed to integrating transit to parks planning into the regional transportation network and into future projects. To facilitate better transit access to parks for Communities of Interest, Metro will use this Plan as a guide to identify ongoing ways to integrate transit to parks considerations into existing and new projects, as well as procedures within Metro.

See the recommendations outlined in Chapter 4, Making the Connections and the Next Steps Matrix on page 89.

Key Departments within Metro

Countywide Planning & Development
 Transit Corridors & Systemwide Planning
 Transit Operations
 Communications
 Finance
 TAP

Transportation Partners



Transportation agencies may include a variety of public or private organizations that want to better connect people to parks.

Transportation partners should use this Plan as a guide to understand Communities and Parks of Interest, as well as possible programs and initiatives. Transportation agencies should collaborate with local agencies and community stakeholders.

If you are a Transportation Partner...

Look at the Parks and Communities of Interest, read through the recommendations outlined in Chapter 4, Making the Connections and see the Next Steps Matrix on page 89. Many of these strategies relate to you. One of the most important steps is to perform an Operational Assessment to evaluate your existing transit routes. Do they serve the parks and communities identified? Could you increase headways or extend operating hours to better connect people to parks, especially in the afternoons and weekends? Are there new projects you have in the works that you can prioritize to address the park access gaps in your community? Can you update your signage and maps to include important park destinations?

Who is a Transportation Partner?

Countywide transit agencies
 Private transportation providers
 Churches, etc. with access to transportation vehicles

Planning & Park Partner



Planning & Park partners may include staff from local cities who want to improve access to parks or parks-related management and operation agencies who want to extend the reach of their public park to a broader Los Angeles community.

If you are a Planning or Park Partner...

Build relationships with local community partners and transit providers.

- Speak with community members and park users to understand their needs - are there access improvements that can be made?
- Read through the recommendations outlined in Chapter 4, Making the Connections and see the matrix on page 89. Can you introduce wayfinding in your community or in your park that encourages transit to parks use? Are there walking and biking improvements you can make? Do you have Plans and policies that can be updated to emphasize transit to parks access? If you have discretionary funding, can you dedicate a component of it to increasing park access and supportive programming for the identified Communities of Interest?

Who is a Planning & Park Partner?

Cities within LA County
Large planning agencies (e.g. SCAG)
Council of Governments
Park Management Agencies/Operators
Open Space Conservancies

Community Based Partner



Community based partners are likely to be representatives from community based organizations, advocacy groups, and non-profits, though can also be individuals. These partners may represent a Community of Interest and are important collaborators for transit to parks planning.

If you are a Community Partner...

Petition your Council Member, City agency representatives, or transit provider to express your desire for better transit access in your community. Hold conversations with community members to better understand needs relating to transit to parks access. Work collaboratively with your local government agency to develop project ideas and a proposal.

Who is a Community Based Partner?

Non-Profits
Advocacy Organizations
Community Based Organizations
Individuals

Pilot Projects

The implementation of pilot projects requires coordination between multiple agencies and stakeholders. Pilot project implementation steps may include:

- Performing public outreach to get input relating to the creation of pilot projects' Operating Plans
- Preparing Operating Plans for the pilot projects
- Implementing the pilot projects
- Preparing and running concurrent marketing & publicity campaigns
- Monitoring data & evaluation (qualitative & quantitative)
- Reporting back to Metro Board regarding project progress
- Selecting successful pilots for continued funding, as permanent services
- Identifying new projects & ongoing planning using criteria outlined in this Plan

The matrix below outlines supportive programs and initiatives that should be coupled with pilot projects.

Potential Supportive Programs & Initiatives

Task*

1. Help People Find Their Way

	Local & Regional Parks	Beaches & Mountains	Responsibility
1.1: Evaluate need and develop First/Last Mile Pathway wayfinding strategies.	●	●	Metro Transit providers countywide Cities and municipal agencies Park management agencies / operators
1.2: Include transit connections to parks and open spaces on transit maps and parks maps.	●	●	Metro Transit providers countywide Cities and municipal agencies Park management agencies / operators Community-based organizations / non-profits
1.3: Identify funding to support a communications strategy.	●	●	Transit providers countywide Cities and municipal agencies Community-based organizations / non-profits Metro

* See Chapter 4 for a detailed description of each of these programs and initiatives. Most will require additional resources.

Task*

Local & Regional Parks

Beaches & Mountains

Responsibility

2. Make it Easier

2.1: Review service from operational perspective to assure access.	●	●	Metro Transit providers countywide Park management agencies / operators
2.2: Use transit vehicles that are transit to parks friendly.	●	●	Metro Transit providers countywide Park management agencies / operators
2.3: Add transit to parks information on metro.net.	●	●	Metro SCAG and other regional entities Transit providers countywide Cities and municipal agencies Community-based organizations / non-profits Park management agencies / operators
2.4: Support First/Last Mile improvements that encourage safe walking and biking access to parks.	●		Cities and municipal agencies Metro Transit providers countywide Park management agencies / operators SGAG and other regional entities Community-based organizations / non-profits

3. Make it Fun to Use Parks

3.1: Initiate educational components at park destinations and on Transit to Parks shuttles, buses, or other infrastructure.	●	●	Community-based organizations / non-profits Park management agencies / operators Metro Transit providers countywide
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4. Make it Last

4.1: Prioritize transit to parks as an ongoing initiative at the County and local levels.	●	●	Metro Transit providers countywide SCAG and other regional entities Cities and municipal agencies Park management agencies / operators Community-based organizations / non-profits
4.2: Provide grant writing support for Transit to Parks projects and initiatives.	●	●	Metro
4.3: Revisit the data in coordination with LA County Department of Parks and Recreation.	●	●	LA County Dept. of Parks and Recreation Metro
4.4: Initiate demand management at parks to encourage transit-use.	●	●	Park management agencies / operators Cities and municipal agencies

Funding Opportunities

The next pages include a series of Local, Regional, State, and Federal funding opportunities for transit to parks access solutions. We first show what sorts of projects are funded by each grant and then dive into detail relating to:

- Grant Name
- Grant Type
- Funding Source
- Eligible Agencies
- Frequency
- Funding Cycle
- Funding Available
- Minimum / Maximum Funding
- Average Number of Applications Received
- Average Amount Awarded
- Disadvantaged Community Requirements
- Contact Information

Types of Projects Funded

Grant Name

	Transit, bicycle, & pedestrian infrastructure	Route realignment	New service	Education & marketing	Fares & incentives	Partnerships
Local						
Measure A - Community-based Park Investment Program / Neighborhood Parks, Healthy Communities, & Urban Greening Program	●					
Measure A - Regional Recreation, Multi-Use Trails, and Accessibility Program	●		●	●		
Measure A - Recreation Access Program	●		●	●		
Regional						
Sustainability Planning Grant Program	●					
Go Human Campaign				●		●
Clean Transportation Funding	●		●			
State						
Sustainable Transportation Planning Grant Program		●	●	●		
California Active Transportation Program	●					
Transit and Intercity Rail Capital Program		●	●			
Environmental Enhancement and Mitigation Program (EEMP)	●			●		
Urban Greening Grant Program	●					
Mobile Source Air Pollution Reduction Review Committee (MSRC)	●			●	●	●
Prop 68 Community Access Program (CAP)	●		●	●		●
Prop 68 Trails & Greenway Investment	●					
Federal						
Federal Lands Access Program	●	●	●	●	●	●
Federal Lands Transportation Program	●					
Surface Transportation Block Grant Program	●					
Recreational Trails Program	●					
Congestion Mitigation and Air Quality Improvement Program	●	●				
The Better Utilizing Investments to Leverage Development (BUILD) program	●		●			●
Land and Water Conservation Fund (LWCF)	●					
Other						
Fostering Healthy Environments	●			●		
Community Health Initiatives	●			●		
Pacific Life Foundation Grants	●			●		
Meet Me at the Park	●					
Safe Routes to Parks	●					
Kodak American Greenways Awards Programs	●					

Funding Matrix

Grant Name	Grant Type	Funding Source	Eligible Agencies	Frequency
Measure A - Category 1 & Category 2	Formula - Parcel Tax of 1.5 cents per sq. ft. of development	Los Angeles County Regional Park and Open Space District (RPOSD)	City, county	Annual
Measure A - Category 3 & Category 4 (General)	Competitive - available funding is based on a % of the Parcel Tax	Los Angeles County Regional Park and Open Space District (RPOSD)	Public agencies, special districts, joint power authorities, nonprofit organizations, schools	4 years
Measure A - Category 3 & Category 4 (Recreation Access)	Competitive - available funding is based on a % of the Parcel Tax	Los Angeles County Regional Park and Open Space District (RPOSD)	Public agencies, special districts, joint power authorities, nonprofit organizations, schools	Biennial
Measure M	Formula - 1/2 Cent Sales Tax (2018-2038), 1 Cent Sales Tax (2039 onward)	Los Angeles County Metropolitan Transportation Authority (Metro)	City, county, transit agency	Annual
Measure R	Formula - 1/2 Cent Sales Tax (2009 - 2039)	Los Angeles County Metropolitan Transportation Authority (Metro)	City, county, transit agency	Annual (through 2039)
Regional				
Sustainability Planning Grant Program	Competitive	Southern California Association of Governments (SCAG)	City, county, transit agency	Annual
Go Human Clean Transportation Fund	[pending]	Mobile Source Air Pollution Reduction Review Committee (MSRC), OTS, or Caltrans ATP funds	[pending]	[pending]
SCAG Contact for Regional Grants				

Funding Cycle	Funding Available	Min/Max Funding Requested per App	Avg # Apps	Avg. # Apps Awarded	Avg. Amount Awarded	Disadvantaged Community Requirement	Key Contacts
N/A	\$45.5M	N/A	N/A	N/A	N/A	Yes (Category 2 only)	TBD 213.738.2981 OSDInfo@parks.lacounty.gov
Sep 1 - Feb 1	\$54.3M (4yr total)	TBD (min: \$100k max: \$3M)	N/A	N/A	N/A	Yes (for set aside only)	TBD 213.738.2981 OSDInfo@parks.lacounty.gov
Mar 1 - Aug 1	\$7.4M (2yr total)	TBD (min: \$100k max: \$3M)	N/A	N/A	N/A	Yes (for set aside only)	TBD 213.738.2981 OSDInfo@parks.lacounty.gov
N/A	~\$120B (Anticipated 40-year total)	N/A	N/A	N/A	N/A	No	
N/A	~\$40B (Anticipated 30-year total) ~\$5.4B (Through end of '17)	N/A	N/A	N/A	N/A	No	
Sept - Nov (FY17)	\$2M (FY18)	No minimum, \$200k max.	139 (FY17)	39% (54 awards FY17)	Avg: 178k (FY17) \$9.6M total	Yes (some exceptions)	Rye Baerg 213.236.1866 baerg@scag.ca.gov
[pending]	[pending]	[pending]	[pending]	[pending]	[pending]	[pending]	GoHuman@scag.ca.gov

SCAG Contact on Regional Grants | Sarah Jepson | jepson@scag.ca.gov

Funding Matrix

Grant Name	Grant Type	Funding Source	Eligible Agencies	Frequency
Sustainable Transportation Planning Grant Program	Competitive	Caltrans	"City, county, transit agency	Annual
California Active Transportation Program	Competitive	Caltrans (combined federal and state funding)	City, county, transit agency, public lands agencies, schools, nonprofit organizations	2 years
Transit and Intercity Rail Capital Program	Competitive	CalSTA	City, county, transit agency, or joint powers authorities operating buses or transit lines	Annual
Environmental Enhancement and Mitigation Program (EEMP)	Competitive	California Natural Resources Agency	City, county, transit agency	Annual
Urban Greening Grant Program	Competitive	California Natural Resources Agency	City, county, transit agency	Annual
Mobile Source Air Pollution Reduction Review Committee (MSRC)	Competitive	California AB 2766 (department motor vehicle registration fee -discretionary funds)	City, county, transit agency, and school districts	At-will
Prop 68 Community Access Programs (CAP)	Competitive	Proposition 68 - Parks, Environment and Water Bond	Public agencies, other organizations TBD	N/A
Prop 68 Trails and Greenway Investment	Competitive	Proposition 68 - Parks, Environment and Water Bond	Public agencies, state conservancies, special districts, joint power authorities, non-profit organizations	N/A

Funding Cycle	Funding Available	Min/Max Funding Requested per App	Avg # Apps	Avg. # Apps Awarded	Avg. Amount Awarded	Disadvantaged Community Requirement	Key Contacts
Jan - Feb (FY19)	\$29.5M (FY19)	\$50k min. for disadvantaged communities, \$100k min. for all others, \$1M maximum	127 (FY18)	34% (43 awards FY18)	Avg: 288k (FY18)	Yes	Priscilla Martinez-Velez 916.651.8196 priscilla.martinez-velez@dot.ca.gov
May - Jul (Cycle 4)	\$440M (Cycle 4) \$350M (Cycle 3) \$359M (Cycle 2)	\$250k minimum (can be waived for some project types); no maximum	554 (Cycle 4) 456 (Cycle 3) 617 (Cycle 2) 771 (Cycle 1)	38% (174 Awards-Cycle 3) 34% (207 Awards Cycle 2) 34% (265 Awards Cycle 1)	Avg: ~\$2M (Cycle 3) Avg: ~\$1.7M (Cycle 2) Avg: ~\$1.4M (Cycle 1)	Yes	Teresa McWilliam 916.653.0328 teresa.mcwilliam@dot.ca.gov
Oct - Dec (FY 18)	\$4.325B (FY 18)	N/A	47 (FY 18)	60% (28 Awards FY 18)	Avg: ~\$154M (FY 18)	Yes	Ezequiel Castro: Branch Chief 916.654.8012 tircpcomments@dot.ca.gov
Apr - June (FY17)	\$7M / year	Min: none Max: \$500k (up to \$1M for projects that include acquisition)	44 (FY16)	34% (15 awards FY16)	Avg: \$467k (min: 195k, max: \$700k)	No	Carol Carter 916.651.7588 Carol.Carter@Resources.ca.gov Cristelle Erickson 916.651.7593 Cristelle.Erickson@Resources.ca.gov
Jan - Apr (FY18)	\$80M (FY17) \$24.7M (FY18)	Min: none Max: none	143 (FY17)	27% (39 awards FY17)	Avg: \$2M (FY17) (min: \$104k max: \$5.2M)	Yes	Carol Carter 916.651.7588 Carol.Carter@Resources.ca.gov Cristelle Erickson 916.651.7593 Cristelle.Erickson@Resources.ca.gov
N/A	N/A	N/A	N/A	N/A	N/A	No	Cynthia Ravenstein 909.396.3269 Carol.cynthia@cleantransportationfunding.org
N/A	\$200M approx.	N/A	N/A	N/A	N/A	Yes	California Department of Parks and Recreation
N/A	\$30M approx.	N/A	N/A	N/A	N/A	Yes	California Natural Resources Agency

Federal Lands Access Program	Competitive	FHWA funding distributed by Caltrans	City, county, districts, state & federal agencies, non-profit organizations with management responsibilities of public lands	Biennial (currently dormant - next cycle begins 2020)
Federal Lands Transportation Program	Formula	FHWA funding distributed to Federal agencies	Federal land management agencies	Annual
Surface Transportation Block Grant Program	Formula	FHWA funding distributed by Caltrans	City, county, transit agency	Annual
Recreational Trails Program	Competitive	FHWA funding distributed by Caltrans	City, county, districts, state & federal agencies, non-profit organizations with management responsibilities of public lands	Biennial (currently dormant - next cycle begins 2019)
Congestion Mitigation and Air Quality Improvement Program	Formula	FHWA funding distributed by Caltrans	Regional planning organizations	Annual
The Better Utilizing Investments to Leverage Development (BUILD) program	Competitive	U.S. DOT	City, county, transit agency	Annual
Land and Water Conservation Fund (LWCF)	Competitive	National Parks Service (NPS), California Department of Parks and Recreation	City, county, tribal government, joint power authority, non-state agencies with authority over public parks	Annual

Metro Contact for Federal Grants

Funding Cycle	Funding Available	Min/Max Funding Requested per App	Avg # Apps	Avg. # Apps Awarded	Avg. Amount Awarded	Disadvantaged Community Requirement	Key Contacts
N/A	N/A	N/A	N/A	N/A	N/A	No	Chris Longley: Access Program Manager christopher.longley@dot.gov
N/A	N/A	N/A	N/A	N/A	N/A	No	Jeff Mann: Senior Program and Technical Manager, Office of Federal Lands Highway 202.366.9476 jeffrey.mann@dot.gov
N/A	N/A	N/A	N/A	N/A	N/A	No	David Bartz: FHWA Office of Program Administration 512.417.5191 david.bartz@dot.gov
June - Oct (FY15-16)	~\$10M for FY15-16 (varies by year)	Min: N/A Max: 88% of total project cost	64 in CA (FY15-16)	15.5% (10 awards in CA)	"Avg: ~\$1M Med: \$900k Total: ~\$10M (FY15-16)"	No	Melinda Steinert 916.651.7744 Melinda.Steinert@parks.ca.gov
N/A	N/A	N/A	N/A	N/A	N/A	No	Lima Huy 916.651.7411 lima_huy@dot.ca.gov
Apr - Jul (FY 19)	\$1.5B	"Min: \$5 million Max: \$25 million"	800 - 1,000	~5%	~\$10 million	No	DOT Office of Infrastructure Finance and Innovation 202.366.0301 BUILDgrants@dot.gov
Oct 03 - Feb 05 (FY18)	\$94.9M (national total FY16)	Min: \$250k Max: \$750k	24 in CA	(17 in CA recommended)	\$8M awarded to CA (2016) (\$8.8M recommended 2016)	Yes	Melinda Steinert 916.651.7744 Melinda.Steinert@parks.ca.gov

Metro Contacts on Federal Grants: Assad Hamindeh (Competitive Grants) HamindehA@metro.net
Fanny Pan (Federal Formula/Subregional) PanF@metro.net

Fostering Healthy Environments	Competitive	The California Wellness Foundation	Public agencies, non-profit organizations	By request
Community Health Initiatives	Competitive	Kaiser Permanente	Public agencies, non-profit organizations	Annual
Pacific Life Foundation Grants	Competitive	Pacific Life Foundation	Public agencies, non-profit organizations	Annual
Meet Me at the Park	Competitive	National Recreation and Park Association	Public agencies, non-profit organizations	Annual
Safe Routes to Parks	Competitive	National Recreation and Park Association	Public agencies, non-profit organizations	Annual
Kodak American Greenways Awards Programs	Competitive	The Conservation Fund	Public agencies, non-profit organizations, individuals	Annual
Metro Contact for Discretionary Grants				

Funding Cycle	Funding Available	Min/Max Funding Requested per App	Avg # Apps	Avg. # Apps Awarded	Avg. Amount Awarded	Disadvantaged Community Requirement	Key Contacts
N/A	Unknown	Unknown	Unknown	8390 awards since 1992	Avg: \$113k \$950M total since 1992 (unsure how much AT)	Yes	Grants Management 818.702.1900
? - Mar 15	Unknown	Min: none Max: unknown	Unknown	(36 awards FY 17)	Avg: \$16.7k \$600k total (FY17)	Yes	https://community.kp.org/be-involved/contact
July 15 - Aug 15 (FY18)	~\$7M (FY18)	General: \$5k / \$15k Capital: \$20k / \$100k	~400	56% (224 awards FY18)	\$10k (2.3M total, \$5k-\$15k awards)	Yes (depends on category)	949.219.3214 PLFoundation@PacificLife.com
Jan - Mar 1	Unknown	Unknown	Unknown	(25 awards FY17)	~\$30k (\$11k - \$50k)	Yes	playspacesRFA@nrpa.org
? - Feb 23 (FY18)	\$120k	\$12K	Unknown (FY18 is first cycle)	(10 awards, does not change)	\$12k	Yes	parks@saferoutespartnership.org
Mar 1 - Jun 1	Unknown	Min: \$500 Max: \$2500	Unknown	(2 recent awards)	~\$1500	No	greenways@conservationfund.org
							Metro Contact on Discretionary Grants: Cosette Stark StarkC@Metro.net





TRANSIT TO PARKS

APPENDIX



TRANSIT TO PARKS DATA APPROACH

1 Introduction

Overview of approach to data

2 Who Communities of Interest

Identifies which communities the Plan should focus on

3 Where Parks of Interest

Identifies what parks the Plan should improve access to

4 Summary Matrix

Summarizes metrics and indicators



“The goal of this memo is to present the data layers that form the foundation of the T2P Plan.”

INTRODUCTION

The Transit to Parks (T2P) Plan will identify a series of projects, programs, and initiatives to improve access to parks and open spaces across LA County, with a particular emphasis on communities of need. The goal of this memo is to present the data layers that form the foundation of the T2P Plan.

T2P data is divided into two main categories:

- “Who” – Demographic Metric that identifies which communities the Plan should focus on
- “Where” – Parks and Open Space Metric that identifies what parks the Plan should improve access to

The “Who” layer identifies “Communities of Interest,” which are in need of better transit access to parks. The “Where” layer identifies “Parks of Interest,” which are park facilities of varying type that provide ample amenities, are of substantial size, and respond to certain characteristics of interest as indicated by the project’s Transit to Parks Advisory Committee (T2P AC).

What’s Included

Each of the metrics include the following:

- Indicators – A series of sub-layers that define the metric
- Weight – Indicators are given a weight in order to emphasize certain characteristics

The memo also presents a discussion of why indicators were selected over others, as well as the limitations associated with the data.

Overall, data was selected because of its:

- applicability to transit to parks planning
- availability and accuracy; the data is from pre-existing, reputable sources
- alignment with recommendations and feedback from the projects’ advisory committee.

The T2P Strategic Plan and its evaluation process is limited by available data. The selected measures leverage datasets that were already available through public or agency sources.

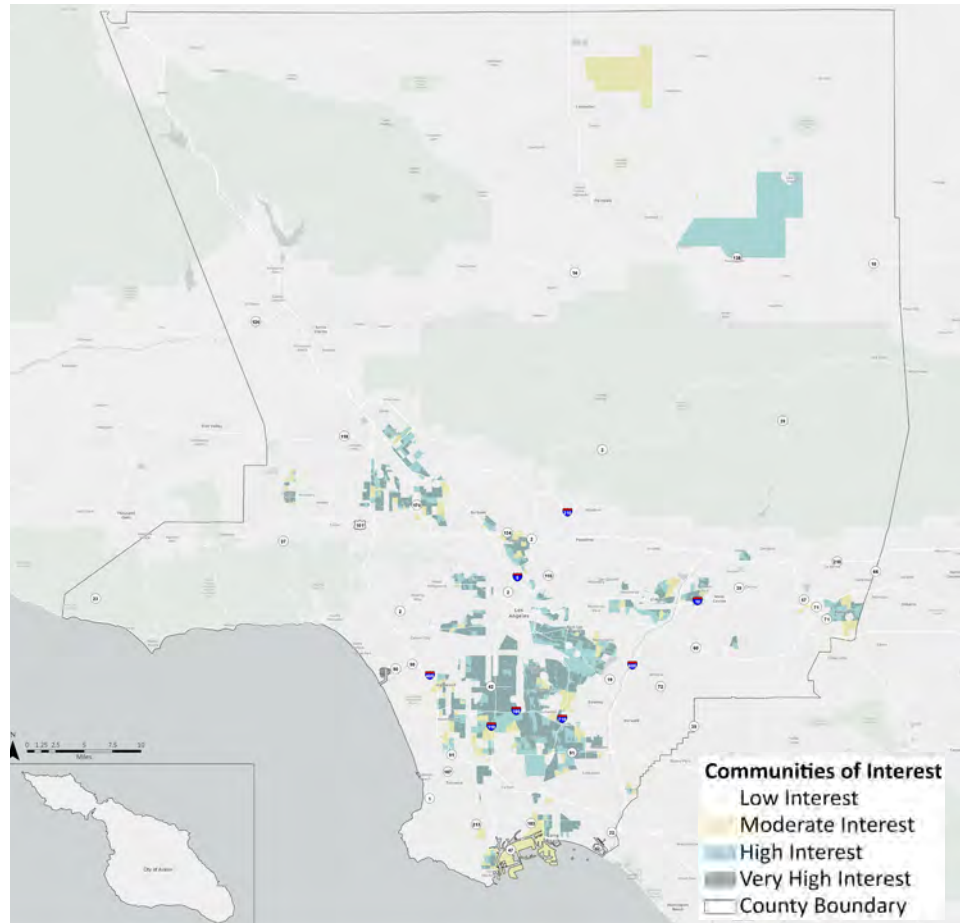
Process

After the metrics are set, they are overlaid so that Communities of Interest and Parks of Interest can be linked through transit and access improvements.

Equity Framework

In March 2018, the Metro Board approved the Metro Equity Platform Framework, which acknowledges disparities in communities’ and individuals’ ability to access jobs, housing, education, health, and safety, and provides a foundation for Metro to provide leadership in addressing these inequities. The Framework considers equity along various lines, including income, race, class, age, gender, disability, and residency. The data layers used as a foundation of for T2P Strategic Plan reflect this emphasis.

WHO: Identifies Communities of Interest



Communities of Interest. See enlarged map in Chapter 2, or online at www.metro.net/projects/transit-parks

INTRODUCTION

This section looks at the “Who” layer – identifying Communities of Interest that should be prioritized for parks and open space access improvements. There are a variety of existing measures that are used to define communities of need – those based on income, race, class, on environmental risks and burdens, or on particular demographic characteristics. In the advisory committee meetings, many of these definitions were brought up as critical in the context of transit to parks planning. At the same time, the advisory committee and Metro’s Equity Framework both acknowledge that one-size-fits-all definitions of “equity” and “need” do not work – these words can mean many things in different contexts and to different audiences. For this effort we define Communities of Interest by overlaying pre-existing measures with a series of demographic characteristics identified as important by the project team and the advisory committee, in order to give the layer nuance and tailor it to the T2P Strategic Plan project.

DATA SELECTED

The “Who” demographics layer is comprised of four main indicators, along with four secondary indicators. The first four look at defining underserved communities primarily based on environmental and income considerations. The second four add weight to geographic areas with higher senior and youth populations, high obesity rates, and communities of color. The higher an area scores, the more likely it is to become a Community of Interest. Using the listed indicators below, an overall score is tallied and then categorized as follows:

- 0-39: Low Interest
- 40-59: Moderate Interest
- 60-79: High Interest
- 80-100: Very High Interest

Low Interest Areas were not included in the Plan. Moderate Interest Areas may be considered, but are not considered to be a priority. High Interest Areas are recommended for consideration and Very High Interest Areas are highly recommended as they qualify for most or all of the ranking criteria.

COMMUNITIES OF INTEREST

Areas designated as High and Very High Interest because of their income, environmental, health, age, racial makeup, and park need. In particular, this designation originates from a weighted overlay of an area’s score of the following:

Main Indicators

- **HDI (30 points possible)** – The Health Disadvantage Index (HDI) looks at six indicator categories, four of which focus on population characteristics and two on pollution/health characteristics, including things like low auto access, crowding, poverty, educational attainment, low birth weight, pedestrian injuries, and park or supermarket access, among others. The goal of the HDI is to identify communities with poor health outcomes and shortened life spans thereby defining need with a health lens.
- **DWR (20 points possible)** – The Department of Water Resources (DWR) defines a disadvantaged community in relation to Proposition 1 and Proposition 84 – a community with an annual median household income less than 80% of the statewide average. Areas with annual median household incomes less than 60% of the statewide average are considered severely disadvantaged.
- **SB535 CalEnviroScreen (20 points possible)** – The California Environmental Protection Agency and the Office of Environmental Health Hazard Assessment designate disadvantaged communities for

the purpose of SB535 (the California Global Warming Solutions Act of 2006). This indicator is based on identifying communities that are most affected by pollution and are most vulnerable to its effects. The indicator uses environmental, health, and social economic information to rank census tracts. Those with higher scores have higher pollution burdens and environmental vulnerability. Indicators include things like rates of asthma and cardiovascular disease, numbers of hazardous waste sites, emissions levels, traffic, pesticide use, unemployment, educational attainment, and poverty, among others. This is the chief measurement of disadvantaged communities for purposes of the Caltrans Active Transportation Program grant program.

- **Park Need Focus Area (10 points possible)** – This indicator refers to data from the *Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment (Needs Assessment)* and includes those areas that are designated as “Poor” and “Very Poor.” In the Parks Needs Assessment, these designations originate from a weighted overlay of an area’s: population density (60%), distance to a park (20%), and available park acres (20%).

Secondary Indicators

- **Senior Population (5 points possible)** – For this indicator, we have calculated the senior population (65 years or older) by census tract and have pulled out the top 25% of tracts with the highest density of seniors, based on population per unit area.
- **Youth Population (5 points possible)** – This sublayer uses the same calculation as the senior population, but this time for youth (under 18 years); we have pulled out the top 25% of tracts with the highest density of youth.
- **Obesity Rate (5 points possible)** – Measures of obesity are not included in the HDI, DWR, or SB535 frameworks. Added here as an additional layer, we have taken the top 25% (approx.) of census tracts with the highest obesity rates. These are areas where 31.1 - 41.4 percent of the population are considered obese, as defined by the LA County Department of Public Health.
- **Communities of Color (5 points possible)** – This indicator calculates the percent of non-white populations at the tract level and isolates all tracts where over 75% of the population is non-white.

DISCUSSION

It was important to the project team and advisory committee to base this project’s understanding of Communities of Need on existing statewide understandings. HDI, DWR, and CalEnviroScreen’s metrics are used by many governmental and non-governmental agencies and groups to qualify areas for funding and otherwise prioritize certain geographies for improvements. These definitions are widely vetted and widely accepted. It makes sense to align the T2P Strategic Plan framework with these sources.

Using median household income as an indicator alone, as DWR does can cloud analysis because it may group together very high-household income areas with very low income areas that happen to be located in the same census areas. Furthermore, a strictly income-based measure might overlook other elements like environmental justice issues or the presence of underrepresented communities. At the same time, the advisory committee indicated that income disparities are of utmost importance when it comes to transit to parks planning. For this reason the T2P Strategic Plan uses the environmentally-sensitive and more nuanced HDI and CalEnviroScreen metrics, which also contain income and demographic considerations, and then adds in the DWR income-related measures on top of that, giving more weight to income considerations.

While there is overlap in variables used between CalEnviroScreen and HDI (used by the Public Health Alliance of Southern California), the formula for how the indicators are calculated are dramatically different. While there may be some concern about these measurements overlapping, the Public Health Alliance conducted an analysis that approximately 55% of tracts in the state are both high HDI and CalEnviroScreen while 22.5% are just in HDI and 22.5% are just in Cal EnviroScreen. The T2P Strategic Plan considers both definitions in its data layering.

Only HDI includes park access as a small component of the indicator (5% of HDI calculation); other measurements do not factor in transit access to parks whatsoever. In this study, Park Need is calculated based on park acreage available per *Needs Assessment* study areas in LA County, plus population density, with minor variants on park condition and pressure. In many ways, it helps close the gap on standard measurements that focus on socioeconomic, environmental, health and education indicators but not on the acreage of available parks or population density.

The secondary measurements of obesity, communities of color, youth, and senior populations were identified by the advisory committee as especially important considerations, and thus were added on top of HDI, DWR, and CalEnviroScreen. These populations exist throughout all areas of LA County. Project and programs in the Plan should be developed to specifically cater to these populations, such as programs that prioritize youth and senior access to parks or those that promote active lifestyles.

Because the T2P Strategic Plan aggregates various pre-existing indexes, some metrics will be counted more than once. This is intentional and serves to give certain factors additional weight, therefore rank them with higher importance in the study.

COMMUNITIES WITH & WITHOUT QUALITY ACCESS

Not all communities that were initially indicated as High- and Very High Interest have access problems when it comes to getting to parks and open spaces. Communities of Interest with “good quality” park access were removed from consideration (i.e. were not prioritized for transportation improvements). This allows the T2P Strategic Plan to focus on areas where people live far away from a Park of Interest and/or cannot easily get there on transit.

Good quality access to parks is defined as areas where people live either within walking access to at least one Park of Interest or within 30 minutes of at least one Park of Interest using a high-quality transit ride, including wait time. “Walking access” is defined as a 5 minute, or ¼ mile walk and “high-quality transit” is defined as transit with 15 minute headways or more frequent on nights and weekends – times when people typically access parks.

Wait time is included because it is the time required for the complete, “door-to-door” trip that is most important to travelers (not just time spent aboard transit vehicles, or in cars, etc.). The focus on weekend and high-frequency stops indicates more frequent use of transit to access parks on the weekend along with people’s general willingness to walk longer for more reliable transit. Fifteen minutes is a widely used standard for “frequent” transit and transit services include all modes (rail transit, commuter rail, bus rapid transit, regular bus and ferry) and all service providers (e.g. Metro, Long Beach Transit, Big Blue Bus, Dash, etc.).

A NOTE ON PARK NEED FOCUS AREA

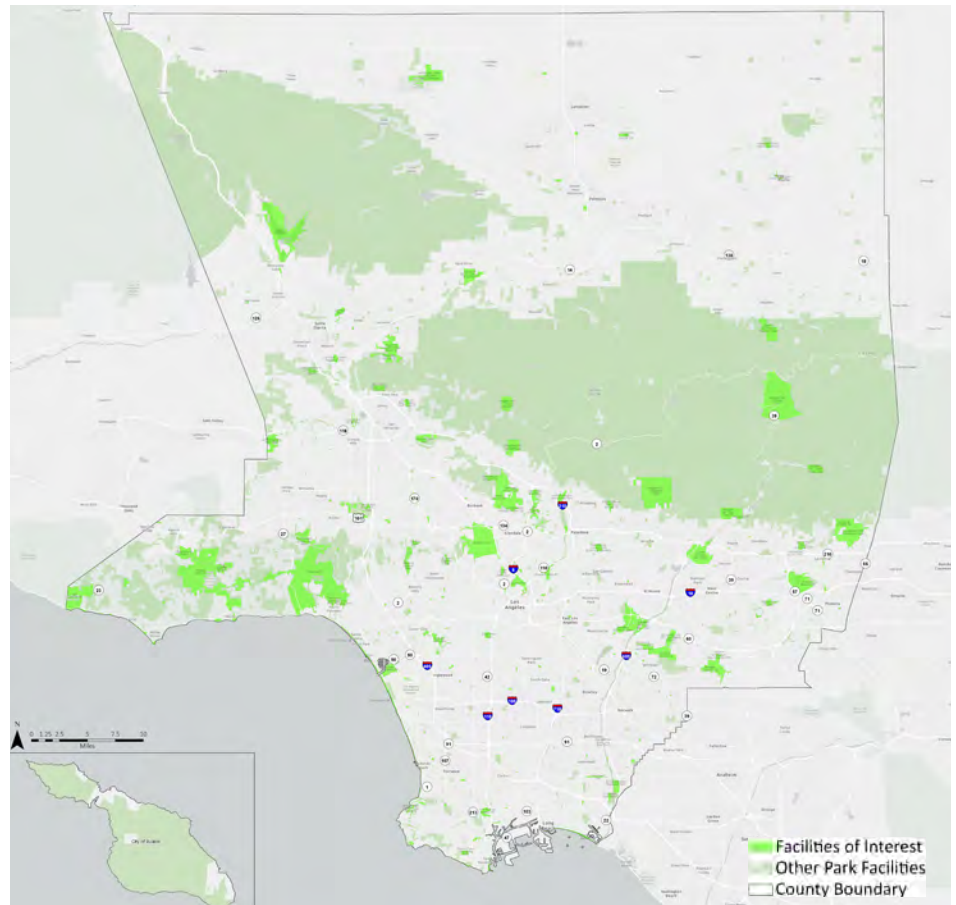
The Park Needs Focus Area indicator included here maintains the formula in the Needs Assessment and the adds to it, based on Plan priorities and advisory committee feedback. As a first step in data selection, we evaluated the “Park Need Focus Areas” developed for the *Needs Assessment*. As part of that project, park-rich to park-poor categorizations were created through a one-acre hexagonal grid Countywide. From there, a formula was calculated in determining Park Need Focus Areas that looked at population density, percent of population within walking distance of a park, and overall park acres. Generally, areas within LA County that contained the highest population densities, greatest amount of people that were not within walking distance to a park, and lowest amount of park acreage Countywide were selected as Park Need Focus Areas in the *Needs Assessment*.

The available park acres in the *Needs Assessment* included local parks, regional parks, and natural open spaces with definable active or passive amenities. However, given data limitations thousands of acres of natural open spaces, beaches and flood control channels were not included in this calculation of available park space. As a result, many areas adjacent

to beaches, flood control channels and natural open spaces in West Los Angeles, the Southeast San Fernando Valley and foothill communities in the San Gabriel Valley, for example, were considered in high or very high need of accessible park space in the *Needs Assessment*.

From these results, the T2P Plan adds in beaches, flood control channels and natural open space areas, given that many areas in LA County that are located proximate to beaches and natural open spaces tend to be more economically affluent than those located away from these amenities, and being in close proximity to these resources provides adequate access to parks and open space. The advisory committee supported this inclusion.

WHERE: Identifies Parks of Interest



Parks of Interest. See enlarged map in Chapter 2, or online at www.metro.net/projects/transit-parks

INTRODUCTION

This section looks at “Where” parks and open spaces areas are that should be prioritized for access. This layer uses data gathered through the *Park Needs Assessment*. The Plan considers a full range of park types from small local parks and regional parks, to open spaces, trails, beaches, and mountain destinations.

DATA SELECTED

The “Where” parks and open space layer is comprised of seven indicators. The top 200 (approx.) of Parks and Open Space Areas as ranked by: size; park type (e.g. beaches), presence of trails; amenities; condition of amenities; presence of cultural institutions (e.g. a nearby museum); presence of cooling amenities (e.g. a pool or splash pad); and park pressure. Each ranking category includes a weighting system to bring high-quality parks and open spaces to the top. For example, parks that are larger, have a trail network, and plenty of well-taken care of amenities will rise to the top. The minimum score was set at 30 points and parks need to contain one or more of the following for consideration as a Park of Interest.

Indicators (for all park indicators, see Summary Matrix at the end of this memo for a detailed breakdown of the weight formula)

- **Park Size** – More points are given to larger parks. This allows large regional parks to rise to the top, where a wider range of amenities and outdoor opportunities are available. With this emphasis, every regional park in the County is designated as a Park of Interest, as well as many large designated open spaces with multiple publicly-accessible trailheads, such as Topanga State Park.
- **Amenities and their Condition** – Parks are ranked higher if their amenities are in good condition versus fair or poor condition. This encourages parks that are more welcoming and better equipped for visitors to be prioritized for access improvements.
- **Park Pressure** – Regardless of the type of park, parks that have less demand versus others are prioritized through their ranking. Park pressure calculations, as determined by *Needs Assessment*, are based on the number of park acres per 1,000 residents in neighborhoods surrounding the park facility.
- **Presence of Trails** – Parks with trails are weighted higher than those without.
- **Presence of Cooling Amenities** – Parks with cooling amenities, such as a pool or splashpad are weighted higher than those without.
- **Beach Access** – Areas with beach access were automatically given 20 points, allowing for all beaches Countywide to be considered a Park of Interest.
- **Cultural institutions** – Parks with cultural institutions, such as a museum are weighted higher than those without.

DISCUSSION

With over 3,000 parks and just under 9,500 park amenities inventoried in the County through the *Needs Assessment*, there was a significant breadth of data to evaluate key Parks of Interest in LA County. When calculating these facilities, the *Needs Assessment* contains a detailed typology of park types, with information on individual park amenities and their condition. While the *Needs Assessment* did not evaluate beaches and most natural open spaces, acreage information was collected as part of this effort, and GIS files also were prepared noting the location of these areas. As a result, GIS information from the *Needs Assessment* has been used for all ranking criteria referenced in this memo and used in the Plan.

In determining which parks are most significant for this Plan, feedback was obtained from meetings with the advisory committee on December 11, 2017 and February 22, 2018. In addition, input was also considered from similar ongoing plans/projects in LA County, including efforts associated with the implementation of the Los Angeles Safe, Clean Parks and Beach Measure (Measure A). Based on this feedback, park facilities were organized based on size, features, and demand. The ranking criteria chosen prioritizes parks in good condition, with cultural, cooling, active amenities, and ample open space

acreage. Parks with direct access to beaches or trails were also prioritized. These were elements directly requested by the advisory committee.

Based on the ranking criteria, there are just over 200 parks selected Countywide that are considered Parks of Interest. One of the most significant findings from mapping the locations of park facilities of interest is that 86% are located outside of Park Need Focus Areas, confirming that most parks with desired amenities are not located near the majority of LA County residents.

WEIGHTING AND THRESHOLDS

It is important to note that even though larger parks are more heavily weighted, the Plan sets of a framework wherein parks other than regional parks are also targeted for access improvements, in recognition that often other parks, for example those that are smaller and more local, are closer and easier to get to for many Communities of Interest.

Weighting and thresholds were set so that certain characteristics would be elevated. For example, neighborhood parks under 5 acres and community parks under 20 acres need to contain multiple active amenities (baseball fields, soccer fields, tennis courts, etc.) to be considered a Park of Interest. Likewise, many smaller neighborhood or community parks may be considered Parks of Interest if they contain a cooling amenity or museum, library, or similar cultural facility, requiring less active amenities on that park site. For example, while Veterans Memorial Park in the City of Commerce is just under 10 acres (1 point), it also contains a wading pool and indoor community center, providing over half the points the Park of Interest needs to achieve the minimum 30-point threshold for a Park of interest. As another example, while Hancock Park in the City of LA is 23 acres (receiving 10 points on acreage alone), having the La Brea Tar Pits within the park enables the facility to obtain 25 additional points, allowing Hancock Park to reach over the minimum 30-point threshold needed to be considered a facility of interest.

Similarly, cultural institutions were weighted so highly because at lower thresholds, they did not have an impact at all, in terms of showing up as an Park of Interest.

DATA LIMITATIONS

In terms of facilities of interest, information on trails data in the Angeles National Forest and many other natural open space areas within Los Angeles County area are limited, as information on park amenities under the US Forest Service and Mountains Recreation Conservation Authority (MRCA) jurisdiction, which account for over 768,325 acres of Natural Open Space in Los Angeles County, were not collected as part of the Needs Assessment. While DPR is currently working alongside both MRCA and the US Forest Service to collect trails data and incorporate this information into the County's Trails Website, this effort is in-progress and is not expected to be finalized until 2019.

DATA SUMMARY TABLES

WHO: IDENTIFICATION OF COMMUNITIES OF INTEREST

Layer Name	Description	Weight	Source
Health Disadvantage Index (HDI)	Top 25% of the HDI - an existing measure based on health outcomes	30	Public Health Alliance of Southern California
DWR Disadvantaged Communities	Severely Disadvantaged and Disadvantaged categories from DWR's DACs - an existing measure based on income	20	DWR
CalEnviroScreen SB535	Top 25% of the CalEnviroScreen - an existing measure based on pollution burden and population characteristics	20	CalEPA
Park Need Focus Area	High and Very High Need Areas from the Needs Assessment, with modifications as per description in this document	10	<i>LA County Parks Needs Assessment</i>
Senior Population	Top 25% of census tracts with highest senior populations (65 years or older)	5	US Census
Youth Population	Top 25% of census tracts with highest youth populations (under 18 years)	5	US Census
Obesity Rate	Top 25% of census tracts with highest obesity rates	5	LA County Dept. of Health
Communities of Color	Census tracts where over 75% of the population is non-white	5	US Census

WHERE: IDENTIFICATION OF PARKS OF INTEREST

Layer Name	Description	Weight	Source
Park Size	5-10 acres	1	<i>LA County Parks Needs Assessment</i>
	10.1-20 acres	5	
	20.1-100 acres	10	
	Over 100 acres	20	
Amenities and their Condition	Poor – 0.2 points per amenity	0.2 x	<i>LA County Parks Needs Assessment, DPR (for all Trail Types)</i>
	Fair – 0.5 points per amenity	0.5 x	
	Good – 1 point per amenity	1 x	
Park Pressure	Acres per 1,000 – high pressure	1	<i>LA County Parks Needs Assessment, DPR (for all Park Pressure statistics)</i>
	Acres per 1,000 – moderate pressure	5	
	Acres per 1,000 – low pressure	15	
Trails	Community Park Trails	5	<i>LA County Parks Needs Assessment, DPR (for all Trail Types)</i>
	Regional Park Trails	10	
Cooling Amenities	Park contains a pool, splash pad, or other cooling amenity	10	<i>LA County Parks Needs Assessment, DPR (for all cooling amenities)</i>
Beach Access	If location contains beach access	20	<i>LA County Parks Needs Assessment, DPR (for all beaches)</i>
Cultural Institutions	Museum, library, or similar facility within or immediately adjacent to a park	25	<i>LA County Parks Needs Assessment, DPR (for all cultural institutions)</i>



TRANSIT-TO-PARKS CASE STUDIES

1

Introduction

Overview of study, approach, cases included, organization of document, and key takeaways

2

Case Studies: Local / Regional

Shuttle / bus programs within Los Angeles County

3

Case Studies: Other / National

Systems and programs outside of Los Angeles County

4

Summary Matrix

Summary matrix that describes and evaluates each program along with a series of indicators

5

Resources / Links

Collection of relevant reference documents and links used during the study



“Fifteen examples are included from LA County and further afield, which represent a wide range of transit-to-parks access solutions.”

INTRODUCTION

The goal of the Transit to Parks Strategic Plan (Plan) is to provide decision-making guidance on how to better connect people to parks and open space via transit across the County. This is no small feat; most of our neighborhoods are not built around nearby local parks, and desirable open space is often miles away from people’s homes and workplaces. As one of the first steps in identifying appropriate access strategies for the County and for LA Metro, the Planning team has compiled this study of 15 examples from LA County and further afield, which represent a wide range of transit-to-parks access solutions.

The majority of programs studied are shuttles and buses that link people to parks from a consolidated parking area or a transit stop. Some serve major destinations such as Muir Woods, in Marin, CA or Maroon Bells in Aspen, CO; whereas others serve local and regional destinations, such as the Fish Canyon Shuttle in Duarte, CA. Some are still in service today, while others were pilot programs or were discontinued; some see high-ridership, others low. All examples provide lessons for the Plan.

Shuttles and Buses

Shuttle / Bus examples include:

1. The Fish Canyon Falls Shuttle (Duarte, CA)
2. The Chantry Flat Shuttle (Arcadia, CA)
3. The Topanga Beach Bus (Los Angeles Beaches, CA)
4. The DASH to the Griffith Observatory (Los Angeles, CA)
5. Dodgers Stadium Express (Los Angeles, CA)
6. The ParkLINK Shuttle (Santa Monica Mountains, CA)
7. The Muir Woods Shuttle (Marin, CA)
8. The Columbia Gorge Express (Portland, OR)
9. The Maroon Bells Guided Bus Tours (Aspen, CO)
10. The Hanging Lakes Shuttle (Glenwood Canyon, CO)

From the cases studied, the impetus for introducing shuttle service is typically related to the popularity of the destination, the presence of limited on-site parking, and challenging existing road access conditions. Typically open space sites linked by shuttles were seeing high automobile congestion, illegal parking, and environmental degradation. While these were the main reasons cited for shuttle / bus

service introduction or modification, the fact that non-auto owners had limited or no access to open space sites was also frequently cited. One of the main goals of the Plan is to provide access to disadvantaged and carless populations.

Thinking Beyond the Shuttle

Beyond shuttle and bus programs, it was challenging to find examples of implemented or planned access solution types that have specifically been used to get people to parks. However, several national initiatives have been instrumental in providing funding to improve transit access to parks at a programmatic level.

One main framework, that may be gaining momentum is the Safe Routes to Parks movement (National Recreation and Park Association and the Safe Routes to School National Partnership). While not specifically profiled as part of a case study in this report, the Safe Routes to Parks action framework suggests some interesting best practices that align with this Plan, from a first/last mile perspective. While some solutions to increase and improve access to parks around the County will be shuttle- and bus-based, others may be first/last mile solutions for improving walking and biking conditions in between parks and transit stops and addressing concerns about walking and biking safety, navigability, and general access.

Safe Routes to Parks highlights the need for safety and perception of safety for walking (and biking) pathways between transit and parks, as well as improved navigability. This can manifest as street upgrades along routes that lead to a park, new crossings and improved park entrances, signage and wayfinding to parks, and heightened maintenance practices. It also points to the need for: finding solutions that are tailored to the desires of the community; cultivating relationships with law enforcement; partnering with local organizations and coalitions; and addressing street harassment issues.

Additionally, given Metro's continued commitment to incorporating first/last mile strategies throughout the County, this report does not include first/last mile-specific case studies. Solutions identified in the 2014 *First/Last Mile Strategic Plan* include recommendations to:

- *Improve crossings and connections to increase pedestrian visibility* with enhanced crosswalks, curb extensions, and shortcuts;
- *Increase signage and wayfinding* by installing directional and informational signage on heavily trafficked corridors around transit stations, etc;
- *Enhance multi-modal safety and comfort* by installing lighting, improving freeway underpasses

- and bus waiting areas, and calming traffic;
- *Redistribute streetspace* by allocating dedicated space for busses, bicyclists and pedestrians;
- *Incorporate other first/last mile amenities* such as bike storage on busses, bike share stations, and rolling lanes.

See the *First/Last Mile Strategic Plan Toolkit* for a more exhaustive list of suggest solutions that may be applied to this Plan.

In addition to the shuttle / bus examples profiled in this memo, also included are a series of access solutions that represent interesting opportunities for LA Metro and the Strategic Plan. These additional five examples have not been explicitly employed to get people to parks and open space, but certainly could be in the future. They were chosen based on preliminary research that pointed to possible integration of non-traditional solutions relating to on-demand services, new autonomous technologies, web-based offerings, educational components, and incentive structures.

These examples include:

1. Hybrid System: Chariot, On Demand Vans with Fixed Routes (San Francisco, CA)
2. Education Program: The Transit and Trails Interactive

- App and Website (San Francisco, CA)
3. Incentive Program: The Youth Opportunity Pass (Vancouver, WA)
4. Local Program: Save Passages (Chicago, IL)
5. New Technology: Autonomous Shuttles (Various)

How this Study is Organized

Each case example is presented through an Overview and Key Takeaways, along with a consistent set of indicators relating to elements like ridership/usage, frequency, cost, and key partners (as appropriate and as data was available). The Key Takeaways are specifically relevant for the Plan and our local context in the County. Local shuttles and buses are presented first, followed by national examples and then non-traditional examples. A series of summary matrices follows the case studies, comparing each on a variety of characteristics. Links and resources are listed at the end of the document. A quick “At a Glance Matrix” can be found later in this document.

Key Lessons

While each case study lists specific takeaways relevant to the Plan there are some overarching lessons that are worth noting up front.

Marketing and advertising play a big role. Programs need to be widely and appropriately advertised both before service commences and during service, including the possibility for in-the-field notice boards and signage. Programs may use multiple outlets to reach target audiences: press releases, flyers and brochures; in-the-field signage, banners, and branded shuttles/ infrastructure; social media, city websites, transit agency websites, destination websites; hiking, visitor, and local blogs; articles, local public radio, etc.

Hours of operation and service capacity need to match demand. Hours of operation should reflect and adapt to demand trends. Parks and open space may be popular year-round, seasonally, or for special events/holidays. They likely also have visitation trends throughout the day and week. This may be further impacted by fluctuating recreational activity and weather conditions. Having variable and adaptive operating hours not only provides adequate service to park / open space for visitors, but also makes efficient use of resources. New technologies and handheld apps and devices may represent an important opportunity, however must also be put in the appropriate context as some communities may not have high rates of access to these technologies.

Shuttles or programs offered also need to be appropriately sized, not too large to be empty and wasting space and not too small to be overcrowded or undermanaged.

Consider a pilot. Introducing a shuttle or program as a temporary pilot or seasonal solution allows providers to measure effectiveness and adapt service features.

Rely on partners. Almost all of the cases studied highlight the fact that good partnerships are critical. Partners can help to run, fund, support, and publicize the service or program. Partnerships in the cases studied include parks, federal, state, and local governments, community organizations, non-profits, private companies and sponsors, and transit agencies.

Community input and political will are central to decide when, where, and how service and programs should be introduced or refined. This Strategic Plan is rooted in data, data that will help determine what sorts of service to recommend and where; the next layer that needs to be added is the more qualitative layer of what community members and leaders want to see and feel they would use.

Provision of transit service can be tied to demand management at destinations.

Restriction of parking or road access can further relieve automobile congestion and encourage transit-use. It can also improve transit efficiency to the destination.

Transit infrastructure introduced can be coupled with park orientation and educational components.

If people can get to a park, but then do not know how to use the resource or navigate it when they are there, the program isn't of much use. Some of the cases studied provided orientations and tours to help people get to know the parks and open space.

Education components can range from nature education about the plants, animals, and natural assets at the park, to education about health benefits and the positive impacts of using transit-to-parks as compared to driving (cost savings, environmental impacts, etc.). Introducing an educational component not only capitalizes on co-benefits, but can also unlock funding streams, programs, and partnerships within compatible non-transit arenas (e.g. health, environment, education, disadvantaged communities, etc.).

Assure comfort and ease of use. Comfort and ease for users are paramount. As an example, shuttles should provide amenities appropriate for recreational destinations, such as bike racks, places for bags and sports gear, surfboard racks, bathrooms for long trips, etc. Ease of use may mean considering on demand and flexible solutions, easy reservation systems, and appropriately cited stops and features.

Use data to track and modify.

Data collection on user/rider satisfaction or usage statistics and data management is helpful to proactively manage service to meet needs and demand. Ridership trends can help forecast future need and make efficient use of transit services. Surveys can tell us who the service and programs are reaching, what outreach methods are most successful, and how the services and programs should be altered.

One size doesn't fit all. Multiple solution types can be considered as a solution that works in one place, might not do well in another. Solutions should be rooted in community needs, as some solutions may inadvertently cause a barrier-to-entry. Tailored programs that are based on community needs will be the most successful and lasting solutions.

AT A GLANCE

Case Study	Service Type	Provider Type	Serves DAC*	Connects to Existing Transit	Constrained Parking Conditions	Reservation System	Provider Cost	Data Collection / Evaluation Method
Fish Canyon	Pilot	City	✓	✓	✓		Unknown	Ridership, Co-Benefits**
Chantry Flat Trailhead Shuttle	Pilot	Park Agency	✓	✓	✓		\$35,500 (Total project cost)	Ridership, Survey, Social Media, Co-Benefits**
Topanga Beach Bus	Continuous	County	✓	✓			\$124,000 (Projected service cost 2018)	Ridership, Co-Benefits**
Dash Observatory	Continuous	Transit Agency	✓	✓	✓		Unknown	Ridership, Co-Benefits**
Dodger Stadium Express	Continuous (Started as Pilot)	Transit Agency	✓	✓	✓		Full amount unknown \$1,169,000 grant (2013-2014)	Ridership, Co-Benefits**
ParkLINK Shuttle	Pilot	Park Agency	✓	✓			Unknown	Ridership, Co-Benefits**
Muir Woods Shuttle	Seasonal (Started as Pilot)	Transit Agency		✓	✓	✓	\$178,000 (Net operating cost 2016)	Ridership, Co-Benefits**
Columbia Gorge Express	Pilot	Transit Agency		✓	✓		\$150,000 (Total operating cost 2016)	Ridership, Co-Benefits**
Maroon Bells Guided Bus Tour	Seasonal	Transit Agency			✓		Unknown	Ridership, Co-Benefits**
Hanging Lake Shuttle	Proposed Shuttle	N/A			✓		\$8.71 - \$16.00 (Estimated cost per person, project not yet implemented)	N/A
Chariot	Continuous	Private		✓		✓	Unknown	Ridership
Transit & Trails	Continuous	Park Agency/ Private	✓	✓			Unknown	Usage Data, Co-Benefits**
Youth Opportunity Pass	Continuous (Started As Pilot)	Transit Agency/ Park Agency	✓	✓			\$300 per pass (2015)	Survey, Co-Benefits**
Safe Passage Routes	Continuous	School District	✓				\$283,000 (2017 Budget)	School attendance, Crime Data, Co-Benefits**

*Serves DAC: Provides service for disadvantaged communities or new access for non-auto owners

**Co-benefits: Includes benefits such as environmental improvements, reduction of traffic congestion, or educational benefits. See Measuring Effectiveness Matrix for more info.



2

LOCAL / REGIONAL

Case Studies

FISH CANYON FALLS SHUTTLE



SHUTTLE



DUARTE, CA



APRIL - JUNE 2016

Provider Type

City

Provider/Facilitator/Partners

City of Duarte (Provider)

Trip Time



7 min

Frequency of Service



Every 30 min

Ridership



49 riders (April) (May unknown)

140 riders (June)

User Cost



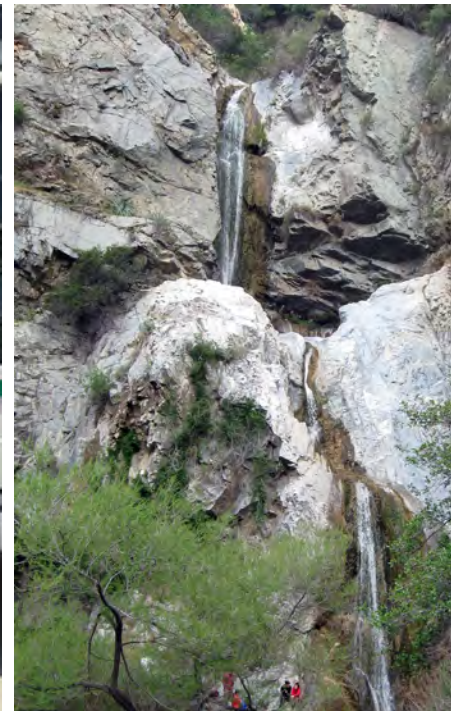
Free

Provider Costs

Unknown

Funding Sources

Proposition A and Proposition C Local Return - Metro



OVERVIEW

By popular demand and by City Council action, the City of Duarte implemented shuttle service from the Metro Gold Line Duarte/City of Hope Station to Fish Canyon. Fish Canyon is a popular recreation and hiking destination featuring a three tiered waterfall in the San Gabriel Mountains National Monument. The service ran from April to June 2016. The Fish Canyon Trail closed and shuttle service discontinued indefinitely in June 2016 due to a fire, which caused significant ecological damage and safety hazards. The free shuttle service was funded by the City of Duarte utilizing local return money from Proposition A and Proposition C. A van and a 24 passenger shuttle ran on Saturdays from 7am to 6pm picking up passengers every 30 minutes.

Due to popularity of the site, parking at the Fish Canyon trail head was impacted, resulting in illegal parking and overflow parking in nearby residential streets. The Fish Canyon Shuttle was successful in relieving parking pressure at the trailhead and nearby neighborhoods. The service also provided a connection to nature for people who did not have access to an automobile, or those who wanted to visit Fish Canyon without an automobile. The program was well marketed through word of mouth, the city website, Metro's blog platform - The Source, social media, press and local NPR station KPCC.

KEY TAKE-AWAYS

- Many shuttle programs such as this one have ecological co-benefits of due to reduced parking demand at the destination location.
- Social media can play a big role in marketing the program effectively.

CHANTRY FLAT SHUTTLE



SHUTTLE



ARCADIA, CA



SEPTEMBER -
OCTOBER 2016

Provider Type

Park Agency

Provider/Facilitator/Partners

Angeles National Forest (Provider)
SCAG (Partner)

Trip Time



20 - 25 min

Frequency of Service



Every 30 - 45 min

Ridership



842 riders over 3 weekends

User Cost



Free

Provider Costs

\$35,500 Total Project Cost

Funding Sources

CAR LESS California



OVERVIEW

The Chantry Flat Shuttle was a pilot program that provided shuttle service from the Metro Gold Line Arcadia Station to the Chantry Flat Recreation Area (Chantry Flat). Service was provided by the Angeles National Forest (ANF) for three consecutive weekends from September 24 to October 10, 2016. The Chantry Flat Shuttle was modeled after the success of the Fish Canyon Shuttle, which provided shuttle service from the Metro Gold Line Duarte/City of Hope Station to Fish Canyon in the spring of 2016.

In April 2016, a transportation workshop was facilitated by the Southern California Association of Governments (SCAG) and the Angeles National Forest. The ANF Transportation Working Group chose Chantry Flat to run a pilot shuttle following the City of Duarte's Fish Canyon shuttle precedent. Chantry Flat was also chosen because of its location near the Supervisor's Office in Arcadia for ease of logistics and planning.

Shuttle service was contracted through a private shuttle company with experience operating in mountainous terrain. The ANF working group looked into partnering with local cities and transit agencies; however, potential usage of city buses and shuttles was limited due to mountainous terrain, narrow passage, city's priorities, and liability insurance issues for running a city bus outside city boundaries.

The program was funded by a one-time grant from CAR-LESS California. The cost of the shuttle service contract was approximately \$15,000. Staffing for the Saturdays and Sundays, not counting the planning and preparation time for the project, was approximately \$17,000. General public

CHANTRY FLAT SHUTTLE (CONTINUED)

volunteer time (128.5 Hours @ \$24/Hour) was valued at \$3,000. Estimated material cost was \$500. The total cost of the project was \$35,500.

The program was marketed through flyers at Chantry Flat and the Metro Gold Line station, banners on Santa Anita Avenue, a press release to local media outlets, social media, and advertised through various partners' websites and networks. The shuttle was launched on National Public Lands Day and ended on the San Gabriel Mountains National Monument's 2nd year anniversary. There was a total of 842 riders over the course of the 3 weekend pilot, with 416 riders on Saturdays and 426 riders on Sundays.

A survey was conducted by The Friends of the Angeles (volunteer non-profit organization) during the pilot and was completed by 2/3rds of total riders. Survey results indicated that 94% were highly satisfied with the shuttle, 39% took alternative transportation to Arcadia, and 90% would be willing to pay a small fee for the shuttle. Respondents reported that they heard about the shuttle primarily through social media and word of mouth.

The pilot shuttle was successful in providing access to Chantry Flat for non-automobile owners and for automobile users when the trailhead parking lot was full. Opportunities for improvement would be to incorporate traffic control at the base of the road leading to Chantry Flat. This would relieve traffic congestion by preventing unnecessary trips of driving up the road to a full parking lot and back down to take the shuttle. Improvements to radio communication technology were also a consideration, due to weak signal in the area. Radio communication is essential for logistics and emergency situations. Outreach and marketing efforts could also be improved by creating awareness of the ANF and the National Monument and by incorporating environmental education.

Following the pilot, the ANF is looking to implement a permanent program that provides shuttle service to Chantry Flat and other recreational opportunities in the area. The ANF identified the Federal Land Access Program and Caltrans Sustainable Transportation Planning Grant as potential funding sources.

KEY TAKE-AWAYS

- Introducing new service as a pilot can allow for testing and refinement.
- Collecting data and feedback from pilots is critical to fine-tuning the approach and capitalizing on community / political support.
- Mountainous terrain, narrow roads, and low-quality communication signals can limit shuttle modes, quality, and service types available.
- Insurance liability is a key issue for shared ride or partnership models where buses and shuttles are borrowed from local agencies or leaving city/service boundaries. Insurance companies may not ensure routes outside designated boundaries until a negotiated rate in a new agreement is reached.
- It is important to allow extra time in the planning process for contracting.
- It may be smart to couple proposed shuttle/access with a parking strategy. While the Plan will aim to solve the transit-to-parks problem, some people may access the identified service using cars and therefore we may need a park-and-ride type of solution.

TOPANGA BEACH BUS



SHUTTLE



WOODLAND HILLS, CA
TOPANGA BEACH
WILL ROGERS STATE BEACH
SANTA MONICA STATE BEACH



2017 - PRESENT

Provider Type

County

Provider/Facilitator/Partners

Los Angeles County Department of Public Works (Provider)

Trip Time



1 hour to Beach
1 hour 15 min to Valley

Frequency of Service



Every 2 hours 45 min to Beach
Every 3 hours 15 min to Valley

Ridership



Average 20 riders per day

User Cost



\$1.00 Base fare
\$0.50 Seniors and Persons w/ Disabilities

Provider Costs

\$124,000 projected service cost (2018)

Funding Sources

Office of Sheila Kuehl - LA County Supervisor, District 3
Shuttle Fare



OVERVIEW

The Topanga Canyon Beach Bus is an initiative of County Board Supervisor Sheila Kuehl's office and a project of Los Angeles County, Department of Public Works. This bus service begins in Woodland Hills and travels through Topanga Canyon to local beaches and back. Destination stops include three public beaches and access to two Metro lines: Topanga Beach, Will Rogers State Beach, Santa Monica State Beach, Expo Line Santa Monica Station, and Orange Line. The bus initially began as a summer bus line but now operates 7 days a week from 9:30am to 6:00pm. The bus is funded by Supervisor Kuehl's office and is a low cost transportation option to the beach. The line utilizes some existing Metro and Big Blue Bus stops and provides a new route from Woodland Hills to local beaches. The bus primarily serves SD3 residents, specifically, Topanga, Woodland Hills, & Santa Monica residents but also accommodates other San Fernando Valley residents.

This is a low-cost convenient bus line for those living in the Woodland Hills, Topanga, and Santa Monica areas. The bus line was built around a public transportation gap from the valley to the coast line and now connects these two areas year-round, with well visited interest points along the route. Something to consider with future transportation projects is how well they connect communities (who traditionally do not have access to parks and public beaches) to those sites while keeping costs and travel time in mind.

KEY TAKE-AWAYS

- Identifying and addressing transportation gaps through a local service line with funding by a supervisorial district is a tested solution.
- Connecting local transportation services to countywide transportation services offers comprehensive coverage for users

DASH TO GRIFFITH OBSERVATORY



SHUTTLE



LOS ANGELES, CA



MARCH 2017 -
PRESENT

Provider Type

Transit Agency

Provider/Facilitator/Partners

LADOT DASH (Provider)
Griffith Observatory (Partner)

Trip Time

⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚
25 min

Frequency of Service

⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚
Every 20 min

Ridership

👤👤👤👤👤👤👤👤👤👤
Average 1,033 riders per day on weekends

User Cost

💰💰💰💰💰💰💰💰💰
\$0.50 Base fare
\$0.35 with TAP Card
\$0.25 Seniors & Persons w/ Disabilities
Free Children age 0-4; LADOT or Metrolink pass

Provider Costs

Unknown

Funding Sources

Griffith Observatory parking fare
Shuttle Fare



OVERVIEW

The Los Angeles Department of Transportation (LADOT) operates daily low cost DASH Observatory public bus service from the Vermont/Sunset Metro Red Line station to Griffith Observatory. Service runs daily, every 20-25 minutes from 12:00pm-10:00pm on weekdays and 10:00am-10:00pm on weekends. The cost is 50 cents, but only 35 cents with a Metro TAP card. Seniors and people with disabilities pay 25 cents. Children 4 years and under and LADOT or Metrolink pass holders ride for free.

The DASH Observatory makes the Observatory and surrounding trails more accessible to park visitors, especially non-auto owners and visitors with disabilities. The DASH Observatory's origin at a major transit station (Red Line - Vermont/Sunset) allows easy access to the Observatory for non-auto owners in communities near the Red Line as well and connecting lines. The DASH Observatory has alleviated traffic congestion and parking difficulty near the Observatory. It has also allowed for the closure of Mount Hollywood Drive to vehicle access, allowing for greater safety and enjoyment for hikers and cyclists. The implementation of the DASH Observatory was coupled with paid parking in the lots near the Observatory with parking fees generating revenue to fund the Griffith Park Transportation Plan including the DASH Observatory line. At \$0.50 per ride, the Dash Observatory is relatively low cost. LADOT has planned for increased weekend service based on user feedback and needs.

KEY TAKE-AWAYS

- Beginning a new program with limited service allows for the opportunity to assess ridership and determine whether or not to expand service
- Alternate transportation options can be funded through paid parking.
- There is an opportunity to publicize new service as part of a comprehensive network approach provided by LA Metro (i.e. the “Transit-to-Parks” network with corresponding map(s)).
- Service should be timed to be in sync with other connecting Metro route arrival times.
- Evaluation surveys and feedback should be used to adjust service.

DODGER STADIUM EXPRESS



SHUTTLE



LOS ANGELES, CA



MARCH 2010 -
PRESENT

Provider Type

Transit Agency

Provider/Facilitator/Partners

Metro (Provider)

Trip Time

Varies

Frequency of Service



Every 10 min

Ridership



278,623 riders (2017)

241,682 riders (2016)

220,034 riders (2015)

User Cost



Free with Dodger Ticket

Provider Costs

Full amount unknown, grants below

\$1,169,000 Grant (2013-2014)

\$300,000 Grant (2010)

Funding Sources

Mobile Source Air Pollution Reduction
Review Committee



OVERVIEW

The Dodger Stadium Express provides service for Dodger Stadium visitors to and from Union Station. The service is free for game day ticket holders and also runs during special events at the Stadium. Dodger Stadium is impacted by heavy traffic and parking congestion (the stadium has 20,000 parking spots and 56,000 seats). The Dodger Stadium Express began in 2010 as a demonstration project, and was funded through a one year \$300,000 grant provided by the Mobile Source Air Pollution Reduction Review Committee (MSRC). MSRC continues to fund the Express shuttle which has effectively reduced automobile trips and emissions.

Express service to Dodger Stadium runs every 10 minutes and often begins 90-120 minutes before game time. Shuttle start times vary based on anticipated game attendance, current ticket sales, prior year ticket sales, games with promotional giveaways, and special visiting team/rival games. Return service ends 45 minutes after the game or 20 minutes after a post game event (whichever is longer). In 2017, Metro ran between 10 and 15 compressed natural gas (CNG) buses during regular season games. 24 buses ran for the opening game, and 21-31 busses ran during playoff games. The trip time between Union Station and Dodger Stadium varies based on the time of day and demand. In 2016, the average trip between the Stadium and Union Station took approximately 17-18 minutes.

Key developments have been made to improve the efficiency of the shuttle service since its inception in 2010. For example, Metro strategically moved the bus stop location to the west of Union Station to avoid traffic congestion. This small change resulted in a significant reduction of travel time. A dedicated bus lane was also implemented in 2015, and Metro partnered

DODGER STADIUM EXPRESS (CONTINUED)

with the Los Angeles Department of Transportation and the Sheriffs Department to add cones, signage, enforcement officers, and traffic control to ensure proper use of the dedicated bus lane during games.

An extensive marketing campaign for the service attracts more riders each year: there were 220,034 riders in 2015, 241,682 riders in 2016, and 278,623 riders in 2017. Online, the service is promoted through the Dodger Stadium Express website, Metro website and blog, Dodger Stadium website, and other affiliated websites. The campaign includes advertisements on newspapers, radio, and television. Physical signs, electronic signs, posters, and banners were installed on Metro properties and at Dodger Stadium to publicize the shuttle. Announcements promoting the service are also made during Dodger games. Brochures and informational cards (produced in multiple languages) are distributed on Metro buses and trains. Additionally, the Dodger Stadium Express bus is branded and markets itself as it carries passengers.

From 2015-2017, the Dodger Stadium Express also provided service to and from Harbor Gateway, serving South Bay communities. In 2017, the South Bay service ran 7 to 8 buses during regular season, and up to 10 buses during playoffs. The South Bay service had 55,401 riders in 2017, 41,474 riders in 2016, 24,552 riders in 2015. The Harbor Gateway line was funded by Metro's ExpressLanes Net Toll Reinvestment Grant Program and has since been terminated.

Prior to the Dodger Stadium Express shuttle, Metro operated seasonal shuttle service to Dodger Stadium from Downtown Los Angeles from 1962 through 1994. The service was discontinued in 1994 due to budgetary constraints and low ridership. In 2004, the Dodgers provided contractor-operated service for Friday night games from Patsaouras Plaza. This service utilized a temporary center bus lane on Sunset Blvd provided LADOT traffic control and traffic control officers. This service was ultimately discontinued due to low ridership and high operating costs.

KEY TAKE-AWAYS

- Strategic placement of stop locations and routes can significantly reduce trip travel time in high traffic areas.
- Proper use of dedicated bus lanes can be enforced through partnerships with transit and traffic enforcement agencies.
- A marketing campaign can be used to promote service and describe environmental benefits.
- A flexible number of shuttles can help match user demand.



SHUTTLE



SANTA MONICA MOUNTAINS, CA



JULY 2005 - NOVEMBER 2007

Provider Type

Park Agency

Provider/Facilitator/Partners

MRCA (Provider)
Alternative Transportation in Parks & Public Lands (NPS) (Partner)

Trip Time

Varies

Frequency of Service

⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚
Every 60 min

Ridership

👤👤👤👤👤👤👤👤👤👤
Average 80 riders per day

User Cost

💰💰💰💰💰💰💰💰💰
\$1.00 Base fare

Provider Costs

Unknown

Funding Sources

Santa Monica Mountains Conservancy
National Park Service
Shuttle fare



OVERVIEW

A joint project between the National Park Service (NPS), Santa Monica Mountains Conservancy, The California Department of Parks and Recreation, and LA County Beaches and Harbors, the ParkLINK shuttle provided park access and transportation alternatives within the Santa Monica Mountains Recreation Area and to nearby beaches. The shuttle serviced 13 stops at points of interest in the Santa Monica Mountains Recreation Area and at 3 nearby beaches. The 20 passenger shuttles were equipped with bike racks and storage for boogie boards, picnic baskets, beach umbrellas and other items. The shuttle connected with Metro line 161 providing access to the recreation area and beaches for San Fernando Valley residents.

ParkLINK was implemented as an 18 month demonstration project and ran hourly on weekends and holidays. The user base consisted of recreation area visitors, including cyclists and beach goers. The shuttle was most accessible via park-and-ride or via Metro if coming from the San Fernando Valley. The shuttle was funded by Santa Monica Mountains Conservancy and National Park Service and supplemented by rider fare.

The shuttle provided alternate transportation to access points of interest in the recreation area and beaches where there was none. The ParkLINK shuttle also helped to reduce parking costs for users due to the increased ease of traveling between different types of parks (National, State). Rather than parking at each destination, people could park once and take the shuttle between them. ParkLINK coordinated with Metro to make the shuttle accessible by bus lines for non-auto owners coming from the San

PARKLINK SHUTTLE (CONTINUED)

Fernando Valley. The shuttle was low cost and honored valid Metro passes. However, the shuttle was difficult to access for non-auto owners outside of the San Fernando Valley and offered limited service. ParkLINK ridership averaged approximately 80 people per day rather than the 100 people per day anticipated. Low ridership and funding cuts resulted in termination of the service.

KEY TAKE-AWAYS

- Connecting local transportation services to specialized park transportation provides access for users from a certain locality.
- Decreases in park visitation during off-season will affect ridership.
- Collecting data from a demonstration or pilot period is critical to gauging the success and potential for longevity of a program.
- The shuttle provided needed transportation within the recreation area, but would have seen more use if it was connected to more than one bus line/ locality outside of the recreation area.
- It has proven helpful to provide room for bikes, backpacks, strollers, sports equipment, and other items that people frequently bring to parks.
- It should be easy for people to switch modes, for example providers can accept TAP cards or other system passes, rather than requiring a separate ticket.
- Limited service, low ridership, and funding cuts resulted in termination of service.



3

OTHER / NATIONAL

Case Studies

MUIR WOODS SHUTTLE



SHUTTLE



MARIN, CA



2005 - PRESENT

Provider Type

Transit Agency

Provider/Facilitator/Partners

Marin Transit (Provider)
National Park Service (Partner)
Parks and Public Lands (Partner)

Trip Time

⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚
25 min (RT66)

⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚
55 min (RT66F)

Frequency of Service

⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚
Every 10 - 20 min (RT66)

⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚
Every 30 - 60 min (RT66F)

Ridership

👤👤👤👤👤👤👤👤👤👤
124,000 riders (2016)

User Cost

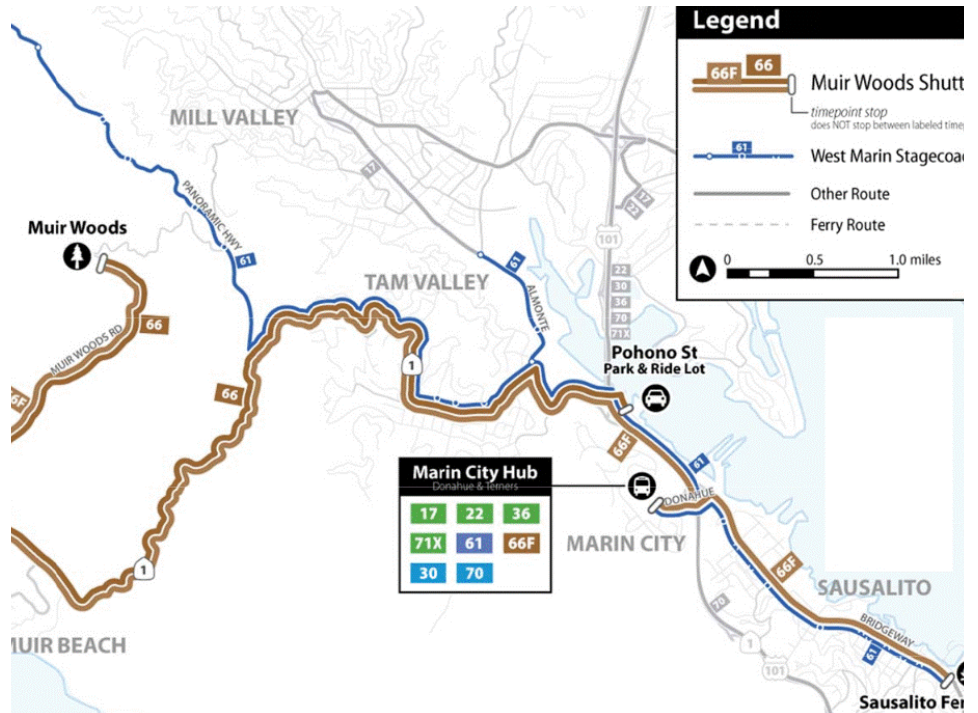
💰💰💰💰💰💰💰💰
\$3.00 Base fare

Provider Costs

\$178,000 net operating costs (2016)

Funding Sources

Initially by FHWA grant
Marin Transit
National Park Service



OVERVIEW

The Muir Woods Shuttle is actually two bus routes operated by Marin Transit, the primary provider of local transit service in Marin County, California, in the San Francisco Bay Area. Both Routes 66 and 66F provide service to Muir Woods National Monument: Route 66 offers relatively frequent connections (as often as every 10 minutes) from a remote parking lot adjacent to U.S. Highway 101, while Route 66F operates less frequently to a regional bus hub and a ferry landing. Service is seasonal, based on patterns of visitation to the Monument, with the highest levels of service in the summer and limited availability in the winter.

The Muir Woods Shuttle began in 2005 as a three-year demonstration project funded primarily by a Federal Highway Administration (FHWA) grant, operated by Golden Gate Transit (the regional transit provider for Marin County) and co-sponsored by Marin County and the National Park Service (NPS). Over time its sponsors have changed: it is now jointly funded by Marin Transit and NPS. In 2016, it cost \$424,000 to operate; however, it earned \$246,000 in farebox revenue (based on fares of up to \$5 per round-trip), for a net operating cost of \$178,000.

The Shuttle is a key component of the NPS strategy to proactively manage access to Muir Woods. While the Monument is accessible only via a pair of rural roads – each narrow, winding and hilly – it is located within a metropolitan area of nearly 8 million people, and it is just 12 miles northwest of the urban core of the region, San Francisco – which also happens to be a major tourist destination. Visitation to the site has steadily grown, to 1.12 million visitors in 2016. Despite this, NPS has actually reduced the already-limited amount of parking available on-site in recent years; the Shuttle is

MUIR WOODS SHUTTLE (CONTINUED)

viewed by its partners as a critical tool for accommodating peak demand. Ridership reached 124,000 in 2016 – accounting for only about 6 percent of all trips to and from the Monument, but a much higher share on busy days (37,000 of those boardings came in the month of July alone).

In keeping with this mission, service was initially provided only from the remote parking lot – the Pohono Park-and-Ride – and much of its ridership was driven by a variable message sign posted alongside Highway 101 that would automatically begin posting notices at 10 a.m. on summer weekends that on-site parking was full and visitors should exit to take the shuttle instead. Later, service was added providing connections to the regional transit network, at the Marin City Hub, a major bus transfer point, and the Sausalito Ferry Landing, from which connections can be made to San Francisco.

In 2018, the Muir Woods Shuttle is undergoing the most radical change to the program since introduction of Route 66F service: it is now part of an integrated, reservation-based system for Monument access. All visitors will be required to have reservations, and as part of the reservations process, they must purchase either parking passes or shuttle fares. The cost to park is \$8 per vehicle, and fares now cost \$3 per person (per round trip).

The Shuttle has proven an invaluable tool for ensuring access to Muir Woods National Monument without expanding – and indeed, even reducing – on-site parking supply. On weekends and holidays when the park is busiest, about 18 percent of Muir Woods visitors arrive via shuttle. On some days in 2016, as many as 26 percent of visitors arrived by shuttle. This has allowed NPS to restrict parking on the shoulders of the rural roads near the site – a practice that was both dangerous (as visitors would hike in the roads themselves) and damaging to the sensitive ecosystem surrounding the Monument. It has also allowed an existing parking area adjacent to the Monument’s main entrance to be replaced by a new gateway meadow.

Since its expansion to a pair of regional transit hubs, the Shuttle allows car-free access to the Monument from a broad area – and serves a diverse range of users. The Monument is now accessible via a two-seat ride (requiring one transfer) from San Francisco, the densely populated center of the region that is also where most visitors to the Bay Area stay. It is also accessible from various points in Marin County and adjacent Sonoma County via transfers from eight different bus routes that connect to the Shuttle at a stop in Marin City, the lowest-income community in Marin County.

Unlike many such services that are free, the Muir Woods Shuttle has always charged a fare, reaching \$5 per round trip in recent years. This was particularly problematic as long as parking at the site remained free. Since the switch to a reservations-based system, this equity gap has been reduced: shuttle fare is now \$3, while parking costs \$8 per vehicle.

A funding partnership has helped make the service financially sustainable. The shuttle is funded on a 50-50 basis by Marin Transit and NPS. This cost-sharing arrangement has reduced costs for each agency, and has helped ensure a broader base of political support, with stakeholders both local and federal.

KEY TAKE-AWAYS

- Shuttle service can ensure destination access while possibly also reducing on-site parking supply.
- Highlighting the co-benefit of reduced parking demand and reduced impact to natural ecosystems is helpful to the messaging about the service.
- Connecting local transportation services to regional transit hubs allows comprehensive coverage for users, especially non-auto owners.
- Minimizing transfers is helpful.
- A reservation-based system may be helpful for certain destinations and park types, but not all.
- Parking should be priced appropriately at the destination (or at the shuttle/service stop) to encourage shuttle/service usage.
- Funding partnerships are critical to ensure long-term sustainability and ensure political and stakeholder support.
- Data collection is helpful to measure effectiveness and improve service.
- Shuttles to remote park areas are more likely to be successful when there are disincentives for driving.



SHUTTLE



PORTLAND, OR



2016 - PRESENT
(2 YEAR PILOT)

Provider Type

Transit Agency

Provider/Facilitator/Partners

Oregon Department of Transportation (Provider)

Trip Time

⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚
15 - 25 min

Frequency of Service

⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚
Every 45 - 60 min

Ridership

👤👤👤👤👤👤👤👤👤👤
Approx. 33,000 riders (2017)
Approx. 30,000 riders (2016)

User Cost

💰💰💰💰💰💰💰💰💰
\$5.00 Base fare

Provider Costs

\$150,000 total operating cost (2016)

Funding Sources

Federal public transportation funds allocated by ODOT
Shuttle fare



OVERVIEW

The Columbia Gorge Express is a shuttle service operating between Portland, Oregon and the scenic Multnomah Falls in the Columbia River Gorge, about 30 miles to the east. A two-year pilot program, it began during summer 2016. It operates Fridays, Saturdays, Sundays and holidays, making ten round trips a day with an average headway of 45 to 60 minutes. Fare is \$5 for those who board at the Gateway Transit Center in Portland, and free from an interim stop at Rooster Rock State Park. The Gateway Transit Center offers connections to bus and rail lines operated by TriMet, the transit provider for the Portland region.

The pilot was launched by the Oregon Department of Transportation (ODOT) after the agency's 2015 Columbia Gorge Transit Study found a decrease in visitor satisfaction due to congested roadways and limited parking availability. On holidays and weekends, visitors park illegally on grass patches and even on sidewalks.

The service is funded using a combination of federal and state funds. Partners include the Western Federal Lands Highway Division of the Federal Highway Administration, the U.S. Forest Service Columbia Gorge National Scenic Area, and TriMet. The total cost to operate the service for the first year was \$150,000.

In 2016, annual ridership was approximately 30,000, including 775 riders alone on the Sunday of Fourth of July weekend. In 2017, ridership increased 10 percent. Only 28 percent of users are from the Portland area; a majority are visitors from out of state.

For the service's second year, ODOT upgraded its fleet from cutaway vans to full-size coaches seating 56 passengers. It also added new stops with seating and shade. For 2018, ODOT is considering expansion to the Hood River and other Columbia Gorge destinations accessible from Interstate 84, as well as increased frequency and possible use of trailers or better accommodate bikes.

KEY TAKE-AWAYS

- A majority of shuttle users started their trip on TriMet and had no other way of getting to Columbia Gorge, meaning that the program has greatly expanded access.
- Shuttle service can alleviate parking demand, decrease illegal parking behaviors, and improve safety for pedestrians and bicyclists.
- It is important to connect to larger transportation network.
- Shuttle service should be flexible to adapt to demand.
- Providers should consider fluctuating usage patterns for services during holidays, weekend, and seasonally.
- Many users may be visitors, especially to the County's larger open space assets.
- Increased demand may lead to complaints of overcrowded buses or poorly maintained services.
- Providers should consider marketing to visitors and locals through flyers, online websites, and social media outlets such as Facebook.



SHUTTLE



ASPEN, CO



1977 - PRESENT

Provider Type

Transit Agency

Provider/Facilitator/Partners

Roaring Fork Transportation Authority (provider)
National Park Service (partner)

Trip Time

⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚
15 - 25 min

Frequency of Service

⌚⌚⌚⌚⌚⌚⌚⌚⌚⌚
Every 20 min

Ridership

👤👤👤👤👤👤👤👤👤
215,575 riders (2017)
199,768 riders (2016)
174,202 riders (2015)

User Cost

💰💰💰💰💰💰💰💰
\$8.00 Base fare
\$6.00 Youth age 6-16 & Seniors
Free Children age 0-5

Provider Costs

Unknown

Funding Sources

Shuttle fare



OVERVIEW

The Maroon Bells Bus Tours provide shuttle service for Maroon Bells visitors during peak hours. Maroon Bells is an iconic, popular recreational destination known for dramatic views of fall foliage, natural landscape features, and two 14,000 foot peak mountains. The Maroon Bells Bus Tours was implemented by the Roaring Fork Transportation Authority (RFTA) with the National Forest Service in response to the increase of automobile congestion and pollution degrading environmental quality in the area.

Currently, the Maroon Bells shuttle service runs June to October, 7:30am - 5:00pm. During this time the road to Maroon Bells is restricted to handicap vehicles, vehicles with 12 passengers or more, and the Maroon Bells Bus Tour. RFTA operates 36 seated passenger shuttles based on demand, with 6 shuttles at minimum and up to 13 shuttles in September during fall foliage. The shuttle loads visitors at Aspen Highlands Ski Area parking lot. A unique feature of the Maroon Bells shuttle includes an educational component. During the 25 minute trip, the driver/tour guide will point out areas of interest and geographical features, describe the wildlife, and provide a brief history of the area.

Since the Maroon Bells shuttle service was implemented, RFTA and the National Forest Service was successful in recovery of environmental quality of the area that was suffering due to automobile congestion and pollution. However, visitation to the site increases every year putting constraints on parking at Aspen Highlands and at the Maroon Bells trailhead before shuttle service begins.

MAROON BELLS BUS (CONTINUED)

In 2017, RFTA implemented a remote overflow parking lot and free shuttle to relieve parking pressures at Aspen Highlands. A supervisor was also staged at Aspen Highlands to help with organization. In 2018, RFTA is considering starting the service in May and extending operating hours.

KEY TAKE-AWAYS

- Consider pricing of tickets to cover or partially cover service costs.
- There is an opportunity to provide an educational component as part of trips to help people understand the park or open space destination, how to use and respect it, and how their use of a shuttle positively impacts their health and the environment.
- Using a large transit provider as a provider/resource allows adaptability to provide more shuttles based on demand.
- Seasonal trends allows predictability of ridership.
- Appropriate staffing to carry out logistics and operations is an important strategic consideration.

HANGING LAKE SHUTTLE



PROPOSED SHUTTLE



GLENWOOD CANYON, CO



EXPECTED 2018

Provider Type

N/A

Provider/Facilitator/Partners

US Forest Service
USDOT Volpe Transportation Center

Trip Time

N/A

Frequency of Service

N/A

Ridership



420 daily riders (May expected)
615 daily riders (June, July, August expected)
438 daily riders (September expected)
330 daily riders (October expected)

User Cost

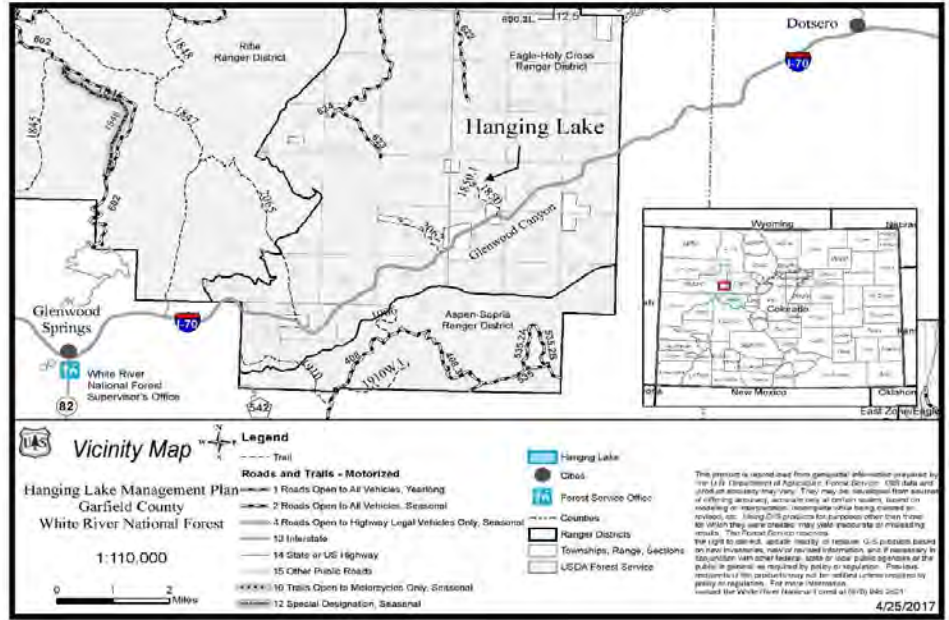
\$\$\$
\$11.37 - \$16 (16 and over)
\$8.71 - \$13.50 (under 16)

Provider Costs (Estimated)

\$11.37 - \$16* (16 and over)
\$8.71 - \$13.50* (under 16)
*estimated per person

Funding Sources

Shuttle fare



OVERVIEW

The Hanging Lake shuttle proposals led by the US Forest Service and proposed by the USDOT Volpe Transportation Center will aim to mitigate parking, trail crowding and environmental impacts associated with the popular trailhead, with final approval and implementation of the preferred alternative expected to occur by mid-2018. Hanging Lake is situated approximately 10 miles west of Glenwood Springs, Colorado near the resort communities of Aspen (50 miles south) and Vail (60 miles east), and it is approximately 2 ½ hours west of the Denver Metropolitan area. The site's crystal-clear lake is formed of active travertine deposits, with aqua-blue waterfalls and hanging gardens formed from the site's geological formations.

Hanging Lake has been a tourist and recreational attraction since the 1940's, shortly after the Civilian Conservation Corps improved the trail leading to the lake. The construction of Interstate 70 in the mid-1980's enabled Hanging Lake to be more accessible to Colorado's growing residential population and tourism industry. In addition, a highway rest stop provided trailhead parking for a relatively quick, albeit steep, 1.2 mile hike to Hanging Lake (2.4 miles round-trip).

As one of Colorado's most aesthetically significant and geologically unique sites directly located off of an interstate highway, Hanging Lake has exponentially gained popularity over the past 5 years through the rise of social media and robust area population increases. With an increase of visitors annually to the site from 78,000 in 2012 to 184,000 in 2017, the site has broad appeal with locals, tourists staying in the area's mountain resort towns, and day-trippers from the Denver and Colorado Springs



metropolitan areas. The site's popularity in recent years has overwhelmed the US Forest Service, which manages the Hanging Lake site, and the Colorado Department of Transportation, which manages the rest stop. During summer months especially, when over 1,000 people per day use the site, there are significant problems with vandalism, trail degradation, disputes over use of the 112 parking spaces, illegal parking, and backups on exit 125 leading to the rest area.

In 2012, the US Forest Service convened an inter-agency group to respond to issues related to trail crowding, parking and traffic congestion, visitor dissatisfaction and environmental degradation. To further assist with the site's complex land ownership, legal authorities and transportation solutions, the inter-agency group commissioned the US Department of Transportation's Volpe Center in 2013 to assist in the facilitation of short- and long-term solutions for the site. In 2016, Volpe conducted a capacity analysis of the site and conducted intercept surveys with hikers utilizing the trail and rest area. From their findings, Volpe provided several transportation and management options in 2017, including limiting the number of users to 615 people per day, and adding year-round visitor fees to help pay for maintenance and supervision of the trail. Therefore, it was determined that access to the parking lot would need to be controlled during peak hiking season (May 1st through October 31st) with four transportation management options to be explored. Out of the four, the three shuttle options are discussed in further detail below.



Option 1: Shuttle managed by Roaring Fork Transportation Authority (RFTA) plus entrance fee managed by US Forest Service.

- Shuttle would offer a similar shuttle service currently being offered by RFTA from the Aspen Highlands Village parking lot to the Maroon Bells trailhead.
- Shuttles would consist of three 40ft low-floor buses with capacity to seat 35-40 passengers to service the route during peak hiking season (May-October).
- Service would start at the West Glenwood Springs Park-and-Ride, with service to the Hanging Lake rest stop and trailhead.
- US Forest Service staffing levels to be increased.

Option 2: Shuttle managed by Outfitter & Guide providers plus fee for guided hikes at Hanging Lake site.

- Shuttle and guided hikes would be managed by a private or public provider, selected by the US Forest Service through a Request for Proposals process.

- While the fees from this option will cover shuttle services and guided hikes, it will not cover maintenance of the property, and US Forest Service staffing levels would remain unchanged.

Option 3: Shuttle managed by privately operated Outfitter & Guide providers plus entrance fee to Hanging Lake Site.

- While the shuttle would be managed by a private provider through a Request for Proposal process led by the US Forest Service (similar to Option 2), access into the site would be managed by the US Forest Service through an entrance fee into the site (similar to Option 1).
- Since US Forest Service staff will be in charge of managing the trailhead, staffing levels would be increased.

Estimated user and provider cost per person is \$8.71 - \$13.50 for ages under 16, and \$11.37 - \$16 for ages 16 and over. Ticket costs include operation of the shuttle, the reservation fee to purchase tickets through reservation.gov, marketing programs, staffing of the trail and shuttle, as well as trail maintenance. There is currently no proposal to subsidize the shuttle and reservation fees, despite recent concerns raised during the public comment process. If it is determined that RFTA will manage the shuttles, they will apply for grant funding to secure additional vehicles for service. 40' buses that have a capacity of 35-40 passengers cost approximately \$565,000 each and the larger, wi-fi equipped 57-passenger buses cost approximately \$740,000 each.

Since each option explores the idea of charging visitors to Hanging Lake a fee to access the trail and amenities along it, the US Forest Service is required to conduct an environmental assessment per National Environmental Policy Act (NEPA) guidelines. This assessment was published in December 2017. Based on comments received during the Environmental Assessment, the preferred alternative will be selected before final approval is expected in May 2018.

KEY TAKE-AWAYS

- The inter-agency coordination process between US Forest Service, local municipalities, and transit agencies to determine shuttle service feasibility is a potential model for similar popular trailheads (especially those managed by the US Forest Service and with limited parking) in Los Angeles County.
- Solutions should explore the strengths and weaknesses of private and publicly managed shuttle options.
- Consider equity of access versus covering maintenance and operating costs for shuttles and trails.

CHARIOT



PRIVATE ON-DEMAND



**SAN FRANCISCO/
BAY AREA, CA**



**APRIL 2014 -
PRESENT**

Provider Type

Private

Provider/Facilitator/Partners

Chariot (Provider)

Trip Time

Varies

Frequency of Service

On Demand

Ridership



Approx. 40,000 riders monthly (2015)

User Cost



\$3.80 off-peak

\$5.00 peak demand

Provider Costs

Unknown

Funding Sources

Y Combinator (start up investor)

Acquired by Ford Motors

Shuttle fare



OVERVIEW

Chariot is an app based transit service running 14-passenger commuter vans in San Francisco and the Bay Area. Chariot utilizes app and web platforms that allows users to make transit seat reservations, pay fare, and track van location and pick up time. Chariot's key innovation is the development of crowdsourcing fixed routes for their service. Chariot's fixed routes traverse areas where there is high demand based on user data. In addition to public routes, Chariot also provides private services, such as routes for company employees and private events. Chariot's public user base are commuters that prefer a more reliable and comfortable transit alternative compared to overcrowded Muni Buses. Chariot costs on average \$1.50 more than Muni, though is cheaper than on demand carshare services such as Lyft or Uber.

Chariot was implemented as a startup company and initially received seed funding from the startup accelerator company Y Combinator. In 2015 Chariot was acquired by Ford Motors as part of Ford Smart Mobility, for \$65 million. Ford Smart Mobility (FSM) was formed by the Ford Motor Company in 2015 to acquire and invest in innovative mobility startups and technologies. Chariot continues to use 14-passenger vans from Ford and also runs or is planning to run routes in Seattle, Austin-San Antonio, Columbus, New York, and London. To create a public following in new service areas, Chariot markets itself with private services and advertises as its branded passenger van drives around town. The initial service in San Francisco, however, started with public routes.

A major concern is Chariot's potential conflict with public transportation services. The San Francisco Municipal Transportation Agency is proposing regulations and Private Transit Vehicle Permits to ensure private services operate safely, have minimal impact on public transit, and are responsive to the needs of the city.

KEY TAKE-AWAYS

- Transit-to-Parks solutions can consider crowd-sourced, fixed-route, or open-route on demand services.
- Consider equipment implications because of possible higher price tag, as well as smartphone and credit card requirements that some people might not have.
- Ability to couple fixed-routes with chartered, on-demand services.
- Need to closely coordinate with public transportation offerings to avoid redundancy and overlap.
- Monitoring and oversight of these partner programs is important to consider.



INTERACTIVE APP AND WEB PLATFORM



SAN FRANCISCO/ BAY AREA, CA



2009 - PRESENT



Provider Type

Park Agency / Private

Provider/Facilitator/Partners

Bay Area Open Space Council
Trailhead Labs

Trip Time

N/A

Frequency of Service

N/A

Ridership / Users



25,000 - 30,000 unique visits per month at peak

User Cost



Free - Requires internet connection

Provider Costs

Unknown

Funding Sources

Multiple Agencies and Partners

OVERVIEW

Transit & Trails is an interactive app and web based platform that allows users to plan trips to outdoor recreational opportunities in the Bay Area. The trip planning tool allows users to search for open spaces and recreational opportunities in the Bay Area, and provides directions for transit, bicycling, and/or walking via Google Maps.

Transit & Trails is a program of The Bay Area Open Space Council - a network of nonprofits and public agencies that collaborates to foster an interconnected system of healthy communities with parks, trails, agricultural lands, and natural areas. Throughout development and maintenance of the app, the program was funded through various agencies and partners including: The David and Lucile Packard Foundation; San Francisco Foundation; State Coastal Conservancy; East Bay Regional Park District; Save Mount Diablo; and Sonoma County Agricultural Preservation and Open Space District. Partners include GreenInfo Network, Bay Nature, 511.org, Metropolitan Transportation Commission, and Bay Area Air Quality Management District.

Transit & Trails was innovative in providing a resource and intuitive platform that hosted a comprehensive collection of outdoor recreational opportunities. A key component of the data is the detailed attributes for each recreational activity including trip descriptions, photos, amenities, difficulty, surface conditions, trip type, and other descriptors for users to filter. The app also educates users with gas money and carbon savings based on their trip. Transit & Trails was marketed to the general public by public agencies and partners through their websites, social media, and blog.

Usage data of the app and web platform was available to the developer and agencies on the back-end, where they saw seasonal trends, spikes when there was an event or marketing campaign, and had peak visits of 25,000 - 30,000 unique visits a month.

The upkeep and maintenance of data collected from multiple agencies, along with evolving technological devices and trends presented a challenge during development of Transit & Trails. Although the Transit & Trails platform is still accessible to the public, due to a lack of a continued viable funding source, it is not actively being updated or promoted. As a result, the developers of the program have started their own company, Trailhead Labs, and built a new platform - Outerspatial. Outerspatial continues to allow agencies and partners to input and present trail data with an interactive platform. This new version, however, does not include transit data. Trailhead Labs is interested in working with transit agencies in the future.

KEY TAKE-AWAYS

- Consider partnering shuttle / transit service with educational information on how to best access and use the service.
- Educational information about gas money saved or health indicators achieved helps promote the services and helps users realize benefits.
- Upkeep of data requires ongoing maintenance and funding.
- Providing trail and recreational activity descriptions, photos, and key attributes brings quality and value to data.

YOUTH OPPORTUNITY PASS



**DISCOUNTED
TRANSIT PASS**



VANCOUVER, WA



2015 - PRESENT

Provider Type

Transit Agency / Park Agency

Provider/Facilitator/Partners

C-TRAN (Provider)
City of Vancouver and school districts (Partners)

Trip Time

N/A

Frequency of Service

N/A

Ridership / Users


1,500 passes (2015)

User Cost



Free for students enrolled in participating school districts

Provider Costs

\$300 per pass

Funding Sources

C-TRAN funds the passes through its general fund - sales tax revenue increase



OVERVIEW

The Youth Opportunity Pass (YOP) is a combined transit and community center pass provided to youth in Clark County, Washington, in the Portland, Oregon metropolitan area. The YOP program is a partnership of C-TRAN, the county's transit provider, the County Parks and Recreation Department, and the school districts of the cities of Vancouver and Evergreen. The YOP provides free access to C-TRAN service as well as a pair of community centers, Firstenburg and Marshall/Luepke, for all participating middle and high school students.

The Firstenburg and Marshall/Luepke community centers are recreation centers with a basketball court, gymnasium, fitness center, climbing wall, pool, and game room. C-TRAN buses also provide connections to several parks, ensuring year-round indoor and outdoor recreational access.

The YOP began as a pilot program during the 2015 school year, and has since been continued. The value of the pass is more than \$300, and the agency gave 1,500 passes to the Vancouver and Evergreen school districts. A survey of participants found that students have been taking full advantage of the pass, and would like to see the program continued.

KEY TAKE-AWAYS

- Consider incentives to target certain audiences, like students or elderly.
- By combining access to transit and recreation centers in a single pass, the YOP program has increased the attractiveness and utility of both.
- Including indoor recreation centers helps ensure that the program remains useful and attractive year-round.
- An ancillary benefit of the program is that it introduces participants to transit at an early age, helping form habits that will hopefully continue as an adult.
- While the program is open to all students in the participating districts, students must apply. This has the effect of limiting overhead costs as well as ensuring that participants are interested and are likely to become committed, regular users.
- Like all transit pass programs, the YOP takes advantage of existing available capacity aboard buses, and thus results in very little marginal cost for the agency.

SAFE PASSAGES



SAFE ROUTES PROGRAM



CHICAGO, IL



2009 - PRESENT

Provider Type

School District

Provider/Facilitator/Partners

Chicago Public Schools (Provider)
City of Chicago and Community Based Organizations (Partners)

Trip Time

N/A

Frequency of Service

N/A

Ridership / Users


Over 75,000 Students (2018)

User Cost


Free

Provider Costs

\$16 million (2013)

Funding Sources

Federal Stimulus Money
City of Chicago
State of Illinois



OVERVIEW

The Safe Passage Routes program began in 2009 and is led by Chicago Public Schools (CPS) to help provide safe routes for students walking to and from school. The program was initiated in response to ongoing violent crimes occurring in the area. CPS works with community based organizations and with City of Chicago departments such as Police, Fire, Streets and Sanitation, and Transportation. During school commute times, CPS Safe Passage personnel patrol key travel routes around schools. Safe Passage personnel are often members of the community who are familiar with the area, and are hired and trained to respond to potentially dangerous situations.

The closure of 50 schools in 2013 prompted an expansion of the program, as students from closed schools would be traveling further to unfamiliar 'welcoming' schools. As of 2018, the program serves over 75,000 students at 159 schools (the program began with 35 schools in 2009), and employs 1,400 Safe Passage trained personnel.

Since the program's inception, there have been no serious incidents along Safe Passage routes involving a student during operational hours. Additionally, the schools have seen improved attendance for schools served by Safe Passages and 32 percent decrease in crime along Safe Passage routes since 2012. CPS continues to build strong relationships with community based organizations and parents.

KEY TAKE-AWAYS

- Coordination and distribution of information between multiple agencies, partners, and community based organizations plays a key role in ensuring a successful program.
- Increasing the number of eyes-on-the-street can improve safety and perceived safety in dangerous areas.

AUTONOMOUS SHUTTLES



NON-TRADITIONAL
AUTONOMOUS
SHUTTLE



CALIFORNIA/
NEVADA



EMERGING
TECHNOLOGY

Provider Type

Private



OVERVIEW

Autonomous and connected vehicles, also known as driverless or self-driving vehicles, is an emerging transportation technology that may diminish existing First/Last mile gaps through low-cost shuttles. They are also being studied as a potential solution to increase cost efficiencies and performance on existing high-cost and low-performing bus routes. Many experts in the transportation industry are predicting the technology will transform transportation over the next few decades. Automated vehicle technology, as defined by the International Society of Automotive Engineers in 2014 and adopted by the National Highway Traffic Safety Administration in 2016, ranges from no automation to five levels of increasing autonomy:

- Level Zero – No Automation. Driver controls acceleration, braking and steering, even if they are assisted by warning tones and safety intervention systems.
- Level One – Driver Assistance. The car can take control of either the steering wheel or pedals (braking/accelerating), but not both at the same time. (e.g., parallel parking assistance)
- Level Two – Partial Automation. The car can control both steering and pedals at times, with the driver ultimately maintaining control. (e.g., Tesla's Autopilot – <https://www.tesla.com/autopilot>)
- Level Three, Conditional Automation. Human drivers serve as backup for an autonomous system under certain conditions. Humans to take control of the vehicle when prompted.
- Level Four – High Automation. While the vehicle can be driven by a human and contains a steering wheel and pedals, human intervention is not required under most situations. If human assistance is needed but unavailable; the vehicle will park and shut off. (e.g., Google/Waymo Cars – <https://waymo.com/tech/>)

- Level Five – Full Automation. The vehicle can drive under any condition without human operation, with no steering wheel or pedals present. (e.g., Navya’s Autonom Shuttles – <https://navya.tech/en/autonom-en/autonom-shuttle/>)

Autonomous technology with full automation is moving forward very quickly, with 11 of the largest automakers planning to have Level Four/ Five vehicles on roadways within the next 5 years. In addition, companies ranging from technology firms (Google) to ridesharing firms (Uber, Lyft) and rental car agencies (Avis) are actively partnering together to move forward with research, development, and pilot applications. While government agencies such as the US Department of Transportation (USDOT) have been actively focused on deployment and safety issues, there are limited examples of fully automated vehicles in operation within the United States, although pilot programs are starting to emerge. In 2017, the US Department of Transportation designated ten sites across the nation to encourage testing and information sharing around automated vehicle technologies. In addition to the USDOT funded programs, there are dozens of additional self-driving car and shuttle pilots taking place throughout the country. Below are a few examples of autonomous shuttles currently in operation (or in-progress for near-term implementation) in real-world environments within California and Nevada:



Contra Costa Transportation Authority (CCTA)/GoMentum Station – Bishop Ranch Office Park Shuttle

This project, in conjunction with CCTA and GoMentum Station, launched the first deployment of driverless shuttles in the United States in San Ramon, California. Designed to operate at low speeds and transport passengers throughout the 585-acre Bishop Ranch office park campus containing 8,000 employees, EasyMile’s 6-12 passenger electric driverless shuttles began running in summer 2016 with two shuttles transporting employees from the complex’s numerous parking lots to office buildings.



City of Las Vegas, Nevada/AAA/Keolis – Fremont East Shuttle

Currently the largest self-driving pilot to operate in real world traffic conditions in the Western United States, the City of Las Vegas has partnered with the American Automobile Association and transportation company Keolis to launch a public self-driving shuttle in November 2017. The all-electric, eight-seat Navya shuttles pick up passengers along a 0.6-mile, three-stop route along East Fremont Street just east of Downtown Las Vegas. This year-long pilot program is part of the City’s “Innovation District”, a section of town that’s been earmarked for the testing and expansion of new technologies.



Contra Costa Transportation Authority (CCTA) and Livermore/Amador Valley Transportation Authority (LAVTA) – Express Shuttles to Dublin BART Station (In-Progress)

LAVTA, which has faced year-to-year ridership declines on their bus fleet,

is exploring autonomous vehicle technology in the City of Dublin as a partner in CCTA's Shared Autonomous Vehicle (SAV) project. LAVTA's pilot will be funded with \$1 million grant from Air Quality Management District (AQMD) "Spare the Air" funds. The funds will be used to join the GoMentum partnership with CCTA to purchase or lease two automated shuttles and fund the operation and testing during the pilot. LAVTA believes the vehicles can help increase transit ridership because they can provide express service between low-density suburbs and the Dublin/Pleasanton BART station, where it otherwise wouldn't be cost effective to run regular bus routes.

While cost information for autonomous vehicles operating within the United States is limited, public agencies and private companies have put together a variety of funding proposals to purchase or lease, with examples provided below:

- Bishop Ranch Office Park (Sunset Development Company) – Purchase of two EasyMile EZ10 6-12 person passenger shuttles for \$500,000. The shuttles are one part of a \$5 million dollar investment between CCTA, GoMentum Station, and private companies in the San Francisco Bay Area. The budget includes funding for maintenance and software to deploy automated vehicle technologies throughout Contra Costa County.
- City of Arlington, Texas – Leased two EasyMile EZ10 6-12 passenger shuttles for \$270,000 for use to connect people to attractions within their Entertainment District, with an option to extend the lease of the two shuttles for 6 more months for no additional charge. The lease covers all maintenance and software issues associated with the vehicles.

KEY TAKE-AWAYS

- Based on existing pilot programs, near-term advancements of autonomous vehicles will likely service First/Last Mile needs versus privately owned vehicles covering long distances.
- Autonomous vehicles operating within real-world environments are currently limited and therefore do not represent short-term solutions for transit-to-parks access.
- Coordination with local / regional / federal transportation agencies and private companies investing in autonomous technology is central.
- Consider using autonomous vehicles to improve cost effectiveness and operations for existing low-performing or expensive transit routes.
- Look at the potential of expanding new service to parks and trailheads with autonomous vehicles to close First/Last Mile gaps.

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4

SUMMARY MATRIX

The Basics
Analysis
Measuring Effectiveness

THE BASICS

Case Study	Solution Type	Location	Service Type	Dates of Operation Service Time	Provider type	User Base	How Implemented	Funding Structure/Sources	Description
Fish Canyon	Shuttle	Duarte, CA	Pilot	April - June 2016; Saturday only; 7:00am - 6:00pm	City of Duarte (Provider)	Fish Canyon visitors	City council action; community support	Proposition A and Proposition C Local Return - Metro	Shuttle service from the Duarte / City of Hope Gold Line Station to Fish Canyon trailhead.
Chantry Flat Trailhead Shuttle	Shuttle	Arcadia, CA	Pilot	September 24th 2016 - October 9th 2016; Saturday & Sunday; 7:00am - 4:00pm	Angeles National Forest; Southern CA Association of Governments (Provider)	Disadvantaged communities in primarily park poor areas, local communities around Metro Station	Partnership of Angeles Forest Service, City of Arcadia, local businesses and non-profits	CAR LESS California	Free Pilot shuttle by Angeles National Forest that provides access from the Metro Gold Line Arcadia Station to the Chantry Flat Recreation Area.
Topanga Beach Bus	Express Bus	Woodland Hills Topanga Beach Will Rogers State Beach Santa Monica State Beach	Continuous	2017 - Present Everyday; 9:30am - 6:00pm	Los Angeles County; Department of Public Works (Provider)	SD 3 residents, specifically: Topanga, Woodland Hills, and Santa Monica residents	Sponsored by Office of Sheila Kuehl -LA County Supervisor, District 3	Office of Sheila Kuehl - LA County Supervisor, District 3; shuttle fare	Los Angeles County bus servicing Topanga Canyon. Begins in Woodland Hills with stops in Topanga Beach, Will Rogers State Beach, Santa Monica State Beach, Expo Line Santa Monica Stations, and Orange Line.
Dash Observatory	Shuttle	Los Angeles, CA	Continuous	March 2017 - Present; Weekdays: 12:00am-10:30pm Weekends: 10:00am-10:30pm	LADOT (Provider)	Griffith Observatory visitors	Implemented as part of the Griffith Park Transportation Plan	Griffith Observatory parking fare; shuttle fare	Public bus service provided by Los Angeles Department of Transportation from Vermont/Sunset Metro Red Line station to Griffith Observatory.
Dodger Stadium Express	Shuttle	Los Angeles, CA	Seasonal (Started as Pilot)	March 2010 - Present; March - October	Metro (Provider)	Dodger Stadium visitors	Demonstration project funded by MSRC	Mobile Source Air Pollution Reduction Review Committee	Free service for game day ticket holders to Dodger Stadium from Union Station.
ParkLINK Shuttle	Shuttle	Santa Monica Mountains, CA	Pilot	July 2005 - November 2007; Summer; Weekends & Holidays; 8:00am-8:00pm	MRCA (Provider) Alternative Transportation in Parks & Public Lands (NPS) (Partner)	Santa Monica Mountains visitors and beach goers	Implemented as an 18-month demonstration project	Santa Monica Mountains Conservancy; National Park Service; shuttle fare	Provided park access and transportation alternatives within the Santa Monica Mountains Recreation Area and nearby beaches.
Muir Woods Shuttle	Shuttle	Marin, CA	Seasonal (Started as Pilot)	2005 - Present; Seasonal; 8:00am - 5:00pm	Marin Transit (Provider) National Park Service (Partner); Parks and Public Lands (Partner)	Muir Woods National Monument visitors	Initially three-year pilot with different funding partners (NPS, Marin County, Golden Gate Transit)	Initially funded by FHWA grant; Now jointly funded by partners; shuttle fare	Shuttle service to Muir Woods National Monument from remote parking lot, regional bus hub, and the ferry landing.
Columbia Gorge Express	Express Bus	Portland, OR	Pilot	2016 - Present (2 year pilot); May - September; Friday - Sunday; 8:45am - 6:40pm	Oregon Department of Transportation (Provider)	General public; Columbia Gorge Visitors	2016 pilot transit service resulted from Columbia River Gorge Transit Study	Federal public transportation funds that ODOT allocated to this project; shuttle fare	Bus service connecting Gateway Transit Center in Portland with Rooster Rock State Park and Multnomah Falls.
Maroon Bells Guided Bus Tour	Shuttle	Aspen, CO	Seasonal	1977 - Present; June - October; Everyday; 8:00am - 5:00pm	Roaring Fork Transportation Authority (Provider); National Park Service (Partner)	Maroon Bells visitors	Partnership with RFTA and National Park Service	Shuttle fare	Seasonal guided bus tour from Aspen Highlands to Maroon Bells.
Hanging Lake Shuttle	Shuttle (Proposed)	Glenwood Canyon, CO	Proposed Shuttle	Expected 2018; May - October; 6:30am-8:50pm	US Forest Service; USDOT Volpe; Transportation Center	Hanging Lake visitors	Inter-agency coordination to determine shuttle feasibility	Shuttle fare	Proposed shuttle service that provides access to Hanging Lake area.
Chariot	On Demand Fixed Route Service	San Francisco/Bay Area, CA	Continuous	April 2014 - Present; Mon-Fri; 6:00am - 8:00pm	Chariot (Provider)	General public	Start up company; Started with one route and added more with crowd-sourced data and demand	Y Combinator (start up investor); Acquired by Ford Motors; Shuttle fare	Crowd sourced fixed route shuttle service. Mobile app allows fare payment, live bus tracking, and seat reservation.
Transit & Trails	App and Web Based Platform	San Francisco/Bay Area, CA	Continuous	Website: 2009 - Present; App released 2013	Bay Area Open Space Council (Provider) Trailhead Labs (Creator)	General public	Program of the Bay Area Open Space Council	Multiple agencies and partnerships	Interactive website and app that allows users to plan trips to outdoor recreational opportunities in the Bay Area.
Youth Opportunity Pass	Incentive	Vancouver, WA	Continuous	2015 - Present	C-TRAN (Provider); City of Vancouver and school districts (Partners)	Youth (particularly in lower income neighborhoods and school districts)	Pilot program during the school year of 2015-2016	Funds for facility use are budgeted in the Recreation Services division of Parks and Recreation	Discounted transit passes for middle and high school students in participating school districts.
Safe Passages	Program	Chicago, Il	Continuous	2009 - Present	Chicago Public Schools (Provider); Chicago Park District (Partner); City Agencies (Partner)	Students	Partnership of Chicago Public Schools with City of Chicago agencies and community based organizations	City of Chicago	Program that creates safe routes to and from school. The program hires and trains community members to ensure safety along identified safe routes.

ANALYSIS

Case Study	Key Successes	Key Failures	Innovations	Infrastructure/ Technology	How Marketed	Next Steps / Developments
Fish Canyon	Improved access for non-auto owners; Alleviated on-site parking pressure; High ridership; Good coverage from press, social media, etc.	If you miss the last bus it's challenging to get back	N/A	Van and a 24 passenger shuttle	City web site; Social media; Local public radio	Re-start the program once trail is safe
Chantry Flat Trailhead Shuttle	Improved access for non-auto owners; High ridership; Valuable data collected through survey; High rider satisfaction; Strong social media presence	Low frequency of service, No pets allowed; No capacity for bikes	N/A	Shuttle	Social media (Facebook, Twitter, Instagram); Flyers; Banners; Press release; Partner's websites	Look for funding sources and grants to make pilot program permanent
Topanga Beach Bus	Improved access for non-auto owners; Year-round, 7 days a week bus service; Low-cost; New transit option from valley to beaches; Connections to existing transit	Limited access for non-auto owners outside of service area	N/A	Beach bus stops shared with some Metro and Big Blue Bus stops.	Social media (Facebook, Twitter); local newspapers; County Supervisor Sheila Kuehl's website; LA County website	Continue service year-round, 7 days a week
Dash Observatory	Increased access for non-auto owners; Low-cost; Reduces traffic congestion on access road; Increased safety for pedestrians and bicyclists	Lack of parking for "park and ride" access option; Unreliability of service due to traffic	N/A	Dash Shuttle; Live shuttle tracking "Where is my bus?" on website	Griffith Observatory website; LADOT DASH website; Social Media (Facebook, Twitter); special edition tap cards; LADOT Outreach team presence at events; signage; wayfinding	Proposed extended weekend service
Dodger Stadium Express	Increased access for non-auto owners; Free service; Reduces traffic congestion on access road; Connections to existing transit; Strong marketing effort; Reaches audience that does not typically ride transit; Increased efficiency of dedicated bus lane through partnerships and enforcement.	Early failures included long trip times due to traffic congestion along the route and dedicated bus lane. This was resolved through strategically moving the stop location at Union Station and implementing traffic enforcement along the route.	N/A	40' CNG Buses	Websites, Social Media, Radio, Newspaper, Television, Flyers, Banners, Signage on Metro Property and at Dodger Stadium, Announcement during Dodger games, Branded buses, Brochures and car cards available on Metro buses	Service from Harbor Gateway was discontinued following the 2017 season
ParkLINK Shuttle	Improved ease of traveling between parks (National, State); Low-Cost; Connections to existing transit	Low ridership and funding cuts resulted in termination of the service; Difficult to access for non-auto owners not located in the San Fernando Valley; Limited service hours	Shuttle included bike racks improving access for bicyclists	5 - 20 passenger clean diesel buses owned by NPS, new shuttle stops created with interpretive materials	Press release; dedication ceremony; LA Metro website, local newspapers; community blogs	N/A (service terminated)
Muir Woods Shuttle	Improved access for non-auto owners; Alleviated on-site parking pressure; Valuable data collected; Connections to existing transit	Ongoing discrepancy between access costs for autos (formerly free, now \$8/veh.) and transit (\$3 per person)	Integrated reservation system for both shuttles and parking in 2018	35' shuttles (cannot use larger vehicles due to roadway); New reservation system relies on smart phone-based ticketing	Website; Printed materials at visitor information centers and hotels; Variable message sign on Hwy 101	New reservation system for 2018
Columbia Gorge Express	Low-cost; Improved access to recreational destinations in the area; Connections to existing transit; Improved access for non-auto owners; Alleviated on-site parking pressure	Limited frequency of service; Affordable, but not a free service	Seating and shaded areas were added to bus stops	Full-size coach buses seating 56 passengers	Signage at Gateway Transit Center; Brochures	Evaluate service; Explore expansion of service area; Expand service hours; More community outreach; Accommodate bikes
Maroon Bells Guided Bus Tour	Alleviated on-site parking pressure; Reduces traffic congestion on access road	Limited parking at shuttle loading zone	N/A	Mid-size bus	Brochures; Welcome Center; Provider website	Free shuttle from overflow parking lot during peak season; Considering expanding service hours
Hanging Lake Shuttle	TBD (Proposed Shuttle)	TBD (Proposed Shuttle)	N/A	N/A	N/A	Expected 2018
Chariot	Innovative use of technology; Crowd-sourced routes; On-demand service; High ridership	Competition of service with public transit agencies; Exclusive to smartphone and credit card owners; Safety issues at loading zones	Crowd-sourced routes and stops	14 passenger van; Mobile App	Branded passenger vans; Mobile App, Website	City is looking to regulating Private Transport Vehicles (PTV) with fees and regulations
Transit & Trails	Intuitive interactive web/app platform; Comprehensive collection of trail data and attributes; Coordination of multiple partnerships and agencies	Requires internet connection; Trip planning can not combine transit types (e.g. transit to walking to biking)	Interactive web and app platform for outdoor recreation data	Interactive Website; iPhone App; Google Maps	Social Media (Facebook, Twitter); City agencies; Blogs	Trailhead Labs ongoing development and service of new platform "Outerspatial"
Youth Opportunity Pass	Free; Introduces transit to youth; Limited overhead costs	Community center access is not available to students at Battle Ground, Camas, or Washougal school districts	Online trip planner provided by C-TRAN	Sticker to place on school issued ASB card	C-TRAN website, Local articles	Expanded program in 2017
Safe Passages	Increased safety for children walking to schools and parks; Reduced crime rate in service area; Increased school attendance: Strong community engagement	Parents were initially concerned and were skeptical of the program	N/A	Safe Passage personnel wear neon green vests	N/A	Program currently expanding to include more routes and schools

MEASURING EFFECTIVENESS

Case Study	User Cost \$ = \$1	Provider Cost	Ridership/User Data 👤 = 2,000 Riders per month	Trip Time 🕒 = 6 minutes	Frequency of Service 🕒 = 6 minutes	Other Measures of Effectiveness	Co-benefits
Fish Canyon	Free	N/A	👤 49 riders 1st month 140 riders last month	🕒 7 min	🕒🕒🕒🕒🕒 Every 30 min	N/A	Access for non-auto owners; Relieved parking pressure at trailhead and nearby neighborhoods
Chantry Flat Trailhead Shuttle	Free	\$35,500 Total Project Cost; About \$17 per rider	👤 842 riders over 3 weekends	🕒🕒🕒🕒 20-25 min	🕒🕒🕒🕒🕒🕒🕒 Every 30-45 min	Other communities like Sierra Madre looking to implement similar programs in the spring of 2018	Reduces automobile congestion; Access for non-auto owners
Topanga Beach Bus	🕒 \$1.00 Base fare \$0.50 Seniors and Persons w/ Disabilities	\$124,000 Projected Service Cost (2018)	👤 Average 20 riders per day	🕒🕒🕒🕒🕒🕒🕒🕒🕒 1 hour to Beach 1 hour 15 min to Valley	🕒🕒🕒🕒🕒🕒🕒🕒🕒 Every 2 hours 45 min to Beach Every 3 hours 15 min to Valley	Expanded service from seasonal to year round in September 2016	Reduces automobile congestion
Dash Observatory	🕒 \$0.50 Base fare \$0.35 with TAP Card \$0.25 Seniors & Persons w/ Disabilities Free Children age 0-4; LADOT/Metrolink pass	N/A	👤👤👤👤 Average 1,033 riders per day on weekends	🕒🕒🕒🕒 25 min	🕒🕒🕒 Every 20 min	Expanded service from weekends only to everyday in summer 2017; Proposed extended weekend hours	Reduces automobile congestion; Allows for closure of access road and improves safety for pedestrians and bicyclists
Dodger Stadium Express	Free for game day ticket holders	\$1,169,000 Grant (2013-2014) \$300,000 Grant (2010)	👤👤👤👤👤👤👤👤👤 220,034 riders (2015) 241,682 riders (2016) 278,623 riders (2017)	🕒🕒🕒 17-18 min	🕒🕒 Every 10 min	N/A	Reduces automobile congestion; Access for non-auto owners; Introduces transit to riders who do not normally take transit. Encourages public transportation to reduce air pollution
ParkLINK Shuttle	🕒 \$1.00 Base fare	N/A	👤 Average 80 riders per day	Varies	🕒🕒🕒🕒🕒🕒🕒🕒🕒 Every 60 min	Shuttle was able to coordinate with Metro bus line to increase access	Makes parks more accessible; Reduces automobile congestion
Muir Woods Shuttle	🕒🕒🕒 \$3.00 Base fare	\$178,000 Net Operating Costs (2016)	👤👤👤👤 124,000 riders (2016) (5-6% of all park visitors; Ridership increasing)	🕒🕒🕒🕒 25 min (Rt66) 🕒🕒🕒🕒🕒🕒🕒🕒 55 min (Rt66F)	🕒🕒🕒 Every 10-20 min (Rt66) 🕒🕒🕒🕒🕒🕒🕒🕒 30-60 min (Rt66F)	Farebox recovery rate in 2016 of ~58% (subsidy of \$1.43 per trip)	Accommodates increasing visitor levels without increasing parking
Columbia Gorge Express	🕒🕒🕒🕒🕒 \$5.00 (from Gateway Transit Center)	\$150,000 Net Operating Costs (2016)	👤👤 Approx. 33,000 riders (2017) Approx. 30,000 riders (2016)	🕒🕒🕒🕒 15-25 min	🕒🕒🕒🕒🕒🕒🕒 Every 45-60 min	ODOT's plan to expand the bus service to Hood River in 2018 could possibly add more stops along the way (Cascade Locks and Eagle Creek)	Protects natural resources by reducing automobile emissions and illegal parking
Maroon Bells Guided Bus Tour	🕒🕒🕒🕒🕒🕒🕒 \$8.00 Adults \$6.00 Youth age 6-16 & Seniors Free Children under 5	N/A	👤👤👤👤👤👤👤👤 215,575 riders (2017) 199,768 riders (2016) 174,202 riders (2015)	🕒🕒🕒🕒 25 min	🕒🕒🕒 Every 20 min	N/A	Protects natural resources by reducing automobile emissions; Educates passengers about the area
Hanging Lake Shuttle	🕒🕒🕒🕒🕒🕒🕒🕒 \$11.37 - \$16 (16 and over) \$8.71 - \$13.50 (under 16)	\$11.37 - \$16 (16 and over) \$8.71 - \$13.50 (under 16)	👤👤👤👤👤👤 615 riders (Daily cap per capacity study)	N/A	N/A	N/A	N/A
Chariot	🕒🕒🕒🕒 Off peak: \$3.80 Peak hours: \$5.00	N/A	👤👤👤👤👤👤👤👤 Approx. 40,000 riders per month (2015)	Varies	On Demand	Expanding to other service areas	N/A
Transit & Trails	Free (requires internet connection)	N/A	👤👤👤👤👤👤👤👤 25,000 - 30,00 unique visits each month at peak	N/A	N/A	Platform has evolved and continues to partner with agencies	Educates users on gas and carbon emission savings when using alternative transportation.
Youth Opportunity Pass	Free to students enrolled in participating school districts	\$300 per pass	👤👤👤👤👤 1,500 Passes (2015)	N/A	N/A	90% of students plan to continue to ride the bus for the next school year	Program creates the opportunity for youth to ride transit at a young age, encouraging them to become long term users of C-TRAN
Safe Passages	Free	\$283,000 (2017 Budget) \$15.7 million (2013 Cost of Program)	👤👤👤 75,000 Students (2018)	N/A	N/A	Crime Reduction, Increased school attendance, Expansion of program	Creates eyes-on-the-street to improve safety



5

LINKS / RESOURCES

LINKS & RESOURCES

The following links and resources were used during the compilation of the case study analysis. Some are case-specific, while others are general helpful resources.

CASE STUDY LINKS

Fish Canyon Shuttle

- **Duarte shuttle service connects Gold Line to popular hiking trails**, Meghan McCarty Carino, KPCC, June 7, 2016 (<https://www.scpr.org/news/2016/06/07/61417/duarte-shuttle-service-connects-gold-line-to-popul/>)
- **New city of Duarte shuttle connects Gold Line to popular Fish Canyon Falls hiking trail!** Steve Hyman, The Source: Metro News & Reviews, April 7, 2016 (<http://thesource.metro.net/2016/04/07/new-city-of-duarte-shuttle-connects-gold-line-to-popular-fish-canyon-falls-hiking-trail/>)
- **Duarte Trails: Fish Canyon Falls Trail**, City of Duarte (<http://www.accessduarte.com/howdoi/find/fish.htm>)
- **Fish Fire Closure**, Angeles National Forest, September 7, 2016 (https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd517826.pdf)
- **Azusa Rock Quarry: Fish Canyon Falls Trail Access**, Azusa Rock Quarry (<http://www.azusarock.com/>)

Chantry Flat Trailhead Shuttle

- **Chantry Flat Pilot Shuttle Project Report**, Angeles National Forest, December 2016

Topanga Beach Bus

- **Topanga Beach Bus: Route Information**, Department of Public Works, Los Angeles County (<http://dpw.lacounty.gov/transit/topangabeachbus>)
- **Los Angeles County Beach Bus Schedule: Topanga Canyon Local Beaches**, Los Angeles County Board of Supervisors District 3, Sheila Kuehl & Department of Public Works, Los Angeles County, 2016 (http://www.ladpw.org/pdd/beach_bus/TOPANGACANYON_2016.pdf)
- **Beat the Heat! \$1 Beach Bus runs from Valley to Santa Monica**, Los Angeles County Board of Supervisors District 3, Sheila Kuehl, July 6th, 2017 (<http://supervisorkuehl.com/beachbus/>)

Dash Observatory

- **Weekday Observatory DASH Service Successful So Far**, Erin Hickey Pinheiro, Los Feliz Ledger, August 31, 2017 (<http://www.losfelizledger.com/article/weekday-observatory-dash-service-successful-so-far/>)
- **DASH Observatory Recommended Route Change**, LADOT Transit (<https://www.ladottransit.com/movingforwardtogether/proposed/Proposed0417/DASHObservatory.pdf>)
- **Getting Here page**, Griffith Observatory Website, (<http://>)

- griffithobservatory.org/visiting/directions.html)
- **DASH Observatory Route Page**, LADOT Transit Website (<https://ladottransit.com/dash/routes/observatory/observatory.html>)
- **LADOT Annual Report Fiscal Year 16/17**, LADOT, (<http://ladot.lacity.org/sites/g/files/wph266/f/LAD-104%20Annual%20Report%20ADA%20X3.pdf>)

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PARKS

Parks may contain multiple scores because they are defined with multiple boundaries. This typically happens in larger parks where areas with amenities are broken out from open space areas.

Abbreviations

ER: Ecological Reserve	OSP: Open Space Preserve	SHP: State Historic Park
NF: National Forest	RP: Regional Park	SP: State Park
OS: Open Space	SB: State Beach	SRA: State Recreational Area

Park Name	Agency Name	T2P Score
105th Street Pocket Park	Los Angeles, City of	3
109th Street Rec. Ctr.	Los Angeles, City of	18
111th Place Neighborhood Park	Los Angeles, City of	1
117th and Compton	Los Angeles, County of	0
118th Street Mini Park	Hawthorne, City of	2
11th Avenue Park	Los Angeles, City of	3
14th Street Park and Playground	Long Beach, City of	4
1st and Broadway Civic Ctr. Park	Los Angeles - Department of Recreation and Parks, City of	1
21st to Hill Mini Park	Long Beach, City of	1
22nd Street Landing	Los Angeles, City of	15
34th St Greenbelt	Los Angeles, County of	0
49th Street Pocket Park	Los Angeles, City of	2
5 Points Art Monument	Burbank, City of	0
51st St Greenbelt	Long Beach, City of	0
60th St East & Avenue S8	Palmdale School District	10
61st Street Pocket Park	Los Angeles, City of	3
70TH ST EAST & North of AVENUE R	Palmdale, City of	1
72nd Street Staging Area	Los Angeles, County of	0
76th Street Pocket Park	Los Angeles, City of	3
8th Street Park	Mountains Recreation and Conservation Authority	1
8th Street Parkette	Manhattan Beach, City of	1
97th Street Pocket Park	Los Angeles, City of	3
98th Street Parkway	Los Angeles, City of	5
A. E. Wright Middle School	Las Virgenes Unified School District	6
A.C. Warnack Nature Park	Palmdale, City of	20
A.J. Padelford Park	Artesia, City of	6
A.J. Padelford Park Child Development Ctr.	Artesia, City of	0
Abalone Cove Shoreline Archery Range	Rancho Palos Verdes, City of	10
Abalone Cove Shoreline Park	Rancho Palos Verdes, City of	10
Abraham Lincoln Park	Burbank, City of	1
Abrams	Mountains Recreation and Conservation Authority	20
Acacia Park	El Segundo, City of	12
Acton Park	Los Angeles, County of	12

Park Name	Agency Name	T2P Score
Acton Wash Wildlife Sanctuary	Los Angeles, County of	10
Acuna Park	Montebello, City of	5
Adams Square Park	Glendale, City of	3
Admiral Issac C. Kidd Park	Long Beach, City of	19
Adolfo Medina Memorial Park	Lynwood, City of	7
Adventure Park	Los Angeles, County of	21
Aeolian Elementary School	Los Nietos Elementary School District	0
Agoura Hills City Parkland	Agoura Hills, City of	0
Agoura Hills City Parkland	Agoura Hills, City of	10
Agoura Hills Com. Ctr.	Calabasas, City of	13
Agoura Hills OS	Agoura Hills, City of	0
Agoura Hills Rec. and Event Ctr.	Joni and Friends	9
Agua Armaga Canyon OS	Palos Verdes Peninsula Land Conservancy	10
Agua Armaga Canyon OS	Rancho Palos Verdes, City of	10
Agua Dulce Canyon Parkland	Santa Clarita, City of	10
Aiglon Plaza	Los Angeles, City of	0
Airport Park	Santa Monica, City of	13
Alamitos at 72nd Park	Long Beach, City of	0
Alatorre- Eagle Rock View Park	Mountains Recreation and Conservation Authority	1
Albion Riverside Park	Los Angeles, City of	1
Algin Sutton Rec. Ctr.	Los Angeles, City of	25
Alhambra Municipal GC	Alhambra, City of	20
Alhambra Park	Alhambra, City of	27
Alhambra Wash	San Gabriel County Water District	0
Alice C. Stelle Middle School	Las Virgenes Unified School Distrct	19
Alisal Park	Azusa, City of	9
Aliso Canyon Park	Los Angeles, City of	22
Aliso Creek Park	Los Angeles, City of	1
Aliso Triangle	Los Angeles, City of	0
Aliso-Pico Rec. Ctr.	Los Angeles, City of	5
Alizondo Drive Park	Los Angeles, City of	2
All American Park	Paramount, City of	6
All Star Batting Cages	South Pasadena, City of	1
Allen J Martin Park	Los Angeles, County of	18
Allendale Park	Pasadena, City of	4
Alma Park	Los Angeles, City of	2
Almansor Park	Alhambra, City of	37
Almar Plaza	Los Angeles, City of	0

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Appendix

Park Name	Agency Name	T2P Score
Almendra Park	Santa Clarita, City of	6
Alondra Community RP	Los Angeles, County of	27
Alondra GC	Los Angeles, County of	20
Alpine Butte Wildlife Sanctuary	Los Angeles, County of	20
Alpine Park	Los Angeles, City of	0
Alpine Rec. Ctr.	Los Angeles, City of	4
Alta Loma Park	Torrance, City of	8
Alta Vista Park	Redondo Beach, City of	20
Altadena GC	Los Angeles, County of	10
Alvarado Terrace Park	Los Angeles, City of	1
Amarillo Beach	Los Angeles, County of	35
Amarillo Beach - Coastal Conservancy	California State Coastal Conservancy	35
Amelia Mayberry Park	Los Angeles, County of	28
American Heroes Park	Lancaster, City of	19
American Indian Little League Site	Palmdale Water District	0
Amie Sump	Torrance, City of	0
Amigo Park	Los Angeles, County of	20
Amistad Park	Los Angeles, City of	3
Amoroso Triangle	Los Angeles, City of	0
Anaconda Park	Whittier, City of	9
Anaverde Hills Park	Palmdale, City of	10
Anderson Park	Redondo Beach, City of	9
Anderson Playground and Senior Citizen Ctr.	Los Angeles, City of	3
Andreas Pico Adobe Park	Los Angeles, City of	25
Andres and Maria Cardenas Rec. Ctr.	Los Angeles, City of	15
Andrews Park	Redondo Beach, City of	12
Angeles Mesa Park	Los Angeles, City of	1
Angeles NF	Los Angeles, City of	20
Angeles NF	Los Angeles, County of	10
Angeles NF	United States Forest Service	30
Angeles NF	United States Forest Service	30
Angeles NF - Chantry Flats	United States Forest Service	30
Angeles NF - Crystal Lake	United States Forest Service	30
Angeles NF - Fish Canyon	United States Forest Service	30
Angeles NF - Oaks Picnic Area	United States Forest Service	30
Angeles NF - Trails Canyon	United States Forest Service	30
Angels Gate Park	Los Angeles, City of	27
Angelus Park	Rosemead, City of	0
Anna J Martin Park	La Mirada, City of	2
Annandale Canyon Park	Pasadena, City of	10
Antelope Valley California Poppy Reserve	California Department of Parks and Recreation	35
Antelope Valley Indian Museum	California Department of Parks and Recreation	45
Antelope Valley OS	Arroyos and Foothills Conservancy	10

Park Name	Agency Name	T2P Score
Apollo Community RP	Los Angeles, County of	35
Apollo Park	Downey, City of	20
Arbor Street Park	Long Beach, City of	1
Arboreta Greenway	Glendora, City of	7
Arcadia Community RP	Los Angeles, County of	10
Arcadia High School (Joint-Use)	Arcadia Unified School District	31
Arcadia Par-3 GC	Arcadia, City of	10
Arcadia Wilderness Park	Arcadia, City of	20
Arceo Park	El Monte, City of	2
Ardmore Park	Hermosa Beach, City of	0
Arnaz Park	Beverly Hills, City of	3
Arnie Quinones Park	Palmdale, City of	6
Aroma Parkette	West Covina, City of	1
Arroyo Park	Walnut, City of	3
Arroyo Park North	Azusa, City of	5
Arroyo Park South	Azusa, City of	7
Arroyo Pescadero	Puente Hills Habitat Preservation Authority (Habitat Authority)	20
Arroyo Pescadero	Whittier, City of	6
Arroyo San Miguel OS	Native Habitat Preservation Authority	0
Arroyo San Miguel OS	Native Habitat Preservation Authority	5
Arroyo San Miguel OS	Puente Hills Habitat Preservation Authority (Habitat Authority)	10
Arroyo San Miguel OS	Whittier, City of	20
Arroyo Seco	Los Angeles, City of	0
Arroyo Seco	Los Angeles, City of	5
Arroyo Seco GC	South Pasadena, City of	10
Arroyo Seco Park	Los Angeles, City of	24
Arroyo Seco Park	South Pasadena, City of	10
Arroyo Seco Racquet Ctr.	South Pasadena, City of	1
Arroyo Sequit	United States National Park Service	30
Arroyo Sequit - Little Sycamore	Mountains Recreation and Conservation Authority	20
Arroyo Woodland and Wildlife Nature Park	South Pasadena, City of	1
Artesia Cemetery	Artesia Cemetery District	1
Artesia Park	Artesia, City of	25
Arthur B. Ripley Desert Woodland SP	California Department of Parks and Recreation	20
Arthur Gerdes Park	Norwalk, City of	16
Arts District Park	Los Angeles, City of	1
Ascot Hills Park	Los Angeles, City of	22
Ashiya Park	Montebello, City of	4
Ashland Park	Santa Monica, City of	1
Ashwood Park	Inglewood, City of	16
Athens Park	Los Angeles, County of	23

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Park Name	Agency Name	T2P Score
Atlantic Avenue Park	Los Angeles, County of	17
Atlantic Plaza Park	Long Beach, City of	2
Aubrey E. Austin Jr. Park and North Jetty	Los Angeles, County of	0
Augustus Hawkins Natural Park	Los Angeles, City of	3
Avalon City Beach	Avalon, City of	35
Avalon City Park	Avalon, City of	1
Avalon Veterans Memorial Park	Avalon, City of	0
Avalon-San Pedro Park	Los Angeles, City of	2
Avenue Park	Los Angeles, County of	11
Avenue S & Dorer Street	Palmdale, City of	5
Averill Park	Los Angeles, City of	6
Aviation Park	Redondo Beach, City of	7
Avocado Heights Park	Los Angeles, County of	10
Azusa Bike Trail Head / Parking Lot	Azusa, City of	0
Azusa Rockery	Azusa, City of	0
Azusa Senior Ctr.	Azusa, City of	0
Azusa Woman's Club	Azusa, City of	0
Babe Herman Little League Field	Glendale, City of	6
Bachman OS	Glendale, City of	5
Bailey Canyon Wilderness	Los Angeles - Flood Control District, County of	10
Bailey Canyon Wilderness Park	Los Angeles - Flood Control District, County of	5
Bailey Ranch House and Park	Whittier, City of	0
Baker Street Park	Long Beach, City of	2
Balboa GC & Encino Golf Course	United States Army Corps of Engineers	20
Balboa Sports Ctr.	United States Army Corps of Engineers	55
Baldwin Hills Rec. Ctr.	Los Angeles, City of	8
Baldwin Mini Park	El Monte, City of	2
Baldwin Stocker Elementary School (Joint-Use)	Arcadia Unified School District	2
Ballona Creek & Bike Path	Los Angeles - Flood Control District, County of	5
Ballona Lagoon Marine Preserve	Los Angeles, City of	5
Ballona Wetlands ER	California Department of Fish and Wildlife	5
Ballona Wetlands ER	California Department of Fish and Wildlife	30
Bandini Canyon Park	Los Angeles, City of	1
Bandini Park	Commerce - Redevelopment Agency, City of	0
Bandini Park	Commerce, City of	25
Banning High School Pool	Los Angeles, City of	11
Banning Park and Museum	Los Angeles, City of	48
Barber Park	Artesia, City of	2
Barnard Way Linear Park	Santa Monica, City of	5
Barnes Park	Baldwin Park, City of	20
Barnes Park	Monterey Park, City of	19
Barnsdall Park	Los Angeles, City of	6
Barrington Dog Park	Los Angeles, City of	0

Park Name	Agency Name	T2P Score
Barrington Rec. Ctr.	Los Angeles, City of	14
Bartlett Senior Citizens Ctr.	Torrance, City of	0
Bassett Park	Los Angeles, County of	24
Bayshore Park	Long Beach, City of	0
Bayshore Playground	Long Beach, City of	3
Beach Green Park	Santa Monica, City of	0
Beach Park 1	Santa Monica, City of	8
Beach Park 4	Santa Monica, City of	5
Beardslee Park	Duarte, City of	3
Bee Canyon Park	Los Angeles, City of	20
Begg Field	Manhattan Beach Unified School District	17
Begg Pool	Manhattan Beach, City of	15
Begonias Lane Park	Santa Clarita, City of	3
Behringer Park	La Mirada, City of	21
Bel Air Ballfield	Burbank, City of	5
Bell Canyon OS	Mountains Recreation and Conservation Authority	10
Bell Canyon OS	Santa Monica Mountains Conservancy	0
Bell Canyon Park	Los Angeles, City of	20
Bell Creek Park	Mountains Recreation and Conservation Authority	0
Bell Gardens GC at Ford Park	Bell Gardens, City of	5
Bell Gardens Skate Park	Bell Gardens, City of	5
Bell Gardens Sports Ctr. at Ford Park	Bell Gardens, City of	28
Bell Gardens Veterans Park	Bell Gardens, City of	10
Bell Park	Gardena, City of	4
Bella Vista Park	Monterey Park, City of	26
Bellaire Avenue Pocket Park	Los Angeles, City of	2
Bellevue Rec. Ctr.	Los Angeles, City of	6
Bellflower Bike Trail	Los Angeles County Metropolitan Transportation Authority, County of	10
Bellflower Bike Trail Plaza	Los Angeles County Metropolitan Transportation Authority, County of	0
Bellflower Skate Park	Los Angeles - Flood Control District, County of	0
Belmont Veterans Memorial Pier	Long Beach, City of	0
Belvedere Community RP	Los Angeles, County of	37
Belvedere Park Lake	Los Angeles, County of	5
Benedict Canyon OS	Santa Monica Mountains Conservancy	0
Benito Juarez Park	Maywood, City of	4
Benny H. Potter West Adams Avenues Memorial Park	Los Angeles, City of	3
Benton Athletic Facility		6
Berniece Bennett Park	Westlake Village, City of	9
Beth Ryan Park	Monterey Park, City of	0
Beverly Canon Gardens Park	Beverly Hills, City of	0
Beverly Gardens Park	Beverly Hills, City of	10

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Park Name	Agency Name	T2P Score
Beverly Glen East OS	Mountains Recreation and Conservation Authority	0
Beverly Glen East OS	Mountains Recreation and Conservation Authority	0
Beverly Glen East OS	Mountains Recreation and Conservation Authority	0
Beverly Glen East OS	Mountains Recreation and Conservation Authority	0
Beverly Glen Park	Mountains Recreation and Conservation Authority	10
Beverly Hills High School	Beverly Hills Unified School District	6
Beverly Park Estates OS	Santa Monica Mountains Conservancy	5
Beverly Parkette	Redondo Beach, City of	1
Beverly Vista Elementary School	Beverly Hills Unified School District	1
Biancini Park	Bell, City of	5
Bicentennial Park	Arcadia, City of	3
Bicentennial Park	Hawthorne, City of	2
Bi-Centennial Park	Hermosa Beach, City of	0
Bicknell Park	Montebello, City of	6
Big Dalton Wilderness Park	Glendora, City of	20
Big League Dreams Sportsplex	West Covina, City of	10
Big Rock Beach	Los Angeles, County of	35
Big Rock Creek Wildlife Sanctuary	Los Angeles, County of	20
Big Rock Wash TaxDef	Mountains Recreation and Conservation Authority	10
Big Tree Park	Glendora, City of	1
Big Tujunga Wash OSP	Mountains Recreation and Conservation Authority	20
Bill Blevins Park	Los Angeles, County of	4
Birdcage Park	Long Beach, City of	1
Biscailuz Park	Lakewood, City of	9
Bishop Montgomery Sump	Torrance, City of	5
Bixby Knolls Park	Long Beach, City of	3
Bixby Park	Long Beach, City of	14
Blair Hills Park	Culver City, City of	10
Blaisdell Park	Claremont, City of	10
Blaisdell Preserve	Claremont, City of	1
Blalock Wildlife Sanctuary	Los Angeles, County of	20
Blanche Hamilton Wildlife Sanctuary	The Nature Conservancy	10
Bloch Field	Los Angeles, Port of	1
Bloomfield Park	Lakewood, City of	21
Blue Onyx OS	Mountains Recreation and Conservation Authority	0
Blue Onyx OS	Mountains Recreation and Conservation Authority	0
Bluebird Preserve	Glendora, City of	10
Bluff Cove	Palos Verdes Estates, City of	10
Bluff Cove North	Palos Verdes Estates, City of	0
Bluff Cove South	Palos Verdes Estates, City of	0
Bluff Park	Long Beach, City of	11
Bob White Park	Norwalk, City of	6
Bobcat Canyon	Mountains Recreation and Conservation Authority	10

Park Name	Agency Name	T2P Score
Bodger Park	Hawthorne, City of	10
Bolivar Park	Lakewood, City of	27
Bonita Park	Arcadia, City of	3
Bouquet Canyon Park	Santa Clarita, City of	13
Bouton Creek Park	Long Beach, City of	1
Boyar Park	Lakewood, City of	20
Boyle Heights Sports Ctr. Park	Los Angeles, City of	5
Brace Canyon Park	Burbank, City of	23
Bradbury Community Center		1
Brand Canyon OS	Glendale, City of	30
Brand Park	Glendale, City of	35
Brand Park	Los Angeles, City of	12
Branford Park	Los Angeles, City of	12
Brenner Park	Pasadena, City of	4
Briar Summit OSP	Mountains Recreation and Conservation Authority	10
Briarwood Park	Los Angeles, City of	12
Bridgeport Park	Metropolitan Water District of Southern California	12
Briggs Point	San Dimas, City of	1
Bristow Park	Commerce, City of	32
Broadway Park	Los Angeles, City of	2
Broadway Park	Whittier, City of	6
Brodiaea Reserve	Glendora Community Conservancy	20
Brookhaven Park	Cerritos, City of	3
Brookshire Childrens Park	Downey, City of	4
Brookside GC	Pasadena, City of	20
Brookside Park	Pasadena, City of	40
Brookside Park Area H	Pasadena, City of	22
Browns Canyon	Los Angeles, County of	10
Brown's Creek Park	Los Angeles, City of	10
Bruce's Beach	Manhattan Beach, City of	35
Budd Wiener Park	Los Angeles, City of	1
Budokan Little Tokyo Rec. Ctr.	Los Angeles, City of	1
Bundy Triangle	Los Angeles, City of	0
Burbank Valley Park	Burbank, City of	4
Burke Heritage Park	Alhambra, City of	1
Burrell-MacDonald Park	Compton, City of	8
Burton W. Chace Park	Long Beach, City of	12
Burton W. Chace Park	Los Angeles, County of	8
Butterfield Park	Walnut, City of	9
Caballero Creek Park	Los Angeles, City of	1
Cabrillo Beach & Marine Aquarium	Los Angeles, City of	78
Cabrillo Beach Marina and Rec. Complex	Los Angeles, Port of	57
Cahuenga Pass - Bubalo OS	Mountains Recreation and Conservation Authority	1

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Park Name	Agency Name	T2P Score
Cahuenga Pass - Reeds/Farris OS	Santa Monica Mountains Conservancy	0
Cahuenga Pass MRCA OS	Mountains Recreation and Conservation Authority	0
Cahuenga Pass-Oakshire OS	Mountains Recreation and Conservation Authority	5
Cahuenga Peak Phase 1	Los Angeles - Department of Recreation and Parks, City of	20
Cahuilla Park	Claremont, City of	19
Calabasas Bark Park	Las Virgenes Municipal Water District	0
Calabasas Creekside Park & Community Ctr.	Calabasas, City of	28
Calabasas Highlands OS	Mountains Recreation and Conservation Authority	10
Calabasas Peak	Los Angeles, County of	20
Calabasas Peak OS	Santa Monica Mountains Conservancy	10
Calabasas Tennis and Swim Ctr.	Calabasas, City of	43
Calbrisas Park	Signal Hill, City of	3
California Coastal NM	United States Bureau of Land Management	1
California Desert Nat. Conservation Area	United States Bureau of Land Management	20
California High School	Whittier Union High School District	16
California Parkette	West Covina, City of	1
Cameron Nature Preserve	Mountains Recreation and Conservation Authority	20
Cameron Park	West Covina, City of	5
Camino Grove Park	Arcadia, City of	10
Camp Eucalyptus	El Segundo, City of	2
Camp Little Bear Park	Bell, City of	18
Campo De Cahuenga	Los Angeles, City of	0
Campus El Segundo Athletic Fields	El Segundo, City of	8
Canada de Palos Verdes Creek	Los Angeles - Flood Control District, County of	1
Canada de Palos Verdes Creek	Los Angeles - Flood Control District, County of	5
Canal Park	Los Angeles, City of	2
Candleverde Park	Lakewood, City of	1
Candy Cane Park	El Segundo, City of	2
Canoga Park Senior Citizen Ctr.	Los Angeles, City of	0
Canyon Country Park	Santa Clarita, City of	10
Canyon Oaks OS Access	Los Angeles, County of	0
Canyon Oaks Park	Westlake Village, City of	8
Canyon Park	Azusa, City of	1
Canyon Park	Monrovia, City of	10
Canyon Park, Boy Scouts of America	Boy Scouts of America	20
Carbon Beach	Los Angeles, County of	36
Carbon Canyon OS	Mountains Recreation and Conservation Authority	10
Carey Ranch Park	Los Angeles, City of	17
Carl E. Nielson Youth Park	Los Angeles, City of	5
Carl O. Gerhardy Wildlife Sanctuary	Los Angeles, County of	20
Carlin G. Smith Rec. Ctr.	Los Angeles, City of	6
Carlson Park	Culver City, City of	4
Carlton Peterson Park	Diamond Bar, City of	19

Park Name	Agency Name	T2P Score
Carlton Way Pocket Park	Los Angeles, City of	3
Carlton Way Pocket Park	Trust for Public Land	1
Carlyle E. Linder Equestrian Park	Glendora, City of	2
Carnation Park	Lynwood, City of	0
Carolyn Rosas Park	Los Angeles, County of	7
Carr Park	Glendale, City of	3
Carriage Crest Park	Carson, City of	8
Carroll Parks	Long Beach, City of	0
Carson Park	Carson, City of	28
Carthay Circle Park	Los Angeles, City of	0
Caruthers Park North	Bellflower, City of	0
Caruthers Park North	Los Angeles - Flood Control District, County of	1
Caruthers Park North	Private Landowner	0
Caruthers Park North	Southern California Edison	0
Casa Adobe de San Rafael	Glendale, City of	27
Casa Del Caballero	Los Angeles, County of	0
Cascade Park	Monterey Park, City of	0
Castaic Lake SRA	California Department of Water Resources	59
Castaic Lake SRA	United States Bureau of Land Management	10
Castaic Lake SRA	United States Bureau of Land Management	20
Castaic Sports Complex	Los Angeles, County of	51
Castilian MRCA OS	Mountains Recreation and Conservation Authority	0
Castle Peak Park	Los Angeles, City of	2
Castro Crest	United States National Park Service	30
Catalina Verdugo Adobe	Glendale, City of	26
Cecar Chavez Park	South Gate, City of	11
Centennial Park	Pomona, City of	1
Centinela Adobe Park	Inglewood, City of	25
Central Avenue Jazz Park	Los Angeles, City of	1
Central Park	Castaic Lake Water Agency	63
Central Park	Whittier, City of	4
Central Park & Adult Rec. Ctr.	Glendale, City of	3
Central Rec. Ctr.	Los Angeles, City of	13
Central Torrance Little League Facility	Torrance, City of	1
Cerrillos Drive	Mountains Recreation and Conservation Authority	0
Cerritos Iron Wood Nine GC	Cerritos, City of	10
Cerritos Mini Park	Glendale, City of	14
Cerritos Olympic Swim and Fitness Ctr.	Cerritos, City of	19
Cerritos Park East	Cerritos, City of	39
Cerritos Reg. County Park	Los Angeles, County of	52
Cerritos Sports Complex	Los Angeles, County of	18
Cesar Chavez Memorial	San Fernando, City of	0
Cesar Chavez Neighborhood Park	Compton, City of	2

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Park Name	Agency Name	T2P Score
Cesar Chavez Park	Pomona, City of	7
Cesar E. Chavez Park	Long Beach, City of	6
Cesar E. Chavez Park Terminus	Long Beach, City of	5
Chalk Hills 1	Mountains Recreation and Conservation Authority	1
Chalk Hills 2	Mountains Recreation and Conservation Authority	5
Challenger Park	La Verne, City of	21
Chandler Park and City Hall	Rolling Hills Estates, City of	6
Chaney Trail OS	Arroyos and Foothills Conservancy	0
Channel View Park	Long Beach, City of	2
Chaparral Park	Claremont, City of	3
Charles B. Hopper Park	Lawndale, City of	4
Charles F. Lummis Home	Los Angeles, City of	0
Charles H. Wilson Park	Torrance, City of	30
Charles White Park	Los Angeles, County of	10
Charmlee Wilderness Park	Malibu, City of	30
Charter Oak Park	Los Angeles, County of	18
Chase Park	Los Angeles, City of	2
Chatsworth Nature Preserve and Reservoir	Los Angeles - Department of Water and Power, City of	20
Chatsworth Oaks Park	Los Angeles, City of	2
Chatsworth Park North	Los Angeles, City of	18
Chatsworth Park South	Los Angeles, City of	27
Chatsworth Reservoir Site	Los Angeles, City of	20
Chautauqua Blvd Access to Will Rogers State Historic Preserve	Los Angeles, City of	25
Cheeseboro and Palo Comado Canyons	United States National Park Service	30
Cherry Avenue Park	Long Beach, City of	7
Cherry Canyon Park	La Canada Flintridge, City of	20
Cherry Cove Park	Lakewood, City of	2
Cherry Hill Lots	Rancho Palos Verdes, City of	0
Chesebrough Park	Santa Clarita, City of	4
Chesley Circle Park	Huntington Park, City of	1
Chess Park	Glendale, City of	1
Chess Park	Santa Monica, City of	0
Chester L Washington GC	Los Angeles, County of	20
Chesterfield Square	Los Angeles, City of	2
Chet Holifield Park	Montebello, City of	17
Cheviot Hills Park and Rec. Ctr.	Los Angeles, City of	44
Chevron Pocket Park	Chevron Pipe Line Company	1
Chevy Chase Park	Los Angeles, City of	3
Chittick Field	Long Beach, City of	0
Chittick Field	Los Angeles - Flood Control District, County of	12
Chumash Park	Agoura Hills, City of	25
Circle J Ranch Park	Santa Clarita, City of	3

Park Name	Agency Name	T2P Score
Circle Park	Inglewood, City of	1
Circle Park	South Gate, City of	0
Circle Park	Southern California Edison	8
Circle Park (5th Avenue)	Los Angeles - Department of Recreation and Parks, City of	0
Circle Park (Gramercy)	Los Angeles - Department of Recreation and Parks, City of	0
Citrus Grove Park	Azusa, City of	16
City Hall Park	Los Angeles, City of	0
City of Bell Skate Park	Bell, City of	2
City of Burbank OS Mtn. Reserve	Burbank, City of	0
City of Burbank OS Mtn. Reserve	Burbank, City of	0
City of Burbank OS Mtn. Reserve	Burbank, City of	5
City of Burbank OS Mtn. Reserve	Burbank, City of	10
City of Burbank OS Mtn. Reserve	Burbank, City of	10
City of Burbank OS Mtn. Reserve	Burbank, City of	20
City of Burbank OS Mtn. Reserve	Burbank, City of	20
City of Calabasas OS	Calabasas, City of	0
City of Calabasas OS	Calabasas, City of	10
City of Glendale OS	Glendale, City of	0
City of Glendale OS	Glendale, City of	0
City of Glendale Verdugo Mtns. OS	Glendale, City of	0
City of Glendale Verdugo Mtns. OS	Glendale, City of	0
City of Glendale Verdugo Mtns. OS	Glendale, City of	0
City of Glendale Verdugo Mtns. OS	Glendale, City of	0
City of Glendale Verdugo Mtns. OS	Glendale, City of	0
City of Glendale Verdugo Mtns. OS	Glendale, City of	0
City of Glendale Verdugo Mtns. OS	Glendale, City of	0
City of Glendale Verdugo Mtns. OS	Glendale, City of	10
City of Glendale Verdugo Mtns. OS	Glendale, City of	30
City of Industry - Libaw	Mountains Recreation and Conservation Authority	0
City of Los Angeles Flood Control	Los Angeles, City of	0
City OS	West Covina, City of	10
City Terrace Park	Los Angeles, County of	24
Civic Auditorium	Glendale, City of	1
Civic Ctr.	San Dimas, City of	8
Civic Ctr. Athletic Field	Arcadia, City of	3
Civic Ctr. Community Park	South El Monte, City of	0
Civic Ctr. Park	Bradbury, City of	0
Clara Park	Cudahy, City of	7
Claremont Hills Wilderness Park	Claremont, City of	30
Clark Stadium and Building	Hermosa Beach, City of	1
Clarkdale Park	Hawaiian Gardens, City of	16
Claude Pepper Senior Citizen Ctr.	Los Angeles, City of	0
Cleland Ave Bicentennial Park	Los Angeles, City of	1

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Park Name	Agency Name	T2P Score
Cleveland High School Pool	Los Angeles, City of	11
Clover Park	Santa Monica, City of	37
Clovercliff Park	Rancho Palos Verdes, City of	1
Club Circle Park	Los Angeles, City of	1
Clutter's Park	El Segundo, City of	0
Cohasset Melba Park	Los Angeles, City of	2
Cold Creek - Secret Valley	Mountains Recreation and Conservation Authority	20
Cold Creek Canyon	Los Angeles, County of	5
Cold Creek Canyon Preserve	Mountains Recreation and Conservation Authority	0
Cold Creek Canyon Preserve	Mountains Recreation and Conservation Authority	5
Cold Creek Canyon Preserve	Mountains Recreation and Conservation Authority	20
Cold Creek Canyon Preserve	Mountains Restoration Trust	30
Cold Creek Canyon Preserve	Mountains Restoration Trust	30
Cold Creek Canyon Preserve	United States National Park Service	5
Coldwater Canyon OS Park	Santa Monica Mountains Conservancy	0
Coldwater Canyon Park	Beverly Hills, City of	4
Coldwater Canyon Park	Los Angeles, City of	10
College Estates Park	Long Beach, City of	7
College Park	Claremont, City of	9
Colonel Leon H. Washington Park	Los Angeles, County of	26
Colorado Ctr. Park	Private Landowner	10
Colorado Lagoon/Alamitos Heights Park	Long Beach, City of	13
Columbia Park	Torrance, City of	13
Columbia Park	Torrance, City of	22
Columbus High School (Joint-Use)	Downey Unified School District	4
Community Ctr.	Hermosa Beach, City of	26
Community Ctr. Complex	El Monte, City of	1
Community Garden	Bell Gardens, City of	0
Community Gymnasium at Cerritos High School	ABC Unified School District	2
Community Gymnasium at Whitney High School	Cerritos, City of	6
Compass Tree Park	Burbank, City of	0
Compton Campfire Site	Compton, City of	3
Compton Creek & Bike Path	Los Angeles - Flood Control District, County of	0
Compton Creek & Bike Path	United States Army Corps of Engineers	0
Compton Creek Walking Path	Los Angeles, County of	0
Compton Creek Walking Path Phase I	Los Angeles, County of	1
Confluence Park	Mountains Recreation and Conservation Authority	0
Constitution Park	El Segundo, City of	5
Constitution Park	Southern California Edison	1
Coolidge Park	Long Beach, City of	8
Coombs Parkette	Culver City, City of	5
Copper Hill Park	Santa Clarita, City of	2
Corbin Canyon OS	Mountains Recreation and Conservation Authority	10

Park Name	Agency Name	T2P Score
Corbin Canyon Park	Los Angeles, City of	10
Corral Canyon	Mountains Recreation and Conservation Authority	20
Corral Canyon Park	Mountains Recreation and Conservation Authority	20
Corso di Oro Parkway	Long Beach, City of	0
Cortez Park	West Covina, City of	29
Cottonwood Elementary School	Westside Union School District	2
Cougar Park	Covina, City of	17
Country Crossing Park	Pomona, City of	15
Country Hollow Park	Walnut, City of	13
Countrywood Park	Los Angeles, County of	4
Covina Park	Covina, City of	26
Coyote Creek & Bike Trail	Los Angeles - Flood Control District, County of	10
Craftsman Park	Azusa, City of	5
Craftsman Village Park	Long Beach, City of	2
Crawford Park	Downey, City of	2
Creek Park	La Mirada, City of	11
Creekside Park	Walnut, City of	22
Creekview Park	The Master's College	8
Crescent Bay Park	Santa Monica, City of	1
Crescent Mini Park	Beverly Hills, City of	1
Crescent Place Triangle	Los Angeles, City of	0
Crescenta Valley Park	Glendale, City of	6
Crescenta Valley Park	Los Angeles, County of	21
Cressa Park	Long Beach, City of	1
Crestwood Hills Park	Los Angeles, City of	9
Cruise Ship Promenade	Los Angeles, Port of	5
Ctr. Park	Inglewood, City of	2
Cudahy Park	Cudahy, City of	21
Culver Boulevard Median Bicycle Path	Culver City, City of	0
Culver Boulevard Median Bicycle Path	Culver City, City of	5
Culver City Park	Culver City, City of	41
Culver Slauson Park	Los Angeles, City of	7
Culver West Park	Culver City, City of	9
Cypress Park Library	Los Angeles, City of	27
Cypress Rec. Ctr.	Los Angeles, City of	10
Czuleger Park	Redondo Beach, City of	1
Daisy Greenbelt	Long Beach, City of	0
Dale Page Park	Redondo Beach, City of	2
Dalton Elementary School, Joint Use Agreement		1
Dalton Park	Los Angeles, County of	23
Dan Blocker Beach	Los Angeles, County of	36
Dan McKenzie Community Gardens	Lawndale, City of	0
Dana Middle School (Joint-Use)	Arcadia Unified School District	6

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Park Name	Agency Name	T2P Score
Danchik	Santa Monica Mountains Conservancy	0
Dapplegray Park	Rolling Hills Estates, City of	1
Darby Park	Inglewood, City of	32
Darwell Park	Bell Gardens, City of	2
Davenport Park	Long Beach, City of	10
David M. Gonzales Rec. Ctr.	Los Angeles, City of	12
David March Park	Los Angeles, County of	12
Davies Launch Ramp	Long Beach, City of	1
Dawson Avenue Park	Glendora, City of	15
De Garmo Park	Los Angeles, City of	2
De Longpre Park	Los Angeles, City of	1
De Neve Square	Los Angeles, City of	1
De Portola Park	Torrance, City of	13
Deane Dana Friendship Park	Los Angeles, County of	47
Dearborn Park	Los Angeles, City of	6
DeBell GC	Burbank, City of	10
Decker Canyon	United States National Park Service	20
Decker Canyon Camp	Los Angeles, City of	10
Deer Lake Highlands	Mountains Recreation and Conservation Authority	10
Deer Lake Highlands Adj	Mountains Recreation and Conservation Authority	5
Deervale-Stone Canyon Park	Los Angeles, City of	10
Defenders Park	Pasadena, City of	1
Defense Fuel Supply Point (DFSP) - Hab. Restoration	Other Federal	10
Defense Fuel Supply Point (DFSP) - Hab. Restoration	Other Federal	20
DeForest Park	Long Beach, City of	20
Del Aire Park	Los Angeles, County of	14
Del Amo Park	Carson, City of	12
Del Cerro Park	Rancho Palos Verdes, City of	1
Del Cerro Park	Rancho Palos Verdes, City of	20
Del Norte Park	West Covina, City of	15
Del Rey Lagoon Park	Los Angeles, City of	15
Del Valle Park	Lakewood, City of	23
Del Valle Park	Los Angeles, County of	4
Delano Park	Los Angeles, City of	4
Delthorne Park	Torrance, City of	7
Demonstration Garden	Palmdale, City of	0
Denker and Torrance Pocket Park	Los Angeles, City of	2
Denker Rec. Ctr.	Los Angeles, City of	3
Dennis the Menace Park	Downey, City of	4
Deputy Pierre W. Bain Park	Lancaster, City of	25
Descanso Gardens	Los Angeles, County of	35

Park Name	Agency Name	T2P Score
Descanso Park	Torrance, City of	2
Desert Sands Park	Palmdale, City of	15
Desiderio Park	Pasadena, City of	0
Deukmejian Wilderness	Glendale, City of	30
Deukmejian Wilderness Park	Glendale, City of	5
Devil Canyon Red Mesa	Mountains Recreation and Conservation Authority	5
Devil's Punchbowl Natural Area	Other Federal	30
Devonshire Arleta Park	Los Angeles, City of	2
Devonwood Park	Los Angeles, City of	2
Dexter Middle School	Whittier City School District	17
Dexter Park	Los Angeles, County of	28
Diamond Bar City Parkland	Diamond Bar, City of	10
Diamond Bar GC	Los Angeles, County of	20
Diamond Canyon Park	Diamond Bar, City of	2
Diamond X Ranch	United States National Park Service	5
Dirt Mulholland	Mountains Recreation and Conservation Authority	0
Discovery Park	Santa Clarita, City of	17
Discovery Park	Torrance, City of	2
Discovery Sports Complex	Downey, City of	10
Discovery Well Park	Signal Hill, City of	11
Dixie Canyon Park	Santa Monica Mountains Conservancy	5
Dockweiler SB	California Department of Parks and Recreation	35
Dockweiler SB	California Department of Parks and Recreation	40
Dockweiler SB	California Department of Parks and Recreation	55
Dockweiler SB	Los Angeles, City of	36
Dolphin Park	Carson, City of	30
Domenic Massari Park	Palmdale, City of	26
Dominguez Park	Carson, City of	28
Dominguez Park	Redondo Beach, City of	0
Dominguez Park	Redondo Beach, City of	19
Doran Gardens Mini Park	Glendale, City of	3
Dorothy J. and Benjamin B. Smith Park	Los Angeles - Department of Recreation and Parks, City of	2
Douglas MacArthur Park	Long Beach, City of	13
Douglas Park	Santa Monica, City of	17
Downey Aquatic Ctr./Downey High School Pool Facility	Downey Unified School District	13
Downey Playground and Rec. Ctr.	Los Angeles, City of	13
Downtown Marina Mole	Long Beach, City of	16
Dr. Richard H Rioux Memorial Park	Los Angeles, County of	22
Dr. Robert C. St. Clair Parkway	Palmdale, City of	1
Dr. Thomas G. Mills Memorial Park	Carson, City of	16
Dr. Walter R. Tucker Park	Compton, City of	2
Drain to WALTERIA Lake	Torrance, City of	0

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Park Name	Agency Name	T2P Score
Drake Park	Long Beach, City of	19
Drake/Chavez Soccer Fields and Parkway	Long Beach, City of	2
Drew Street Park	Los Angeles - Department of Recreation and Parks, City of	0
Drum Barracks	California Department of Parks and Recreation	0
Drum Barracks Civil War Museum Expansion - Banning Lots	Los Angeles, City of	25
Duarte Park	Duarte, City of	7
Duarte Sports Park	Duarte, City of	12
Duarte Wilderness Preserve	Duarte, City of	20
Duck Farm Property	Watershed Conservation Authority	10
Dunsmore Park	Glendale, City of	22
Dutcher Tot Lot	Montebello, City of	1
DWR Mitigation -- L.A. Property	California Department of Fish and Wildlife	20
DWR Mitigation -- L.A. Property	California Department of Fish and Wildlife	20
DWR Mitigation -- L.A. Property	California Department of Fish and Wildlife	20
Eagle Rock City Hall	Los Angeles, City of	0
Eagle Rock Hillside Park	Los Angeles, City of	5
Eagle Rock Historical Landmark	Los Angeles, City of	25
Eagle Rock Rec. Ctr.	Los Angeles, City of	23
Eagle Rock Reservoir	Los Angeles - Department of Water and Power, City of	10
Earthwalk Park	Burbank, City of	2
Earvin 'Magic' Johnson Rec. Area	Los Angeles, County of	22
East Los Angeles Park	Los Angeles, City of	1
East Rancho Dominguez Park	Los Angeles, County of	7
East Village Arts Park	Long Beach, City of	1
East Whittier Middle School	East Whittier City School District	13
East Wilmington Greenbelt Community Ctr.	Los Angeles, City of	2
East Wilmington Greenbelt Park	Los Angeles, City of	3
East Wilmington Vest Pocket Park	Los Angeles, City of	1
Eastern Greenbelt OS	Santa Clarita, City of	20
Eastside Eddie Heredia Boxing Club	Los Angeles, County of	0
Eastview Park	Sanitation Districts of Los Angeles County	3
Eaton Blanche Park	Pasadena, City of	7
Eaton Canyon GC	Los Angeles, County of	10
Eaton Canyon OS	Los Angeles, County of	20
Eaton Canyon OS	Pasadena, City of	10
Eaton Canyon Park and Nature Ctr.	Los Angeles, County of	30
Eaton Canyon Park and Nature Ctr.	Southern California Edison	5
Eaton Sunnyslope Park	Pasadena, City of	17
Echo Park	Los Angeles, City of	33
Echo Park Community Ctr.	Los Angeles, City of	1
Echo Park Deep Pool	Los Angeles, City of	11
Ecology Park	Cerritos, City of	7

Park Name	Agency Name	T2P Score
Ed Davis Park in Towsley Canyon	Santa Monica Mountains Conservancy	56
Eddie Park	South Pasadena, City of	1
Eddleston Park	Los Angeles, City of	1
Edison Trails Park	Southern California Edison	11
Edith Rodaway Friendship Park	Hermosa Beach, City of	8
Edna Park	Covina, City of	3
Edwards Park	Azusa, City of	2
Egret Park	Mountains Recreation and Conservation Authority	1
Eighth Street and Valley Drive Green Space	Hermosa Beach, City of	0
Eisenhower Memorial Park	Arcadia, City of	13
El Barrio Park	Claremont, City of	3
El Cariso Reg. County Park and GC	Los Angeles, County of	77
El Dorado Dog Park	Long Beach, City of	0
El Dorado East Regional Park	Long Beach, City of	51
El Dorado Nature Ctr.	Long Beach, City of	10
El Dorado Park	Lancaster, City of	5
El Dorado Park GC	Long Beach, City of	20
El Dorado Park West	Long Beach, City of	75
El Escorpion Park	Los Angeles, City of	20
El Marino Park Elementary/El Marino Park	Culver City, City of	5
El Monte Aquatic Ctr.	El Monte, City of	10
El Monte Cemetery	El Monte Cemetery Association	0
El Nido OS Lots	California State Coastal Conservancy	10
El Nido Park	Irwindale, City of	3
El Nido Park	Torrance, City of	21
El Parque Nuestro	Los Angeles, County of	2
El Paseo Cahuenga Park	Los Angeles, City of	1
El Prado Park	Torrance, City of	1
El Pueblo de Los Angeles Historic Monument	Los Angeles, City of	26
El Rancho Verde Park	Cerritos, City of	20
El Retiro Park	Torrance, City of	8
El Rincon Elementary/Blanco Park	Culver City, City of	4
El Rodeo Elementary School	Beverly Hills Unified School District	5
El Segundo Beach	Los Angeles, County of	40
El Segundo Blue Butterfly Preserve	Chevron Corporation	0
El Segundo Dog Park	El Segundo, City of	1
El Sereno Arroyo Park	Los Angeles, City of	3
El Sereno Community Gardens	Los Angeles, City of	0
El Sereno North Park	Los Angeles, City of	3
El Sereno Rec. Ctr.	Los Angeles, City of	24
El Sereno Senior Citizen Ctr.	Los Angeles, City of	0
Ela Park	Los Angeles, City of	0
Eleanor Green Roberts Aquatic Ctr.	Los Angeles, City of	11

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Park Name	Agency Name	T2P Score
Elephant Hill	Mountains Recreation and Conservation Authority	1
Elinor and Don Richardson Family Park	Los Angeles, City of	2
Elk Mini Park	Glendale, City of	2
Ellerman Park	Compton, City of	6
Elm Tree Water Yard	Torrance, City of	0
Elrita Bowl Adjacent OS	Mountains Recreation and Conservation Authority	0
Elsmere Canyon Park	Mountains Recreation and Conservation Authority	20
Elyria Canyon Park	Mountains Recreation and Conservation Authority	10
Elyria Canyon Park	Santa Monica Mountains Conservancy	0
Elysian Park	Los Angeles, City of	63
Elysian Valley Gateway Park	Mountains Recreation and Conservation Authority	1
Elysian Valley Rec. Ctr.	Los Angeles, City of	7
Emerald Isle Park	Glendale, City of	8
Emerald Park	La Verne, City of	9
Emery Park	Alhambra, City of	2
Emmaus Park	Santa Clarita, City of	5
Empty Lot 237th and Vine	Torrance, City of	0
Encanto Park	Duarte, City of	13
Encino Community Ctr.	Los Angeles, City of	5
Encino Park	Los Angeles, City of	4
Encino Reservoir	Los Angeles - Department of Water and Power, City of	20
Encino Reservoir - Federal	Other Federal	0
Englewild Canyon Debris Basin	Glendora, City of	0
Ensenada Parkette	Redondo Beach, City of	1
Enterprise Park	Los Angeles, County of	26
Entradero Park	Torrance, City of	33
Entradero Swale 1	Torrance, City of	0
Entradero Swale 2	Torrance, City of	0
Entradero Swale 3	Torrance, City of	0
Entradero Swale 4	Torrance, City of	0
Entradero Swale 5	Torrance, City of	0
Entradero Swale 6	Torrance, City of	0
Erika J. Glazer Community Garden	Los Angeles Neighborhood Land Trust	0
Ernest Debs Park	Bell, City of	5
Ernest E Debs RP	Los Angeles, City of	40
Ernest McBride Park & Cal Rec Community Ctr.	Long Beach, City of	6
Ernie Howlett Park	Rolling Hills Estates, City of	48
Escondido Beach	Los Angeles, County of	36
Escondido Canyon OS	Mountains Recreation and Conservation Authority	10
Escondido Canyon Park	Mountains Recreation and Conservation Authority	20
Escondido Canyon Park	Santa Monica Mountains Conservancy	5
Esperanza Elementary School	Westside Union School District	5
Estrella Park	Los Angeles Neighborhood Land Trust	3

Park Name	Agency Name	T2P Score
Eucalyptus Park	Hawthorne, City of	7
Euclid Park	Santa Monica, City of	3
Everett Martin Park	Los Angeles, County of	22
Everett Park	Los Angeles, City of	0
Evergreen Plaza Park	Metro Gold Line Foothill Extension Construction Authority	0
Evergreen Rec. Ctr.	Los Angeles, City of	7
EXPO Center	Los Angeles, City of	14
Exposition Park	Los Angeles, City of	43
Exposition Park Rose Garden	Los Angeles, City of	5
Fair Oaks Park	Santa Clarita, City of	4
Fairfax Senior Citizen Ctr.	Los Angeles, City of	0
Fairview Avenue Park	Arcadia, City of	1
Faith and Hope Veterans Park	Los Angeles Neighborhood Land Trust	1
Farnsworth Park	Los Angeles, County of	10
Fehlhaber-Houk Park	Los Angeles, City of	1
Felicia Mahood Multipurpose Ctr.	Los Angeles, City of	2
Fellowship Park	Long Beach, City of	1
Fernangeles Rec. Ctr.	Los Angeles, City of	21
Field of Dreams	Los Angeles, City of	17
Fifth Street & Prospect Avenue Park	Hermosa Beach, City of	0
FIG/OLEANDER PARK	Compton, City of	2
Filiorum Reserve	Rancho Palos Verdes, City of	20
Finkbiner Park	Glendora, City of	21
First Avenue Middle School (Joint-Use)	Arcadia Unified School District	7
Fletcher Park	El Monte, City of	7
Flora Vista Dog Park	Bellflower, City of	0
Fond Wilderness Preserve	Fond Land Preservation Foundation	20
Foothill Park	Palmdale, City of	14
Ford Parkette	Redondo Beach, City of	1
Forest Avenue Park	Arcadia, City of	1
Forest Cove Park	Agoura Hills, City of	12
Formosa Park	Private Landowner	1
Forrest E. Hull Park	Lancaster, City of	10
Forrestal Nature Preserve	Rancho Palos Verdes, City of	20
Fort Lots-o-Fun Park	Hermosa Beach, City of	2
Fossil Ridge Adjacent - McKinnon	Santa Monica Mountains Conservancy	0
Fossil Ridge Park	Santa Monica Mountains Conservancy	10
Founders Memorial Park	Whittier, City of	2
Founders Park	Rancho Palos Verdes, City of	6
Fox and Laurel Park	Los Angeles, City of	3
Fox Hills Park	Culver City, City of	22
Fox Hills Parkette	Culver City, City of	1
Foxfield Park	Westlake Village, City of	8

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Park Name	Agency Name	T2P Score
Francis Avenue Community Garden	Los Angeles, City of	0
Frank A. Vanderlip Sr. Park	Rancho Palos Verdes, City of	5
Frank G Bonelli RP	Los Angeles - Flood Control District, County of	30
Frank G Bonelli RP	Los Angeles, County of	57
Franklin Canyon Park	Los Angeles - Department of Water and Power, City of	30
Franklin Canyon Park	Santa Monica Mountains Conservancy	10
Franklin D. Roosevelt Park	Los Angeles, County of	40
Franklin Ivar Park	California Department of Transportation	0
Franklin Park	Redondo Beach, City of	7
Fred Hesse Jr. Community Park	Rancho Palos Verdes, City of	24
Fred Roberts Rec. Ctr.	Los Angeles - Department of Recreation and Parks, City of	6
Freedom Park	Calabasas, City of	2
Freedom Park	El Segundo, City of	1
Freedom Park	Huntington Park, City of	0
Freedom Park	San Dimas, City of	0
Freedom Park Athletic Field	Los Angeles Unified School District	1
Freeman Community Ctr.	Long Beach, City of	0
Freeman Donation	Mountains Recreation and Conservation Authority	0
Freeman Park	Gardena, City of	7
Fremont High School Pool	Los Angeles, City of	11
Fremont Park	Glendale, City of	26
Friends Park Complex	Whittier, City of	10
Friendship Mini Park	Carson, City of	2
Friendship Park	Cerritos, City of	5
Friendship Park	West Covina, City of	4
Fritz & Alma Meier Natural Use Area	Mountains Recreation and Conservation Authority	20
Frontier Park	Cerritos, City of	9
Frontier Park	La Mirada, City of	2
Fryman Canyon Natural Area	Santa Monica Mountains Conservancy	10
Fryman Canyon Park	Mountains Recreation and Conservation Authority	0
Fryman Canyon Park	Santa Monica Mountains Conservancy	10
Fryman Canyon Park	United States National Park Service	10
Fulton Avenue Park	Los Angeles, City of	2
Fulton Playfield	Redondo Beach, City of	2
Furman Park	Downey, City of	25
Gabrielino Equestrian Park	Los Angeles, City of	31
Gage and Avalon Triangle Pocket Park	Los Angeles, City of	3
Gage OS	United States National Park Service	20
Gallant Park	Bell Gardens, City of	1
Galster Wilderness Park	West Covina, City of	21
Ganesha Park	Pomona, City of	33
Garden of the Gods	Santa Monica Mountains Conservancy	10
Garden of the Gods Park	Mountains Recreation and Conservation Authority	10

Park Name	Agency Name	T2P Score
Gardenhill Park	La Mirada, City of	4
Garfield Park	Paramount, City of	6
Garfield Park	Pomona, City of	3
Garfield Park	South Pasadena, City of	6
Garvanza Park	Los Angeles, City of	7
Garvey Community Recreation Center		0
Garvey Park	Rosemead, City of	28
Garvey Ranch Park	Monterey Park, City of	22
Gates Canyon Park	Calabasas, City of	15
Gateway Park	Rancho Palos Verdes, City of	1
Gateway Plaza	Los Angeles, Port of	0
Gateway Triangle	Los Angeles, City of	0
Gateway/Veterans Park	El Monte, City of	0
Gemmrig Park	Long Beach, City of	0
General Eaton #1 Parkette	Redondo Beach, City of	2
General Eaton #2 Parkette	Redondo Beach, City of	0
Genesee Avenue Park	Los Angeles, City of	2
George E. Elder Park	Monterey Park, City of	30
George F Canyon Nature Ctr. and Rolling Hills Estates Community Center	Rolling Hills Estates, City of	2
George F Canyon Nature Park and Preserve	Rolling Hills Estates, City of	10
George Izay Park	Burbank, City of	17
George Lane Park	Los Angeles, County of	27
George Manooshian Park	Glendora Unified School District	28
George R. Bones Wildlife Sanctuary	Los Angeles, County of	10
George Washington Carver Park	Los Angeles, County of	20
Getty View Park & Trailhead	Santa Monica Mountains Conservancy	20
Gibson Mariposa Neighborhood Park	El Monte, City of	21
Gilbert Lindsay Community Ctr. Park	Los Angeles, City of	14
Gingrich Park	West Covina, City of	4
Gladstone Park	Azusa, City of	9
Gladstone Park	Glendora, City of	10
Gladstone Street School	Azusa Unified School District	10
Glasgow Park	Hawthorne, City of	1
Glasgow Park	Hawthorne, City of	1
Glassell Park and Rec. Ctr.	Los Angeles, City of	23
Glazier Park	Norwalk, City of	5
Glen Alla Park	Los Angeles, City of	5
Glendale Heritage Garden	Glendale, City of	1
Glendale Sports Complex	Glendale, City of	34
Glenhaven Park	La Canada Flintridge, City of	2
Glenhurst Park	Los Angeles, City of	1
Glenoaks GC and Park	Glendora, City of	10

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Park Name	Agency Name	T2P Score
Glenoaks Park	Glendale, City of	18
Glenola Park	La Canada Flintridge, City of	1
Gloria Heer Park	Los Angeles, County of	12
Glorietta Park	Glendale, City of	12
Golden Hills Wilderness Park	La Verne, City of	1
Golden Park	Downey, City of	6
Golden Shore Marine Biological Reserve Park	Long Beach, City of	6
Golden Shore RV Resort	Long Beach, City of	1
Golden Valley Park	Santa Clarita, City of	11
Gonzales Park	Compton, City of	24
Good Neighbor Park	Long Beach, City of	1
Goose Egg Park	Santa Monica, City of	0
Gothic Rinaldi Park	Los Angeles, City of	0
Gould Canyon / Lukens Connection	La Canada Flintridge, City of	15
Grace Park	Long Beach, City of	2
Gramercy Park	Los Angeles, City of	0
Granada Hills Park	Los Angeles, City of	27
Granada Hills Youth Rec. Ctr.	Los Angeles, City of	24
Granada Middle School	East Whittier City School District	5
Granada Park	Alhambra, City of	24
Grand Avenue Park	Monrovia, City of	7
Grand Hope Park	Los Angeles, City of	2
Grand Park	Los Angeles, County of	1
Grand View Elementary School	Manhattan Beach Unified School District	9
Grandview Park	Rancho Palos Verdes, City of	5
Grant Park	Pasadena, City of	9
Grant Rea Park	Montebello, City of	39
Grape Arbor Park	Calabasas, City of	13
Grape Street Pocket Park	Los Angeles, City of	1
Grapevine Arbor Park and Adult Rec. Ctr.	San Gabriel, City of	4
Grass Median Calle Miramar and Calle Aragon	Torrance, City of	0
Greayer's Oak Park	Los Angeles, City of	0
Green Meadows Rec. Ctr	Los Angeles, City of	18
Green Verdugo Reservoir	Los Angeles, City of	20
Greenbelt near Bindewald St	Torrance, City of	1
Greenbelt SE Bindewald NW Calle Mayor	Torrance, City of	0
Greenbelt SE Bindewald SE Calle Mayor	Torrance, City of	0
Greenwood Park	Hermosa Beach, City of	5
Greenwood Park	Torrance, City of	5
Gregg Parkette	Redondo Beach, City of	2
Grevillea Park	Inglewood, City of	0
Greystone Park	Beverly Hills, City of	5
Gridley Park	Cerritos, City of	10

Park Name	Agency Name	T2P Score
Griffith Manor Park	Glendale, City of	4
Griffith Park	Claremont, City of	8
Griffith Park	Los Angeles, City of	99
Griffith Park Central Service Yard	Los Angeles, City of	10
Grigsby Park	Los Angeles, City of	0
Guenser Park	Torrance, City of	7
Guess Park	Southern California Edison	2
Guirado Park	Rose Hills Memorial Park Association	21
Gwinn Park	Pasadena, City of	2
H. Byrum Zinn Community Park and Trail	Southern California Edison	3
Hacienda Heights Park & Community Ctr.	Los Angeles, County of	14
Hacienda Hills OS	Puente Hills Habitat Preservation Authority (Habitat Authority)	20
Hacienda Hills OS	Rose Hills Memorial Park and Mortuaries	10
Hacienda Hills OS - Sanitation District	Sanitation Districts of Los Angeles County	30
Hacienda Park	Duarte, City of	6
Hacienda Park	La Habra Heights, City of	18
Hahamongna Watershed Park	Pasadena, City of	38
Haines Canyon	Mountains Recreation and Conservation Authority	5
Haines Canyon Park	Los Angeles, City of	10
Hamel Mini Park	Beverly Hills, City of	2
Hamilton Park	Pasadena, City of	15
Hamilton Park	Pomona, City of	2
Hammack Activity Ctr.	Palmdale, City of	2
Hancock Park	Los Angeles, City of	36
Hannon Park	Bell Gardens, City of	3
Hansen Dam GC	Los Angeles, City of	20
Hansen Dam OS	Los Angeles, City of	20
Hansen Dam Park	Los Angeles, City of	69
Harbor Boulevard Parkway	Los Angeles, Port of	1
Harbor City Rec. Ctr.	Los Angeles, City of	10
Harbor Highlands Park	Los Angeles, City of	3
Harbor View Memorial Park	Los Angeles, City of	0
Harold A. Henry Park	Los Angeles, City of	3
Harry Bridges Memorial Park	Long Beach, City of	0
Hartland Mini Park	Los Angeles, City of	0
Harvard Mini Park	Glendale, City of	3
Harvard Parkette	Gardena, City of	1
Harvey Milk Promenade	Long Beach, City of	0
Haskell Canyon OS	Santa Clarita, City of	20
Hasley Canyon Park	Los Angeles, County of	9
Hathaway Park	Lomita, City of	3
Havenhurst Park	Private Landowner	1

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Park Name	Agency Name	T2P Score
Hawthorne Elementary School	Beverly Hills Unified School District	1
Hawthorne Memorial Park	Hawthorne, City of	13
Hawthorne Pool	Hawthorne, City of	14
Hazard Park	Los Angeles, City of	22
Headwaters Corner	Calabasas, City of	5
Heartwell (Campfire) Park	Long Beach, City of	1
Heartwell GC	Long Beach, City of	10
Heartwell Park	Long Beach, City of	62
Heidelberg Park		1
Heidelberg Park	Mountains Recreation and Conservation Authority	5
Helen Keller Park	Los Angeles, County of	22
Hellman Park	Whittier, City of	0
Hellman Park	Whittier, City of	30
Henderson Canyon OS	Los Angeles, County of	30
Hendler OS	Mountains Recreation and Conservation Authority	1
Hendler OS	Santa Monica Mountains Conservancy	0
Hennesy Property	United States National Park Service	20
Henrietta Sump North	Torrance, City of	0
Henrietta Sump South	Torrance, City of	0
Henry Alvarez Memorial Park	Los Angeles, City of	6
Henry Ridge OS	Mountains Restoration Trust	10
Hepatic Gulch OS	United States National Park Service	10
Heritage Hills OS	West Covina, City of	10
Heritage Park	Cerritos, City of	18
Heritage Park	Diamond Bar, City of	9
Heritage Park	La Verne, City of	5
Heritage Park	San Fernando, City of	0
Heritage Park	Santa Fe Springs, City of	14
Heritage Park	West Covina, City of	15
Heritage Plaza	Covina, City of	9
Heritage Square	Los Angeles, City of	1
Hermon Park	Los Angeles, City of	33
Hermosa City Beach	Hermosa Beach, City of	45
Hermosa Valley Greenbelt Park	Hermosa Beach, City of	14
Hermosillo Park	Norwalk, City of	15
Hickory Park	Torrance, City of	3
Higginbotham Park	Claremont, City of	2
Highland Camrose Park	Los Angeles, County of	23
Highland High School	Antelope Valley Union High School District	10
Highland Oaks Middle School (Joint-Use)	Arcadia Unified School District	12
Highland Oaks Park	Arcadia Unified School District	0
Highland Park	Los Angeles, City of	3
Highland Park Rec. Ctr.	Los Angeles, City of	16

Park Name	Agency Name	T2P Score
Highlands Park	Calabasas, City of	3
Highlands Park	Monterey Park, City of	12
Highridge Park	Rolling Hills Estates, City of	20
Hilda L. Solis Park	Baldwin Park, City of	7
Hillbrook Park	Signal Hill, City of	3
Hilltop Park	El Segundo, City of	17
Hilltop Park	Signal Hill, City of	7
Hillview Middle School	East Whittier City School District	7
Hilton OS	Santa Monica Mountains Conservancy	10
Hilton OS	Santa Monica Mountains Conservancy	10
Hilton OS	Santa Monica Mountains Conservancy	20
Hjelte Sports Ctr.	United States Army Corps of Engineers	22
Hogan Park	Lawndale, City of	0
Holifield Park	Norwalk, City of	10
Holifield Park	Norwalk, City of	15
Holleigh Bernson Memorial Park	Los Angeles, City of	15
Hollenbeck Park	Covina, City of	6
Hollenbeck Park	Los Angeles, City of	23
Holly Avenue Park	Arcadia Unified School District	0
Holly Glen Park	Hawthorne, City of	4
Holly Park	Hawthorne, City of	21
Holly Valley Park	El Segundo, City of	2
Hollydale Community Park	South Gate, City of	4
Hollydale Park	South Gate, City of	30
Hollywood Rec. Ctr.	Los Angeles, City of	15
Holmby Park	Los Angeles, City of	4
Holser Canyon OS	Mountains Recreation and Conservation Authority	20
Hondo Canyon OS	United States National Park Service	20
Hoover Fountain and Park	Whittier, City of	5
Hoover Pedestrian Mall	Los Angeles, City of	1
Hoover Rec. Ctr.	Los Angeles, City of	6
Hoover-Gage Park	Los Angeles, City of	1
Hope and Peace Park	Los Angeles, City of	13
Hopkins Wilderness Park	Redondo Beach, City of	1
Hopp - Secret Valley	Los Angeles, County of	10
Horace Mann Elementary School	Beverly Hills Unified School District	1
Horsethief Canyon Park	San Dimas, City of	51
Hostetter Property	Mountains Recreation and Conservation Authority	1
Hotchkiss Park	Santa Monica, City of	2
Houghton Park	Long Beach, City of	17
Howard Finn Park	Los Angeles, City of	2
Hubert H. Humphrey Memorial Park	Los Angeles, City of	17
Hudson Park	Long Beach, City of	12

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Park Name	Agency Name	T2P Score
Hudson Park Community Garden	Long Beach, City of	0
Hugo Reid Elementary School (Joint-Use)	Arcadia Unified School District	2
Hugo Reid Park	Arcadia, City of	11
Hungry Valley SVRA	California Department of Parks and Recreation	10
Hungry Valley SVRA	California Department of Parks and Recreation	20
Huntington Library and Botanical Gardens	Huntington Library and Botanical Gardens	45
Huntington Park Community Ctr.	Huntington Park, City of	6
Huntington Parkette	Redondo Beach, City of	0
Imperial Courts Rec. Ctr.	Los Angeles, City of	3
Imperial Strip Park	El Segundo, City of	1
Independence Park	Downey, City of	15
Independence Park	El Segundo, City of	5
Indian Springs Toll Brothers	Mountains Recreation and Conservation Authority	20
Industry Hills Golf Club	Industry, City of	20
Industry Hills Rec Ctr.	Industry, City of	20
Irene Lewis Park	Lomita, City of	0
Irving Schachter Park	Los Angeles, City of	1
Irwindale Park	Irwindale, City of	34
Irwindale Senior Ctr.	Irwindale, City of	0
Ivy Substation and Media Park	Culver City, City of	1
J.G. Whittier Park	Whittier, City of	19
Jack Dunster Marine Biological Reserve	Long Beach, City of	0
Jack Nichol Park	Long Beach, City of	5
Jackie Robinson Park	Los Angeles, County of	11
Jackie Robinson Park	Pasadena, City of	22
Jackie Tatum/Harvard Rec. Ctr.	Los Angeles, City of	26
Jackrabbit Flats Wildlife Sanctuary	Los Angeles, County of	20
Jackson Park	Long Beach, City of	2
Jackson Street Dog Park	Long Beach, City of	0
Jacob Park	Cerritos, City of	10
Jaeger Park	Claremont, City of	7
Jaime Beth Slavin Park	Los Angeles, City of	4
Jake Kuredjian Park	Los Angeles, County of	3
James Anderson, Jr. Memorial Park	Carson, City of	22
James Madison Park	Pasadena Unified School District	7
Jane Addams Park	Lawndale Elementary School District	23
Jane Reynolds Park	Lancaster, City of	22
Jarden de Roca Park	Irwindale, City of	0
Jefferson Park	Pasadena, City of	4
Jenni Rivera Memorial Park	Long Beach, City of	0
Jess Gonzales Sports Park	Rosemead, City of	4
Jesse Owens Community RP	Los Angeles, County of	26
Jesse Owens Mini Park	Los Angeles, City of	1

Park Name	Agency Name	T2P Score
Jim Gilliam Rec. Ctr.	Los Angeles, City of	14
Jim Thorpe Park	Hawthorne, City of	6
Joe A. Gonsalves Park	Cerritos, City of	10
Joe Davies Heritage Airpark	Palmdale, City of	1
Joe Machado Field	Avalon, City of	3
John Anson Ford Amphitheatre and County Parkland	Los Angeles, County of	10
John Anson Ford Park	Bell Gardens, City of	31
John D Ham Park	Lynwood, City of	9
John D. Calas, Sr. Park	Carson, City of	21
John F. Kennedy Park	Pomona, City of	11
John Quimby Park	Los Angeles, City of	3
John S. Gibson Jr. Park	Los Angeles, City of	0
John S. Gibson Jr. Park	Los Angeles, City of	0
John S. Gibson Senior Garden	Los Angeles, Port of	0
John S. Simms Park	Bellflower, City of	11
John Zimmerman Park	Norwalk, City of	12
Johnny Carson Park	Burbank, City of	5
Johnny Carson Park	Los Angeles, City of	10
Jordan Downs Rec. Ctr.	Los Angeles, City of	3
Joshua Hills Park	Palmdale, City of	4
Joshua Ranch	Desert and Mountain Conservation Authority	20
Joslyn Park	Santa Monica, City of	5
Juan Bautista de Anza Park	Calabasas, City of	40
Julia Russ Asmus Park	Bell Gardens, City of	5
Julian C. Dixon Park	Los Angeles, City of	3
Julian Fisher Park	Monrovia, City of	5
June Vail Park	Claremont, City of	9
Juniper Hills Park	Los Angeles, County of	1
Junipero Beach	Long Beach, City of	68
Juntos Park	Los Angeles, City of	12
K-9 Corner Dog Park	Long Beach, City of	0
Kagel Canyon Park	Los Angeles, City of	6
Kahler Russell Park	Covina, City of	25
Kansas Park	El Segundo, City of	6
Katherine Edwards Middle School	Whittier City School District	7
Kay Etow Parkette	Hermosa Beach, City of	1
Kelby Park	Covina, City of	10
Kellogg Park	Pomona, City of	3
Kelly Park	Compton, City of	3
Ken Genser Square	Santa Monica, City of	1
Ken Malloy Harbor RP	Los Angeles, City of	44
Kennedy Park	Whittier, City of	4

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Park Name	Agency Name	T2P Score
Kenneth Hahn SRA	California Department of Parks and Recreation	51
Kenneth Hahn SRA	Los Angeles, County of	31
Kenneth Hahn SRA	Rose Hills Memorial Park Association	10
Kenneth Hahn SRA Sports Complex	Rose Hills Memorial Park Association	20
Kenter Canyon OS of LA	Los Angeles, City of	0
Kersting Court		1
King Gillette Ranch	Mountains Recreation and Conservation Authority	57
King Harbor OS	Redondo Beach, City of	17
Kings Road Park	West Hollywood, City of	6
Kinneloa Irrigation District OS	Kinneloa Irrigation District	0
Kinneloa Irrigation District OS	Kinneloa Irrigation District	20
Kittridge Mini Park	Los Angeles, City of	0
Kiwanis Corner	San Dimas, City of	1
Kiwanis Park	Pomona, City of	4
Kling Ctr. Athletic Fields	La Mirada, City of	17
Klingerman Park	Monterey Park, City of	2
Klingerman Park	Southern California Edison	0
Knapp Ranch Park	Los Angeles, City of	21
Knight High School	Antelope Valley Union High School District	10
Knoll Hill Dog Park	Los Angeles, Port of	1
Knoll Hill Park	Los Angeles, City of	12
Knollwood GC & Pool	Los Angeles, County of	30
Kuns Park	La Verne, City of	4
L.A. County Sanitation District OS	Sanitation Districts of Los Angeles County	30
L.A. Youth Athletic Club	Los Angeles, City of	0
La Ballona Playground	Culver City Unified School District	1
La Bella Fontana Di Napoli	Long Beach, City of	0
La Brea Greenbelt	Los Angeles, County of	10
La Canada Flintridge City OS	La Canada Flintridge, City of	1
La Canada Irrigation District OS	La Canada Irrigation District	20
La Carretera Park	Torrance, City of	2
La Cienega Park	Beverly Hills, City of	38
La Colima Elementary School	East Whittier City School District	2
La Costa Beach	Other State	35
La Loma Park	Monterey Park, City of	19
La Mirada Community Gymnasium		2
La Mirada GC	Los Angeles, County of	20
La Mirada Park	Los Angeles, City of	2
La Mirada RP	Los Angeles, County of	28
La Palma	Mountains Recreation and Conservation Authority	5
La Paloma Park	Torrance, City of	1
La Paz Parkette	Redondo Beach, City of	2
La Pintoresca Park	Pasadena, City of	17

Park Name	Agency Name	T2P Score
La Puente Park	La Puente, City of	22
La Puente Senior Ctr.	La Puente, City of	0
La Puerta Sports Park	Claremont, City of	17
La Romeria Park	Torrance, City of	8
La Serna Drive OS	Whittier, City of	0
La Serna High School	Whittier Union High School District	27
La Sierra Canyon Wetlands	Mountains Restoration Trust	10
La Tierra de la Culebra Park	Los Angeles, City of	1
La Tuna Canyon Park	Mountains Recreation and Conservation Authority	20
La Tuna Canyon Park	Santa Monica Mountains Conservancy	20
La Verne City Parkland	La Verne, City of	0
La Verne City Parkland	La Verne, City of	0
La Verne City Parkland	La Verne, City of	0
La Verne Sports Park	Bonita Unified School District	46
Lacy Park	San Marino, City of	25
Lacy Street Neighborhood Park	Los Angeles, City of	0
Ladera Linda Park and Community Ctr.	Rancho Palos Verdes, City of	14
Ladera Park	Los Angeles, County of	16
Ladera Serra Park	San Dimas, City of	11
LADWP Santa Monica Mtns. OS	Los Angeles - Department of Water and Power, City of	10
Ladyface Agoura	Mountains Recreation and Conservation Authority	0
Ladyface Mtn.	Mountains Recreation and Conservation Authority	20
Ladyface Mtn.	Santa Monica Mountains Conservancy	20
Lafayette Park	Los Angeles, City of	10
Lago Seco Park	Torrance, City of	19
Laing - Brookfield	Mountains Recreation and Conservation Authority	10
Laing - Brookfield	Mountains Recreation and Conservation Authority	10
Lake Ctr. Athletic Park	Santa Fe Springs, City of	17
Lake Hollywood	Mountains Recreation and Conservation Authority	0
Lake Hollywood MRCA OS	Mountains Recreation and Conservation Authority	0
Lake Hollywood Reservoir	Los Angeles - Department of Water and Power, City of	20
Lake Street Park	Los Angeles, City of	3
Lakeside Park	Norwalk, City of	3
Lakeview Park	Santa Fe Springs, City of	19
Lakeview Terrace Rec. Ctr.	Los Angeles, City of	10
Lakewood GC	Los Angeles, County of	20
Lambert Park	El Monte, City of	5
Lanark Park	Los Angeles, City of	25
Lanark/Shelby Park	Los Angeles, City of	2
Lancaster Cemetery	Lancaster Cemetery District	5
Lancaster Nat. Soccer Ctr.	Lancaster, City of	80
Lancaster Park	Lancaster, City of	38
Langley Senior Ctr.	Monterey Park, City of	0

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Park Name	Agency Name	T2P Score
Larch Avenue Park	Lawndale, City of	6
Largo Vista TaxDefn	Mountains Recreation and Conservation Authority	10
Lario Staging Area	United States Army Corps of Engineers	20
Larissa Parkway	Los Angeles, City of	0
Larkin Park	Claremont, City of	9
Larkstone Park		0
Larry Maxam Park	Burbank, City of	11
Larsson Street Parkette	Manhattan Beach, City of	2
Las Canchas Raquet Club and Torrance City Reservoir	Torrance, City of	18
Las Casas - Grenola	Mountains Recreation and Conservation Authority	0
Las Flores Canyon OS	Mountains Recreation and Conservation Authority	0
Las Flores Canyon OS	Mountains Recreation and Conservation Authority	10
Las Flores Canyon OS	Mountains Recreation and Conservation Authority	20
Las Flores Canyon OS	Mountains Restoration Trust	0
Las Flores Canyon OS	Santa Monica Mountains Conservancy	20
Las Flores Creek Park	Malibu, City of	8
Las Flores Park	La Verne, City of	31
Las Palmas Park	San Fernando, City of	11
Las Palmas Senior Citizen Ctr.	Los Angeles, City of	6
Las Tunas Beach	Mountains Recreation and Conservation Authority	35
Las Tunas County Beach	Los Angeles, County of	35
Las Virgenes Creek OS	Calabasas, City of	0
Las Virgenes Creek OS	Calabasas, City of	1
Las Virgenes Municipal Water District OS	Las Virgenes Municipal Water District	0
Las Virgenes Reservoir and OS	Las Virgenes Municipal Water District	20
Las Virgenes View Park	Las Virgenes Municipal Water District	5
Las Virgenes View Park	Mountains Recreation and Conservation Authority	20
Las Virgenes View Park	Mountains Recreation and Conservation Authority	20
Lashbrook Park	El Monte, City of	1
Latham Park	Los Angeles, City of	2
Latigo Canyon - Malibu Vista	Mountains Recreation and Conservation Authority	0
Laurel and Hardy Park	Los Angeles, City of	0
Laurel Canyon Park	Los Angeles, City of	16
Laurel Elementary School	East Whittier City School District	6
Laurel Park	Whittier, City of	1
Lawn Bowling Green	Hermosa Beach, City of	0
Lawndale Community Ctr.	Lawndale, City of	4
Layne Park	San Fernando, City of	1
Lazy J Ranch Park	Los Angeles, City of	3
Lebow	Mountains Recreation and Conservation Authority	5
Lechuza Beach	Mountains Recreation and Conservation Authority	35
Lee Owens Park	Whittier, City of	18

Park Name	Agency Name	T2P Score
Lee School		1
Lee Ware Park	Hawaiian Gardens, City of	15
Leeway Sailing and Aquatics Ctr.	Long Beach, City of	25
Leffingwell Elementary School	East Whittier City School District	7
Leffingwell Ranch Park	Whittier, City of	11
Legacy Commons	Palmdale, City of	0
Legacy Park	Malibu, City of	25
Leimert Park	Los Angeles, City of	0
Leland Park	Los Angeles, City of	1
Leland Park	Los Angeles, City of	6
Leland Park	Los Angeles, City of	21
Lemon Creek Park	Walnut, City of	4
Lemon Grove Rec. Ctr.	Los Angeles, City of	4
Lemon Trail	Bradbury, City of	0
Lena Valenzuela Park	Duarte, City of	2
Lennox Park	Los Angeles, County of	15
Leo A. Carrillo and Edith Carrillo Memorial Park	Mountains Recreation and Conservation Authority	20
Leo Carrillo SP	California Department of Parks and Recreation	20
Leo Carrillo SP	California Department of Parks and Recreation	30
Leslie N. Shaw Park	Los Angeles, City of	2
Levitt Park	Rolling Hills Estates, City of	0
Lewis Park	Claremont, City of	9
Lexington Avenue Pocket Park	Los Angeles, City of	1
Libbit Park/ Encino Little League	United States Army Corps of Engineers	18
Liberty Canyon - Silver Rock	Mountains Recreation and Conservation Authority	10
Liberty Canyon OS	Mountains Recreation and Conservation Authority	30
Liberty Park	Cerritos, City of	40
Library Garden	Bellflower, City of	26
Library Park	El Segundo, City of	26
Library Park	South Pasadena, City of	27
Lilac Terrace Park	Los Angeles, City of	1
Lilienthal Park	Redondo Beach, City of	2
Lilly Park	Long Beach, City of	1
Limekiln Canyon Park	Los Angeles, City of	20
Lincoln Heights Rec. Ctr.	Los Angeles, City of	4
Lincoln Heights Youth Ctr.	Los Angeles, City of	2
Lincoln Mini Park	La Verne, City of	2
Lincoln Park	Long Beach, City of	1
Lincoln Park	Los Angeles, City of	37
Lincoln Park	Pomona, City of	2
Lincoln SPS Staging Area	Los Angeles, County of	0
Linda Vista Park	Pasadena Unified School District	7
Lindaraxa Park	Alhambra, City of	0

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Park Name	Agency Name	T2P Score
Lindberg Park	Culver City, City of	9
Linden H. Chandler Preserve	Palos Verdes Peninsula Land Conservancy	5
Linden H. Chandler Preserve - RHE	Rolling Hills Estates, City of	1
Linwood E. Howe Elementary/Playground	Culver City Unified School District	1
Little Green Acres Park	Los Angeles, City of	0
Little Lake Park	Santa Fe Springs, City of	26
Little Landers Park	Los Angeles, City of	3
Little Las Flores Canyon	Mountains Recreation and Conservation Authority	10
Little Park of Irwindale	Irwindale, City of	7
Little Rock Wash	Littlerock Creek Irrigation District	20
Littlerock Creek Irrigation District OS	Littlerock Creek Irrigation District	0
Littlerock Creek Irrigation District OS	Littlerock Creek Irrigation District	1
Littlerock Creek Irrigation District OS	Littlerock Creek Irrigation District	5
Live Oak Park	Manhattan Beach, City of	1
Live Oak Park	Metropolitan Water District of Southern California	5
Live Oak Park	Temple City, City of	16
Live Oak Reservoir	La Verne, City of	1
Live Oak Reservoir	Metropolitan Water District of Southern California	20
Livingston Drive Greenbelt and Playground	Long Beach, City of	1
Llano	Mountains Recreation and Conservation Authority	0
Lockhaven Ctr. Playground	Inglewood, City of	2
Loma Alta Park	Los Angeles, County of	34
Loma Park	Cerritos, City of	2
Loma Vista Park	Long Beach, City of	2
Loma Vista Park	San Dimas, City of	3
Lomita holding 1	Lomita, City of	1
Lomita Park	Lomita, City of	14
Lone Hill Park	San Dimas, City of	15
Long Beach Aquarium of the Pacific	Long Beach, City of	26
Long Beach Greenbelt	Long Beach, City of	0
Long Beach Greenbelt	Long Beach, City of	0
Long Beach Municipal Cemetery	Long Beach, City of	0
Long Beach Museum of Art	Long Beach, City of	25
Long Beach Senior Ctr.	Long Beach, City of	0
Longden Avenue Park	Arcadia, City of	2
Longley Way Elementary School (Joint-Use)	Arcadia Unified School District	2
Long-Nellus Canyon	Mountains Recreation and Conservation Authority	20
Longridge Park	Mountains Recreation and Conservation Authority	10
Longview Park North	Diamond Bar, City of	0
Longview Park South	Diamond Bar, City of	7
Longview Wildlife Sanctuary	Los Angeles, County of	20
Lookout Park	Long Beach, City of	0
Lookout Point Park	Los Angeles, City of	0

Park Name	Agency Name	T2P Score
Lopez Canyon	Mountains Recreation and Conservation Authority	20
Lopez Reservoir and Dam	United States Army Corps of Engineers	10
Lordsburg Park	La Verne, City of	7
Loren Miller Park	Los Angeles, City of	6
Los Altos Park	Long Beach, City of	2
Los Altos Plaza Park	Long Beach, City of	1
Los Amigos GC	Los Angeles, County of	20
Los Amigos Park	Santa Monica, City of	14
Los Amigos Park East	Lynwood, City of	1
Los Amigos Park West	Lynwood, City of	1
Los Angeles City Water Resource Parkland	Los Angeles, City of	0
Los Angeles City Water Resource Parkland	Los Angeles, City of	10
Los Angeles County Arboretum and Botanic Garden	Los Angeles, County of	20
Los Angeles County OS	Los Angeles, County of	0
Los Angeles County OS	Los Angeles, County of	0
Los Angeles County OS	Los Angeles, County of	0
Los Angeles County OS	Los Angeles, County of	1
Los Angeles Ctr. for Enriched Studies (LACES)	Los Angeles, City of	16
Los Angeles Department of Water and Power	Los Angeles, City of	0
Los Angeles Department of Water and Power	Los Angeles, City of	0
Los Angeles Department of Water and Power	Los Angeles, City of	0
Los Angeles Department of Water and Power	Los Angeles, City of	0
Los Angeles Department of Water and Power	Los Angeles, City of	0
Los Angeles Department of Water and Power	Los Angeles, City of	0
Los Angeles Department of Water and Power	Los Angeles, City of	0
Los Angeles Department of Water and Power	Los Angeles, City of	0
Los Angeles Department of Water and Power	Los Angeles, City of	5
Los Angeles Department of Water and Power	Los Angeles, City of	5
Los Angeles Department of Water and Power	Los Angeles, City of	20
Los Angeles High Memorial Park	Los Angeles, City of	2
Los Angeles holding 10	Los Angeles, County of	0
Los Angeles holding 11	Los Angeles, County of	0
Los Angeles holding 3	Los Angeles, County of	25
Los Angeles holding 4	Los Angeles, County of	10
Los Angeles holding 5	Los Angeles, County of	0
Los Angeles holding 6	Los Angeles, County of	1
Los Angeles holding 7	Los Angeles, County of	0
Los Angeles holding 8	Los Angeles, County of	0
Los Angeles holding 9	Los Angeles, County of	0
Los Angeles Maritime Museum	Los Angeles, City of	25
Los Angeles River	Los Angeles, City of	0
Los Angeles River & Trail	Los Angeles, City of	1

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Park Name	Agency Name	T2P Score
Los Angeles River Ctr. and Gardens	Mountains Recreation and Conservation Authority	1
Los Angeles Riverfront Park	Los Angeles, City of	1
Los Angeles SHP	California Department of Parks and Recreation	40
Los Angeles/El Segundo Dunes ESHA	Los Angeles, City of	20
Los Arboles Park	Torrance, City of	2
Los Cerritos Park	Long Beach, City of	4
Los Coyotes Athletic Facility	La Mirada, City of	22
Los Encinos Park	La Verne, City of	9
Los Encinos SHP	California Department of Parks and Recreation	28
Los Feliz GC	Los Angeles, City of	5
Los Nietos Middle School		5
Los Nietos Park	Santa Fe Springs, City of	22
Los Padres NF	United States Forest Service	20
Los Robles County Park	Los Angeles, County of	10
Los Verdes GC	Los Angeles, County of	20
Lost Canyon River Trail OS	Santa Clarita, City of	10
Lost Canyon River Trail OS	Santa Clarita, City of	10
Lou Costello Rec. Ctr.	Los Angeles, City of	18
Louie Pompei Memorial Sports Park	Glendora, City of	18
Louise Park	Los Angeles, City of	4
Lowell Brandt OS	La Verne, City of	1
Lowell Brandt Park	La Verne, City of	12
Lower Arroyo Seco	Pasadena, City of	20
Lower Scholl Canyon OS	Glendale, City of	10
Lucinda Garcia Park	Monrovia, City of	1
Lueders Park	Compton, City of	17
Lugo Park	Cudahy, City of	3
Lunada Bay	Palos Verdes Estates, City of	1
Lyman Staging Area	Private Landowner	1
Lynwood Park	Lynwood, City of	44
MacArthur Park	Los Angeles, City of	18
Madison Avenue Park	Trust for Public Land	1
Madison West Park	Los Angeles, City of	2
Madrona Marsh Nature Ctr.	Torrance, City of	0
Madrona Marsh Preserve	Torrance, City of	20
Madrona Right of Way North	Torrance, City of	0
Madrona Right of Way South	Torrance, City of	0
Mae Boyar Rec. Ctr.	Los Angeles, City of	2
Maggie Hathaway GC	Los Angeles, County of	5
Maguire Gardens	Los Angeles, City of	1
Malibu Beach	Los Angeles, County of	35
Malibu Bluffs Rec. Area	Mountains Recreation and Conservation Authority	38
Malibu Bowl	Santa Monica Mountains Conservancy	1

Park Name	Agency Name	T2P Score
Malibu Canyon	Mountains Recreation and Conservation Authority	5
Malibu Canyon - Bovenzi OS	Mountains Recreation and Conservation Authority	10
Malibu Canyon Piuma Ridge OS	Mountains Recreation and Conservation Authority	0
Malibu Canyon Piuma Ridge OS	Mountains Recreation and Conservation Authority	10
Malibu Canyon Piuma Ridge OS	Santa Monica Mountains Conservancy	10
Malibu Creek Properties	United States National Park Service	10
Malibu Creek SP	California Department of Parks and Recreation	30
Malibu Creek SP - Bennet	Santa Monica Mountains Conservancy	1
Malibu Creek SP - Randa House	Santa Monica Mountains Conservancy	1
Malibu Creek SP - Rez	Santa Monica Mountains Conservancy	0
Malibu Equestrian Park	Malibu, City of	21
Malibu Lagoon SB	California Department of Parks and Recreation	36
Malibu Lagoon SB	California Department of Parks and Recreation	45
Malibu Springs	United States National Park Service	30
Mallows Park	Claremont, City of	6
Maltz Park	Beverly Hills, City of	5
Mandeville Canyon OS	Los Angeles, City of	0
Mandeville Canyon Park	Los Angeles, City of	10
Mandeville East OS	Mountains Recreation and Conservation Authority	0
Mandeville OS	Los Angeles, City of	20
Manhattan Beach Middle School	Manhattan Beach Unified School District	20
Manhattan County Beach	Los Angeles, County of	45
Manhattan Heights Park	Manhattan Beach, City of	11
Manhattan SB	California Department of Parks and Recreation	37
Manhattan Village Field	Manhattan Beach, City of	7
Manzanita Heights	Palmdale, City of	9
Manzanita Park	Los Angeles, County of	15
Maple Hill Park	Diamond Bar, City of	13
Maple Park & Community Ctr.	Glendale, City of	8
Maple Street Playground	Burbank Unified School District	2
Maple Sump	Torrance, City of	0
Mar Vista Gardens	Los Angeles, City of	5
Mar Vista Rec. Ctr.	Los Angeles, City of	34
Marchant Park	San Dimas, City of	14
Marco Place Parkway	Los Angeles, City of	0
Marco Triangle	Los Angeles, City of	0
Marie Kerr Park	Palmdale, City of	56
Marilyn Ryan Sunset Point Park	Rancho Palos Verdes, City of	1
Marina Beach	Los Angeles, County of	37
Marina del Rey pocket park	Los Angeles, County of	1
Marina Green	Long Beach, City of	2
Marina Pacifica Park	Long Beach, City of	0
Marina Vista Park	Long Beach, City of	29

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Park Name	Agency Name	T2P Score
Marine Avenue Park	Manhattan Beach, City of	23
Marine Park	Santa Monica, City of	17
Marine Park (Mother's Beach)	Long Beach, City of	38
Marine Sports Park	Manhattan Beach, City of	20
Marine Stadium Park	Long Beach, City of	7
Mariposa Park	Lancaster, City of	17
Marlow Park	Bell Gardens, City of	2
Marriott Municipal GC	Manhattan Beach, City of	10
Marsh Park	Mountains Recreation and Conservation Authority	6
Marsh Street Skate Park	Santa Monica Mountains Conservancy	0
Marshall Canyon Conservation Corridor	La Verne, City of	20
Marshall Canyon GC	Los Angeles, County of	20
Marshall Canyon RP	Los Angeles, County of	30
Marshall Community Park	San Gabriel, City of	10
Marshall Creek OS	La Verne, City of	1
Marson Park	Los Angeles Neighborhood Land Trust	2
Martin J. Bogdanovich Rec. Ctr. and Park	Los Angeles, City of	5
Martin Luther King Jr Park	Los Angeles, City of	6
Martin Luther King Jr. Fitness Garden	Los Angeles, County of	2
Martin Luther King Jr. Memorial	Los Angeles, County of	0
Martin Luther King Jr. Park	Long Beach, City of	19
Martin Luther King, Jr. Park	Pomona, City of	8
Martingale Trailhead Park	Rancho Palos Verdes, City of	5
Mary M. Bethune Park	Los Angeles, County of	20
Mary Molina Community Garden	Long Beach, City of	0
Mary Van Dyke Park	South El Monte, City of	8
Maryland Avenue Park	Glendale, City of	3
Mas Fukai Park	Gardena, City of	6
Mascot Park	Los Angeles, City of	0
Mason Park	Los Angeles, City of	26
Massena Parkette	Redondo Beach, City of	2
Mathews Parkette	Redondo Beach, City of	1
Mattie M. Primmer Park	Los Angeles, County of	0
Maurice 'Mossy' Kent Park	Long Beach, City of	1
Maverick Ridge Rider Park	West Covina, City of	3
Maxella Parkette	Culver City, City of	0
Mayfair Park	Lakewood, City of	36
Mayor's Bicentennial Park	Glendale, City of	3
Mayors' Discovery Park	La Canada Flintridge, City of	12
Maywood Activity Ctr.	Maywood, City of	0
Maywood Avenue Park	Trust for Public Land	1
Maywood Park	Maywood, City of	19
Maywood Riverfront Park	Maywood, City of	11

Park Name	Agency Name	T2P Score
McCambridge Park and Rec. Ctr.	Burbank, City of	38
McDonald Park	Pasadena, City of	6
McGroarty Park and Cultural Ctr.	Los Angeles, City of	16
McKay Property OS - RPV	Rancho Palos Verdes, City of	0
McKinley Avenue Pocket Park	Los Angeles, City of	1
McKinley Baseball Field	San Gabriel Unified School District	3
McKinley School Park	Pasadena Unified School District	3
McMaster Park	Torrance, City of	9
McNees Park	Los Angeles, County of	0
McNeill Parkette	Redondo Beach, City of	1
Meadows Elementary School	Manhattan Beach Unified School District	11
Meadows Park	Paramount, City of	4
Mecca Avenue Park	Los Angeles, City of	0
Medea Creek OS	Agoura Hills, City of	10
Melville J. Courson Park	Palmdale, City of	19
Memorial Park	Claremont, City of	5
Memorial Park	La Canada Flintridge, City of	2
Memorial Park	Pomona, City of	3
Memorial Park	Santa Monica, City of	20
Memorial Park	Sierra Madre, City of	13
Memorial Park North Rec. Ctr. (NRC)	Azusa, City of	9
Memorial Park Rec. Ctr.	Azusa, City of	33
Mentryville	Mountains Recreation and Conservation Authority	10
Mescal Wildlife Sanctuary	Los Angeles, County of	10
Metro Blue Line OS/Parkway	Los Angeles County Metropolitan Transportation Authority, County of	0
Metro Park	Lomita, City of	2
MGP Entrance	Mountains Recreation and Conservation Authority	0
Michael D Antonovich OS	Los Angeles, County of	1
Michael D Antonovich OSP	Los Angeles, County of	20
Michael D Antonovich OSP	Mountains Recreation and Conservation Authority	20
Michael D. Antonovich RP at Joughin Ranch	Mountains Recreation and Conservation Authority	20
Michael K Green Skate Park	Long Beach, City of	1
Michigan Park	Whittier, City of	20
Michillinda Park	Los Angeles, County of	2
Mid-Valley Regional Library	Los Angeles, City of	25
Mid-Valley Senior Citizen Ctr.	Los Angeles, City of	3
Miguel Contreras Learning Ctr. Pool	Los Angeles, City of	12
Milford Mini Park	Glendale, City of	2
Millard Canyon OS	Arroyos and Foothills Conservancy	5
Miller Park	Burbank, City of	5
Mills Park	La Verne, City of	2
Milton & Harriet Goldberg Rec. Area	Sierra Madre, City of	1

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Park Name	Agency Name	T2P Score
Milton Street Park	Baldwin Hills Regional Conservation Authority	0
Mini Ctr.	South El Monte, City of	3
Mini-Parks at 1st Place through 15th Place	Long Beach, City of	0
Mira Costa High School	Manhattan Beach Unified School District	28
Mira Vista Park	Los Angeles, County of	0
Miracle on Fourth Street Park	Long Beach, City of	2
Miraleste Rec. and Parks District	Rancho Palos Verdes, City of	16
Miramar Park	South Bay Cities Sanitation District	0
Miramar Park	Torrance, City of	1
Mission Canyon OS	Los Angeles, County of	20
Mole Park	Avalon, City of	0
Mona Park	Los Angeles, County of	22
Monrovia Community Center		0
Monrovia Library Park	Monrovia, City of	29
Monrovia Wilderness Preserve	Monrovia, City of	20
Monte Verde Park	Lakewood, City of	2
Montebello City Park	Montebello, City of	24
Montebello GC	Montebello, City of	20
Montecito Heights OS	Los Angeles, City of	1
Montecito Heights Rec. Ctr.	Los Angeles, City of	30
Monteith Parkway	Los Angeles, County of	0
Monterey Park GC	Monterey Park, City of	10
Montrose Community Park	Glendale, City of	17
Montvue Park	Pomona, City of	4
Monument Park	Los Angeles, County of	0
Moon Canyon Park	Los Angeles, City of	1
Moondust Park	Hermosa Beach, City of	2
Moonshine Canton Park	Los Angeles, City of	10
Moonstone Park	Redondo Beach, City of	15
Moor Field	Alhambra, City of	10
Moore Park	Duarte, City of	2
Moorpark Park	Los Angeles, City of	2
Morgan Park	Baldwin Park, City of	18
Morrison Park	Agoura Hills, City of	10
Mount Baldy Wilderness Preserve	Watershed Conservation Authority	20
Mount Carmel Park	Los Angeles, City of	3
Mount Olivet Reservoir	Santa Monica, City of	0
Mount Olympus Park	Los Angeles, City of	2
Mount Wilson Trail Park	Sierra Madre, City of	12
MRCA Calabasas OS	Mountains Recreation and Conservation Authority	0
MRCA OS	Mountains Recreation and Conservation Authority	10
MRCA Parkland	Mountains Recreation and Conservation Authority	0
MRCA Parkland	Mountains Recreation and Conservation Authority	0

Park Name	Agency Name	T2P Score
MRCA Parkland	Mountains Recreation and Conservation Authority	10
MRCA Parkland	Mountains Recreation and Conservation Authority	10
MRCA Parkland	Mountains Recreation and Conservation Authority	20
Mtn. Meadows GC	Los Angeles, County of	20
Mtn. View Cemetery	Pasadena Cemetery Association	10
Mtn. View Park	Burbank, City of	5
Mtn. View Park	El Monte, City of	8
Mtns. Restoration Trust Parkland	Mountains Restoration Trust	0
Mtns. Restoration Trust Parkland	Mountains Restoration Trust	1
Mtns. Restoration Trust Parkland	Mountains Restoration Trust	1
Mtns. Restoration Trust Parkland	Mountains Restoration Trust	1
Mtns. Restoration Trust Parkland	Mountains Restoration Trust	5
Mtns. Restoration Trust Parkland	Mountains Restoration Trust	5
Mtns. Restoration Trust Parkland	Mountains Restoration Trust	10
Mud Springs Monument	San Dimas, City of	0
MudTown Farms	Watts Labor Community Action Committee	0
Mulberry Elementary School	East Whittier City School District	2
Mulholland Adjacent OS	Mountains Recreation and Conservation Authority	0
Mulholland Gateway Park	Mountains Recreation and Conservation Authority	15
Mulholland Gateway Park	Mountains Recreation and Conservation Authority	30
Mulholland Gateway Park	Santa Monica Mountains Conservancy	5
Mulholland Gateway Park	Santa Monica Mountains Conservancy	30
Mulholland Gateway Park of Los Angeles	Los Angeles, City of	5
Mulholland Gateway Park of Los Angeles	Los Angeles, City of	5
Multipurpose Senior Citizens Ctr.	Los Angeles, City of	0
Murchison OS	Glendale, City of	20
Murphy Ranch Elementary School	East Whittier City School District	2
Murphy Ranch Park	Whittier, City of	11
Murray Elementary School, Joint Use Agreement	Azusa Unified School District	10
N. Atwater Park	Los Angeles, City of	19
NAACP Freedom Park	Long Beach, City of	1
Nakaoka Community Ctr.	Gardena, City of	5
Narrows Riverwalk	Glendale, City of	0
Nat. Mini Park	Culver City, City of	0
Natural Park	Los Angeles, City of	0
Nature Trust of the Santa Monica Mtns.	Nature Trust of the Santa Monica Mountains	10
Neenach Wildlife Preserve	Los Angeles, County of	10
Neff Park	La Mirada, City of	10
Neighborhood Park	Pomona, City of	1
Neighborhood Youth Ctr.	Bell Gardens, City of	5
Nevin Avenue Elementary School Park	Los Angeles, City of	1
New River Park	Norwalk, City of	2
New Temple Park	Valle Lindo Unified School District	12

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Park Name	Agency Name	T2P Score
New York Park	Glendale, City of	3
Newcastle Park	Arcadia, City of	7
Newhall Community Ctr.	Santa Clarita, City of	7
Newhall Park	Santa Clarita, City of	24
Newhall Pass	Mountains Recreation and Conservation Authority	1
Newhall Pass OS	Santa Clarita, City of	20
Newhall Pass OS	Santa Clarita, City of	20
Nibley Park	Glendale, City of	4
Nicholas Canyon County Beach	Los Angeles, County of	45
Noble Park	Hermosa Beach, City of	5
Norman Ashley Park	Walnut Creek, City of	2
Norman O. Houston Park	Los Angeles, City of	11
Normandale Rec. Ctr.	Los Angeles, City of	6
Normandie and Cordova Park	Los Angeles Neighborhood Land Trust	3
Normandie Playground	Los Angeles, City of	3
North Community Gardens	Southern California Edison	1
North East Valley Multipurpose Ctr.	Los Angeles, City of	3
North Hills Community Park	Los Angeles, City of	4
North Hollywood Park	Los Angeles, City of	41
North Oaks Park	William S. Hart Union High School District	14
North Park	Inglewood, City of	12
North Weddington Park	Los Angeles, City of	14
Northbridge Park	Los Angeles, County of	2
Northbridge Park	Santa Clarita, City of	7
Northridge Mini Park	Montebello, City of	1
Northridge Rec. Ctr.	Los Angeles, City of	28
Northside Park	Azusa, City of	29
Northview Park	Duarte Unified School District	1
Norwalk Golf Ctr.	Norwalk, City of	5
Norwalk Park	Norwalk, City of	20
Nowita Triangle	Los Angeles, City of	0
Oak Creek Park	La Mirada, City of	11
Oak Creek Park	Private Landowner	6
Oak Forest Canyon Natural Area	Mountains Recreation and Conservation Authority	0
Oak Forest West	Mountains Recreation and Conservation Authority	0
Oak Forest West	Santa Monica Mountains Conservancy	1
Oak Forest West Access	Los Angeles, City of	0
Oak Hill Park	Azusa, City of	2
Oak Mesa Park	La Verne, City of	21
Oak Spring Park	Santa Clarita, City of	3
Oakhurst Mini Park	Beverly Hills, City of	1
Oakmont View Park	Glendale, City of	3
Oakridge Residence	Los Angeles, City of	1

Park Name	Agency Name	T2P Score
Oakwood Rec. Ctr.	Los Angeles, City of	5
Obregon Park	Los Angeles, County of	20
Obregon Park	Pico Rivera, City of	1
Occidental Parkway	Los Angeles, City of	0
Ocean Sump	Torrance, City of	5
Ocean Trails Reserve	Rancho Palos Verdes, City of	10
Ocean View Elementary School	East Whittier City School District	7
Ocean View Park	Santa Monica, City of	13
Ocean View Parkette	Hermosa Beach, City of	0
Officer Daryle W Black Memorial Park	Long Beach, City of	1
Old Agoura Park	Agoura Hills, City of	11
Old Encino Fire Station 83 Property	Los Angeles, City of	0
Old Fire Station 84 Pocket Park	Los Angeles, City of	2
Old Mission Trail	Los Angeles, City of	5
Old Orchard Park	Santa Clarita, City of	8
Ole Hammer Park	Glendora, City of	3
Olive Hill Park	Azusa, City of	6
Olney Park	California Department of Transportation	0
O'Melveny Park	Los Angeles, City of	20
Orange Avenue Splash Zone	Paramount, City of	13
Orange Grove Elementary School	Whittier City School District	5
Orange Grove Park	Arcadia, City of	10
Orange Grove Park	Los Angeles, County of	22
Orange Grove Park	South Pasadena, City of	7
Orange Park	Long Beach, City of	1
Orangewood Park	West Covina, City of	4
Orchard Avenue Pocket Park	Los Angeles, City of	3
Orchard Dale Elementary School	East Whittier City School District	7
Orcutt Ranch Horticultural Ctr. Park	Los Angeles, City of	10
Ord & Yale Street Park	Los Angeles, City of	1
Orizaba Park	Long Beach, City of	7
Oro Vista Park	Los Angeles, City of	7
Orthopedic Hospital Universal Access Playground	Los Angeles, City of	13
Osage Park	Torrance, City of	1
Oso Park	Mountains Recreation and Conservation Authority	5
Otis Gordon Sports Park	Duarte, City of	4
Overlook Park (Naples Plaza)	Long Beach, City of	0
Ozone Park	Santa Monica, City of	3
Pacific Community Ctr. & Pool	Glendale, City of	12
Pacific Crest Park	Los Angeles, County of	4
Pacific Elementary School	Manhattan Beach Unified School District	8
Pacific Park	Glendale, City of	25

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Park Name	Agency Name	T2P Score
Pacific Street Park	Santa Monica, City of	5
Pacoima Wash	Los Angeles - Flood Control District, County of	20
Pacoima Wash Greenway - El Dorado Park	Mountains Recreation and Conservation Authority	0
Padua Avenue Park	Claremont, City of	26
Palisades Park	Santa Monica, City of	18
Palisades Park & Rec. Ctr.	Los Angeles, City of	19
Palisades Park (Porter Ranch)	Los Angeles, City of	20
Palisades-Asilomar Park	Los Angeles, City of	1
Palm Lake GC	Pomona, City of	5
Palm Park	Bellflower, City of	2
Palm Park	Burbank, City of	6
Palm Park	Whittier, City of	36
Palm Tree Triangle next to Church in Old Torrance	Torrance, City of	0
Palm View Park	West Covina, City of	6
Palmdale High School	Antelope Valley Union High School District	15
Palmdale Oasis Park	Palmdale, City of	29
Palmdale Park	Palmdale, City of	0
Palmdale Youth Pony League Fields	Palmdale, City of	8
Palmenthol History Park	Palmdale, City of	6
Palmer Park	Glendale, City of	21
Palms Park	Lakewood, City of	24
Palms Park	Los Angeles, City of	8
Palomares Park	Pomona, City of	21
Palos Verdes Estates City Hall and Parkland	Palos Verdes Estates, City of	0
Palos Verdes Estates City Parkland	Palos Verdes Estates, City of	35
Palos Verdes Estates Stable and City Parkland	Palos Verdes Estates, City of	21
Palos Verdes Golf Club and City Parkland	Palos Verdes Estates, City of	20
Palos Verdes Reservoir	Metropolitan Water District of Southern California	10
Palos Verdes Shoreline Preserve	Palos Verdes Estates, City of	10
Pamela Park	Los Angeles, County of	7
Pamplico Park	Santa Clarita, City of	4
Pan American Park	Long Beach, City of	14
Pan Pacific Park	Los Angeles, City of	35
Panorama Promenade	Signal Hill, City of	5
Panorama Rec. Ctr.	Los Angeles, City of	17
Pantera Park	Diamond Bar, City of	25
Paradise Park	Torrance, City of	3
Paramount Park	Paramount Unified School District	1
Paramount Park	Paramount, City of	24
Paramount Ranch	United States National Park Service	30
Park Drive Park	Santa Monica, City of	0
Park Learning Grove County Park	Los Angeles, County of	1

Park Name	Agency Name	T2P Score
Parma OS	Santa Monica Mountains Conservancy	10
Parnell Park	Whittier, City of	31
Parque de los Suenos	Los Angeles, County of	4
Parque Dos Rios	Watershed Conservation Authority	1
Parque Xalapa	Covina, City of	3
Parthenia Park	Los Angeles, City of	1
Pasadena Central Park	Pasadena, City of	3
Pasadena City Parkland	Pasadena, City of	0
Pasadena City Parkland	Pasadena, City of	0
Pasadena City Parkland	Pasadena, City of	1
Pasadena City Parkland	Pasadena, City of	5
Pasadena City Parkland	Pasadena, City of	10
Pasadena City Parkland	Pasadena, City of	10
Pasadena City Parkland	Pasadena, City of	20
Pasadena Memorial Park	Pasadena, City of	6
Pat Nixon Fountain and Park	Whittier, City of	0
Pat Nixon Park	Cerritos, City of	3
Pathfinder Community RP	Los Angeles, County of	41
Patton Street Park	Trust for Public Land	0
Paul C Grow Park	Diamond Bar, City of	15
Paxton Park	Los Angeles, City of	3
Payne Wildlife Sanctuary	Los Angeles, County of	20
Peace Park	Long Beach, City of	1
Peacock Ridge OS	Calabasas, City of	20
Pearblossom Park	Los Angeles, County of	23
Pecan Playground	Los Angeles, City of	15
Peck Park and Community Ctr.	Los Angeles, City of	45
Peck Road Water Conservation Park	Arcadia, City of	0
Peck Road Water Conservation Park	Los Angeles - Flood Control District, County of	20
Pelanconi Park	Glendale, City of	3
Pelican Cove	Rancho Palos Verdes, City of	1
Pelona Vista Park	Palmdale, City of	33
Pelota Park	La Verne, City of	9
Penmar GC	Los Angeles, City of	10
Penmar Rec. Ctr.	Los Angeles, City of	22
Pennekamp Elementary School	Manhattan Beach Unified School District	7
People's Park	Avalon, City of	2
Pepper Wood Park	Rolling Hills Estates, City of	0
Pepperbrook Park	Los Angeles, County of	3
Pequeno Park	Paramount, City of	1
Pequeno Park	Torrance, City of	1
Perry Allison Playfield	Redondo Beach, City of	1
Perry Park	Carson, City of	4

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Park Name	Agency Name	T2P Score
Perry Park	Redondo Beach, City of	6
Pershing Square	Los Angeles, City of	3
Peter F Schabarum Reg. County Park	Los Angeles, County of	37
Peter Strauss Ranch	United States National Park Service	5
Peter Strauss Ranch	United States National Park Service	15
Phacelia Wildlife Sanctuary	Los Angeles, County of	20
Philadelphia Park	Pomona, City of	5
Phillips Ranch Park	Pomona, City of	12
Pickens Canyon Park	Los Angeles, County of	0
Pico Canyon Park	Los Angeles, County of	10
Pico Park	Pico Rivera, City of	20
Pico Rivera GC	United States Army Corps of Engineers	10
Pico Union Park	Los Angeles, City of	1
Piedmont Park	Glendale, City of	1
Pilson Property	Los Angeles, City of	5
Pine Avenue Park	Maywood, City of	2
Pine Tree Park	Monterey Park, City of	2
Pio Pico Playground	El Rancho Unified School District	2
Pío Pico SHP	California Department of Parks and Recreation	28
Pío Pico SHP	Whittier, City of	25
Pioneer High School		10
Pioneer Park	Azusa, City of	7
Pioneer Park	Hawaiian Gardens, City of	2
Pioneer Park	Los Angeles, County of	0
Pioneer Park	San Dimas, City of	13
Pioneer Park	San Fernando, City of	3
Pioneer Park to Rancho Park Walking Path	Azusa, City of	5
Pirate Park	Bellflower, City of	2
Piuma Ridge Park	Mountains Recreation and Conservation Authority	10
Piuma Ridge Park	Santa Monica Mountains Conservancy	10
Pixley Park	Maywood, City of	3
Placerita Canyon SP	California Department of Parks and Recreation	30
Placerita Golden Valley Ranch OS	Santa Clarita, City of	10
Placerita Golden Valley Ranch OS	Santa Clarita, City of	30
Placerita Quigley OS	Santa Clarita, City of	20
Plaza Park	Archdiocese of Los Angeles	5
Plaza Zaferia	Long Beach, City of	1
Plummer Park	West Hollywood, City of	19
Poinsettia Rec. Ctr.	Los Angeles, City of	15
Point Dume SB	California Department of Parks and Recreation	45
Point Fermin Lighthouse	United States Coast Guard	5
Point Fermin Park	Los Angeles, City of	25
Point Vicente Interpretive Ctr.	Rancho Palos Verdes, City of	21

Park Name	Agency Name	T2P Score
Point Vicente Lighthouse	United States Coast Guard	5
Point Vicente Park and Civic Ctr.	Rancho Palos Verdes, City of	32
Polliwog Park	Manhattan Beach Unified School District	37
Poly High Gateway Park	Long Beach, City of	0
Polygon OS	Glendale, City of	10
Pomona Jaycees Community Park	Pomona, City of	6
Pompei Memorial	San Dimas, City of	0
Poncitlan Square	Palmdale, City of	1
Porter Ranch Park	Los Angeles, City of	16
Porter Ranch-Sesnon Property	Los Angeles, City of	10
Porter Ridge Park	Los Angeles, City of	22
Portuguese Bend Nature Preserve	Rancho Palos Verdes, City of	20
Potrero Canyon Park	Los Angeles, City of	10
Potrero Heights Park	Montebello, City of	20
Poulsen OS	Glendale, City of	10
Powder Canyon OS	La Habra Heights County Water District	0
Powder Canyon OS	Native Habitat Preservation Authority	22
Powder Canyon OS	Puente Hills Habitat Preservation Authority (Habitat Authority)	37
Powell School	Azusa Unified School District	2
Powers Park	Pomona, City of	3
Prime Desert Woodland Preserve	Lancaster, City of	22
Primm Memorial Pool	Gardena, City of	15
Pritchard Field	Bell, City of	0
Progress Park	Paramount, City of	9
Promenade Park	Azusa, City of	2
Promenade Square	Long Beach, City of	5
Prospect Park	Los Angeles, City of	2
Pueblo Park	Torrance, City of	7
Puerco Beach	Los Angeles, County of	36
Puerco Beach	Malibu, City of	36
Quaker--Dark Canyon	Mountains Recreation and Conservation Authority	10
Queen Anne Rec. Ctr.	Los Angeles, City of	22
Queen Park	Inglewood, City of	3
Rainbow Canyon Park	Santa Monica Mountains Conservancy	1
Rainbow Harbor Esplanade	Long Beach, City of	8
Rainbow Lagoon Park	Long Beach, City of	15
Ralph C. Daniels Field Sports Ctr.	Los Angeles, City of	5
Ralph C. Dills Park	Paramount, City of	17
Ralph Foy Park	Burbank, City of	14
Ramirez Canyon Park	Santa Monica Mountains Conservancy	10
Ramon Garcia Rec. Ctr.	Los Angeles, City of	6
Ramona Gardens Park	Los Angeles, City of	7

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Park Name	Agency Name	T2P Score
Ramona Hall Community Ctr.	Los Angeles, City of	5
Ramona Park	Hawthorne, City of	2
Ramona Park	Long Beach, City of	6
Ramona Park	Norwalk, City of	18
Rancho Cienega Sports Ctr. Park	Los Angeles, City of	44
Rancho Los Alamitos Historic Site	Long Beach, City of	31
Rancho Palos Verdes Beach	Rancho Palos Verdes, City of	35
Rancho Palos Verdes City Parkland	Rancho Palos Verdes, City of	5
Rancho Park Municipal GC	Los Angeles, City of	20
Rancho San Jose Park	Claremont, City of	7
Rancho Vista Elementary School	Westside Union School District	2
Rancho Vista Neighborhood Park	Palmdale, City of	0
RAT Beach / Malaga Cove	Palos Verdes Estates, City of	35
RAT Beach / Malaga Cove	Palos Verdes Estates, City of	45
Raul R. Perez Memorial Park	Huntington Park, City of	8
Rawley Duntley Park	Lancaster, City of	17
Raymond Arbor Park	Signal Hill, City of	1
Raymond Street Park	Compton, City of	2
Rec. 9 Hole GC	Long Beach, City of	10
Rec. Park	El Segundo, City of	33
Rec. Park	Long Beach, City of	27
Rec. Park	Monrovia, City of	23
Rec. Park	San Fernando, City of	8
Rec. Park 18 Hole GC	Long Beach, City of	20
Red Rock Canyon Park	Mountains Restoration Trust	1
Red Rock Canyon Park	Santa Monica Mountains Conservancy	30
Red Rover Mine TaxDef	Mountains Recreation and Conservation Authority	0
Redondo Beach OS	Los Angeles - Flood Control District, County of	0
Redondo Beach OS	Redondo Beach, City of	0
Redondo Beach OS	Redondo Beach, City of	0
Redondo Beach OS	Redondo Beach, City of	0
Redondo Beach OS	Redondo Beach, City of	0
Redondo Beach Pier	Redondo Beach, City of	40
Redondo County Beach	Los Angeles, County of	40
Redondo County Beach	Los Angeles, County of	45
Reed Park	Santa Monica, City of	11
Reeves Mini Park	Beverly Hills, City of	1
Reggie Rodriguez Park	Montebello, City of	14
Rena Park	Los Angeles, City of	2
Renacimiento Community Ctr.	Pomona, City of	1
Reseda Park and Rec Ctr.	Los Angeles, City of	35
Reservoir Hill Park	Cerritos, City of	7
Reservoir Park	Signal Hill, City of	3

Park Name	Agency Name	T2P Score
Retention Basin N Del Amo and Prairie	Torrance, City of	0
Rexford Reservoir	Beverly Hills, City of	5
Rexford Rest Mini Park	Beverly Hills, City of	0
Reyes Adobe Park	Agoura Hills, City of	33
Reynier Park	Los Angeles, City of	3
Rhoads Park	San Dimas, City of	0
Ricardo Lara Linear Park	Lynwood, City of	20
Richie Valens Park	Los Angeles, City of	24
Richmond Street Field	El Segundo Unified School District	2
Ridgecrest Ranchos OS	Ridgecrest Ranchos Recreation and Park District	0
Ridgeview Park	Azusa, City of	5
Rim of the Valley County Parkland	Los Angeles, County of	30
Rimgrove Park	Los Angeles, County of	21
Rinaldi Park	Los Angeles, City of	0
Rio de Los Angeles SP	California Department of Parks and Recreation	39
Rio Dulce	Santa Clarita Watershed Recreation and Conservation Authority	20
Rio Hondo	United States Army Corps of Engineers	10
Rio Hondo & Bike Trail	Los Angeles - Flood Control District, County of	20
Rio Hondo Golf Club	Downey, City of	20
Rio Hondo Park	Pico Rivera, City of	15
Rio Hondo River Trail	El Monte, City of	0
Rio San Gabriel Park	Downey, City of	22
Rio Vista Park	El Monte, City of	2
Rio Vista Park	Pico Rivera, City of	16
Ritter Ranch	Mountains Recreation and Conservation Authority	20
Rivas Canyon Park	Los Angeles, City of	10
Rivendale Ranch OS	Santa Clarita, City of	10
Rivendale Ranch OS	Santa Clarita, City of	20
River Pocket Park	Cudahy, City of	1
River Village Park	Santa Clarita, City of	34
River Wilderness Park	Azusa, City of	0
River Wilderness Park	Watershed Conservation Authority	10
Rivera Park	Pico Rivera, City of	17
Riverview Park	Bellflower, City of	0
Riverview Park	Southern California Edison	5
Riviera Park	Torrance, City of	0
Robert E Lundigan Park	Burbank, City of	5
Robert E. Gross Park	Burbank, City of	8
Robert E. Ryan Community Park	Rancho Palos Verdes, City of	13
Robert F Kennedy Inspiration Park	Los Angeles, City of	0
Robert Gumbiner Park	Long Beach, City of	1
Robert H. Meyer Memorial SB	California Department of Parks and Recreation	35

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Park Name	Agency Name	T2P Score
Robert H. Meyer Memorial SB	California Department of Parks and Recreation	45
Robert Keller Park	Huntington Park, City of	2
Robert L. Burns Park	Los Angeles, City of	3
Robert R. Ovrom Park and Community Ctr.	Burbank, City of	5
Robertson Rec. Ctr.	Los Angeles, City of	3
Robinson Elementary School	Manhattan Beach Unified School District	5
Rockbluff Park	Rolling Hills Estates, City of	2
Rockhaven Park	Glendale, City of	0
Rockwood Community Park	Los Angeles, City of	1
Rocky Ledge	Mountains Recreation and Conservation Authority	10
Rocky Oaks	United States National Park Service	30
Rocky Peak Adj. Tax Default	Mountains Recreation and Conservation Authority	1
Rocky Peak Park	Mountains Recreation and Conservation Authority	20
Rocky Peak Park	Santa Monica Mountains Conservancy	20
Roger Jessup Rec. Ctr.	Los Angeles, City of	12
Rogers Park	Inglewood, City of	26
Rogers/Anderson Park	Lawndale Elementary School District	23
Roland Area County Water District Land	Kinneloa Irrigation District	0
Roland Area County Water District Land	Kinneloa Irrigation District	0
Roland Area County Water District Land	Kinneloa Irrigation District	1
Roland Area County Water District Land	Kinneloa Irrigation District	1
Rolland Curtis Park	Los Angeles, City of	2
Rolling Hills City Parkland	Rolling Hills Estates, City of	16
Rolling Hills City Parkland	Rolling Hills, City of	0
Rolling Hills City Parkland	Rolling Hills, City of	1
Rolling Hills City Parkland	Rolling Hills, City of	5
Ron Bishop & Judge Anderson Park	Mountains Recreation and Conservation Authority	10
Ronald Reagan Park	Diamond Bar, City of	13
Roosevelt Elementary Tennis Courts	San Gabriel Unified School District	2
Roosevelt High School Pool	Los Angeles, City of	15
Roosevelt Memorial Park	Roosevelt Memorial Park Association	10
Roosevelt Park	San Gabriel Unified School District	2
Rosa Parks Park	Long Beach, City of	1
Rosa Torrez Park	Claremont, City of	1
Roscoe-Valley Circle Park	Los Angeles, City of	10
Rose Bowl	Pasadena, City of	10
Rose Hill Park	Los Angeles, City of	10
Rose Hill Rec. Ctr.	Los Angeles, City of	4
Rose Park	Long Beach, City of	1
Rose Park	Lynwood, City of	1
Rosecrans Rec. Ctr.	Los Angeles, City of	16
Rosemead Community Ctr. Park	Rosemead, City of	2
Rosemead Park	Rosemead, City of	37

Park Name	Agency Name	T2P Score
Rosemont Preserve	Arroyos and Foothills Conservancy	1
Rosewood Gardens Park	Los Angeles, City of	0
Rosewood Park	Cerritos, City of	10
Rosewood Park	Cerritos, City of	30
Rosie the Riveter Park	Long Beach, City of	5
Ross Snyder Rec. Ctr.	Los Angeles, City of	22
Ross Valencia Community Park	Los Angeles, City of	1
Rotary Centennial Park	Long Beach, City of	2
Rotary Park	Monrovia, City of	3
Round Mtn. OS	Santa Clarita, City of	20
Rowland Heights Park	Los Angeles, County of	15
Rowley Park	Gardena, City of	23
Roxbury Park	Beverly Hills, City of	32
Roy Campanella Park	Los Angeles, County of	18
Royal Oaks Park	Duarte, City of	6
Royal Oaks Trail North	Bradbury, City of	0
Royal Palms County Beach	Los Angeles, County of	40
Ruben F. Salazar Park	Los Angeles, County of	22
Ruben Ingold Parkway	Los Angeles, County of	1
Ruben Ordaz Community Ctr.	Torrance, City of	2
Rubio Canyon	Mountains Recreation and Conservation Authority	0
Rubio Canyon OS	Arroyos and Foothills Conservancy	10
Runnymede Rec. Ctr.	Los Angeles, City of	5
Runyon Canyon Park	Los Angeles, City of	35
Russell Ranch Park	Westlake Village, City of	8
Rustic Canyon Park	La Verne, City of	2
Rustic Canyon Park	Los Angeles, City of	15
Rustic Canyon Rec. Ctr.	Los Angeles, City of	24
Ruth R. Caruthers Park	Bellflower, City of	21
Rynerson Park	Lakewood, City of	23
Saddle Peak	Santa Monica Mountains Conservancy	20
Saddleback Butte SP	California Department of Parks and Recreation	20
Saddleback Butte SP	United States Bureau of Land Management	10
Saddleback Park	Cerritos, City of	8
Saint Andrews Rec. Ctr.	Los Angeles, City of	23
Saint Charles Place Park	Los Angeles, City of	0
Saint James Park	Los Angeles, City of	5
Sal Guarriello Veterans' Memorial Fountain	West Hollywood, City of	0
Sally Tanner Park	San Gabriel County Water District	4
Salt Lake Park	Huntington Park, City of	32
Salud Park	Southern California Edison	9
Sam Yellen Park (Planned, 2017)	Palmdale, City of	10
San Angelo Park	Los Angeles, County of	20

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Park Name	Agency Name	T2P Score
San Antonio Channel & Dam	United States Army Corps of Engineers	20
San Dimas Canyon Community RP	Los Angeles, County of	51
San Dimas Canyon GC	San Dimas-La Verne Recreational Facilities Authority	20
San Dimas Staging Area	Los Angeles, County of	0
San Dimas Swim and Racquet Club	San Dimas, City of	11
San Dimas Wash	Los Angeles - Flood Control District, County of	10
San Fernando Reg. Pool & Community Ctr.	San Fernando, City of	18
San Gabriel Canyon Forest Gateway Ctr.	Azusa, City of	6
San Gabriel Cemetery	San Gabriel Cemetery Association	5
San Gabriel Rec. Office	San Gabriel, City of	2
San Gabriel River	San Gabriel River Water Committee	1
San Gabriel River & Bike Trail	Los Angeles - Flood Control District, County of	0
San Gabriel River and Bike Trail	Los Angeles - Flood Control District, County of	30
San Gabriel River Trail	Long Beach, City of	10
San Gabriel River Trail	Los Angeles - Department of Water and Power, City of	1
San Jose Creek	United States Army Corps of Engineers	15
San Juan Garage	Los Angeles, City of	0
San Julian Park	Los Angeles, City of	1
San Martin Park	Lakewood, City of	13
San Pascual Stables	South Pasadena, City of	1
San Pedro Plaza Park	Los Angeles, City of	1
San Pedro Plaza Park	Los Angeles, City of	5
San Pedro Welcome Park	Los Angeles, City of	0
San Rafael Mtns. OS	Glendale, City of	30
San Rafael Park	Pasadena, City of	3
San Ramon Reserve	Rancho Palos Verdes, City of	10
San Vicente Mtn. Park	Los Angeles, City of	1
Sanchez Adobe Park	Montebello, City of	25
Sand Dune Park	Manhattan Beach, City of	7
Sandburg School Park	Glendora Unified School District	30
Santa Anita GC	Los Angeles, County of	20
Santa Anita Park	Arcadia, City of	0
Santa Anita Playlot	Burbank, City of	3
Santa Catalina Island	Santa Catalina Island Conservancy	20
Santa Clarita Park	Santa Clarita, City of	19
Santa Clarita Sports Complex	Santa Clarita, City of	31
Santa Clarita Woodlands Park	Mountains Recreation and Conservation Authority	20
Santa Cruz Park	Long Beach, City of	0
Santa Fe Dam Rec. Area	United States Army Corps of Engineers	64
Santa Fe Springs Athletic Fields	Santa Fe Springs, City of	10
Santa Fe Springs Park	Santa Fe Springs, City of	20
Santa Monica Mountains NRA	Mountains Recreation and Conservation Authority	30
Santa Monica Mtns. Conservancy OS	Santa Monica Mountains Conservancy	0

Park Name	Agency Name	T2P Score
Santa Monica Mtns. NRA	Calabasas, City of	5
Santa Monica Mtns. NRA	Calabasas, City of	10
Santa Monica Mtns. NRA	Los Angeles, County of	0
Santa Monica Mtns. NRA	Los Angeles, County of	0
Santa Monica Mtns. NRA	Los Angeles, County of	0
Santa Monica Mtns. NRA	Los Angeles, County of	10
Santa Monica Mtns. NRA	Mountains Recreation and Conservation Authority	0
Santa Monica Mtns. NRA	Mountains Recreation and Conservation Authority	1
Santa Monica Mtns. NRA	Mountains Recreation and Conservation Authority	1
Santa Monica Mtns. NRA	Mountains Recreation and Conservation Authority	10
Santa Monica Mtns. NRA	Mountains Recreation and Conservation Authority	10
Santa Monica Mtns. NRA	Mountains Recreation and Conservation Authority	10
Santa Monica Mtns. NRA	Santa Monica Mountains Conservancy	0
Santa Monica Mtns. NRA	Santa Monica Mountains Conservancy	0
Santa Monica Mtns. NRA	United States National Park Service	0
Santa Monica Mtns. NRA	United States National Park Service	0
Santa Monica Mtns. NRA	United States National Park Service	0
Santa Monica Mtns. NRA	United States National Park Service	0
Santa Monica Mtns. NRA	United States National Park Service	0
Santa Monica Mtns. NRA	United States National Park Service	0
Santa Monica Mtns. NRA	United States National Park Service	1
Santa Monica Mtns. NRA	United States National Park Service	1
Santa Monica Mtns. NRA	United States National Park Service	5
Santa Monica Mtns. NRA	United States National Park Service	5
Santa Monica Mtns. NRA	United States National Park Service	5
Santa Monica Mtns. NRA	United States National Park Service	10
Santa Monica Mtns. NRA	United States National Park Service	10
Santa Monica Mtns. NRA	United States National Park Service	10
Santa Monica Mtns. NRA	United States National Park Service	10
Santa Monica Mtns. NRA	United States National Park Service	10
Santa Monica Mtns. NRA	United States National Park Service	10
Santa Monica Mtns. NRA	United States National Park Service	10
Santa Monica Mtns. NRA	United States National Park Service	15
Santa Monica Mtns. NRA	United States National Park Service	20
Santa Monica Mtns. NRA	United States National Park Service	20
Santa Monica Mtns. NRA	United States National Park Service	20
Santa Monica Mtns. NRA	United States National Park Service	20
Santa Monica Mtns. NRA	United States National Park Service	20
Santa Monica Mtns. NRA	United States National Park Service	30
Santa Monica Mtns. NRA	United States National Park Service	5
Santa Monica SB	California Department of Parks and Recreation	36
Santa Monica SB	California Department of Parks and Recreation	36
Santa Monica SB	California State Lands Commission	55
Santa Susana Pass SHP	California Department of Parks and Recreation	45
Santa Ynez Canyon Park	Los Angeles, City of	20

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Park Name	Agency Name	T2P Score
Santa Ynez Reservoir	Los Angeles - Department of Water and Power, City of	10
Sara Mendez Park	Norwalk, City of	15
Satellite Park	Cerritos, City of	5
Saugus High School Joint Use Facility	William S. Hart Union High School District	1
Saybrook Park	Los Angeles, County of	6
SCC Plum Canyon	Mountains Recreation and Conservation Authority	10
Schader Park	Santa Monica, City of	0
Scherer Park	Long Beach, City of	27
Scholl Canyon Athletic Fields	Glendale, City of	9
Scholl Canyon GC & Tennis Ctr.	Glendale, City of	10
Scholl Canyon Park & Picnic Area (Lower Scholl Canyon Park)	Glendale, City of	5
Schwartz Property	Mountains Recreation and Conservation Authority	0
Scott Avenue Elementary School	East Whittier City School District	6
Scott Park	Carson, City of	33
Scout Park	Hermosa Beach, City of	0
Sea-Aire GC	Torrance, City of	0
Sea-Aire Parklette	Torrance, City of	0
Seaside Heroes Park	Torrance, City of	2
Seaside Park	Long Beach, City of	3
Seaview Parkette	Hermosa Beach, City of	2
Seily Rodriguez Park	Los Angeles, City of	3
Selma Park	Los Angeles, City of	2
Senior Ctr.	Bell Gardens, City of	0
Seoul International Park	Los Angeles, City of	5
Sepulveda Basin Rec. Area	United States Army Corps of Engineers	20
Sepulveda Basin Rec. Area	United States Army Corps of Engineers	39
Sepulveda Basin Rec. Area	United States Army Corps of Engineers	47
Sepulveda Basin Rec. Area	United States Army Corps of Engineers	55
Sepulveda Canyon MWD site	Metropolitan Water District of Southern California	5
Sepulveda Garden Ctr.	United States Army Corps of Engineers	27
Sepulveda Pass OS	Los Angeles, City of	0
Sepulveda Pass OS	Santa Monica Mountains Conservancy	20
Sepulveda Rec. Ctr.	Los Angeles, City of	31
Sequoia Park	Monterey Park, City of	8
Serrania Avenue Park	Los Angeles, City of	17
Serrania Park	Santa Monica Mountains Conservancy	10
Settler's Court	San Dimas, City of	0
Shadow Oak Park	West Covina, City of	16
Shadow Ranch Park	Los Angeles, City of	14
Shady Bend Park	Los Angeles, County of	10
Shaffer Park	Hermosa Beach, City of	0
Shatto Rec. Ctr.	Los Angeles, City of	8

Park Name	Agency Name	T2P Score
Shea OS - Las Virgenes	United States National Park Service	30
Sheila Agnes Nature Preserve	Santa Monica Mountains Conservancy	10
Sheldon-Arleta Park	Los Angeles, City of	25
Shelton Park	Claremont, City of	1
Sherman Oaks Castle Park	Los Angeles, City of	1
Shiveley Park	Valle Lindo Unified School District	20
Shoreline Aquatic Park	Long Beach, City of	35
Shoreline Park	Rancho Palos Verdes, City of	10
Shoreline Park Bikepath	Long Beach, City of	0
Sibrie Park	Compton, City of	3
Sierra Madre Cemetery	Sierra Madre Cemetery Association	0
Sierra Madre City Parkland	Sierra Madre, City of	0
Sierra Madre City Parkland	Sierra Madre, City of	0
Sierra Madre City Parkland	Sierra Madre, City of	0
Sierra Madre City Parkland	Sierra Madre, City of	0
Sierra Madre City Parkland	Sierra Madre, City of	5
Sierra Madre City Parkland	Sierra Madre, City of	5
Sierra Madre City Parkland	Sierra Madre, City of	20
Sierra Madre City Parkland #1	Sierra Madre, City of	5
Sierra Madre City Parkland #2	Sierra Madre, City of	0
Sierra Madre Elementary School	Pasadena Unified School District	3
Sierra Madre Middle School	Pasadena Unified School District	5
Sierra Madre Park	Azusa, City of	7
Sierra Park	Beverly Hills, City of	1
Sierra Vista Adult School	Whittier Union High School District	13
Sierra Vista OS	Sierra Madre, City of	10
Sierra Vista Park	Monterey Park, City of	5
Sierra Vista Park	Sierra Madre, City of	33
Signal Hill Park	Signal Hill, City of	10
Silver Lake Meadows Park	Los Angeles - Department of Water and Power, City of	2
Silver Lake Rec. Ctr.	Los Angeles, City of	4
Silver Lake Reservoir	Los Angeles, City of	30
Silver Spur Park	Rolling Hills Estates, City of	0
Silver Tip Park	Diamond Bar, City of	0
Silver Tip Park	Diamond Bar, City of	7
Silverado Park	Long Beach, City of	22
Siminski Park	Inglewood, City of	4
Sims Pond	Long Beach, City of	1
Singer Park	Pasadena, City of	3
Sixth and Gladys St. Park	Los Angeles, City of	4
Skate Park	La Canada Unified School District	2
Skylinks GC	Long Beach, City of	20
Skytower Park	Lancaster, City of	23

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Park Name	Agency Name	T2P Score
Slauson Park	Azusa, City of	29
Slauson Playground	Los Angeles, City of	3
Slauson-Wall Park	Los Angeles, City of	2
SLC	California State Lands Commission	1
SLC	California State Lands Commission	20
Sleepy Hollow Greenbelt	Long Beach, City of	0
Sleepy Hollow Greenbelt	Long Beach, City of	0
Slope-Via Corona	Torrance, City of	5
Slope-Via Valmonte	Torrance, City of	0
Slope-Vista Largo	Torrance, City of	0
Slope-Vista Montana	Torrance, City of	0
Smith Park	San Gabriel, City of	19
SMMNRA - Backbone Trail	United States National Park Service	10
Snery Parkette	Redondo Beach, City of	1
Snow Creek Park	Walnut, City of	19
Soaring Dreams Plaza	Santa Fe Springs, City of	15
Solstice Canyon	United States National Park Service	30
Somerset Park	Long Beach, City of	8
Sorensen Park	Los Angeles, County of	16
South Beach Park	Santa Monica, City of	2
South Coast Botanic Garden	Los Angeles, County of	10
South Coast Park/former Palos Verdes Landfill site	Sanitation Districts of Los Angeles County	10
South Coast Park/Peter Weber Equestrian Ctr.	Los Angeles, County of	20
South East Valley Rollers & Skateboard Park	Los Angeles, City of	2
South El Monte Community Ctr.	South El Monte, City of	17
South Fork River Trail OS	Santa Clarita, City of	20
South Gardena Park	Gardena, City of	19
South Gate Park	South Gate, City of	56
South Hills Park	Glendora, City of	9
South Hills Wilderness Area	Glendora, City of	20
South Los Angeles Sports Activity Ctr.	Los Angeles, City of	2
South Los Angeles Wetlands Pocket Park	Los Angeles, County of	2
South Park	Compton, City of	7
South Park	Hermosa Beach, City of	7
South Park	Los Angeles, City of	22
South Pasadena Skate Park	South Pasadena, City of	5
South Seas House Park	Los Angeles, City of	0
South Shore Launch Ramp	Long Beach, City of	1
South Street Parkway	Long Beach, City of	0
South Victoria Avenue Park	Los Angeles, City of	0
South Weddington Park	Los Angeles, City of	12
Spane Park	Paramount, City of	10

Park Name	Agency Name	T2P Score
Sparr Heights Community Ctr.	Glendale, City of	2
Splash! La Mirada Reg. Aquatic Ctr.	La Mirada, City of	21
SportsPlex	San Dimas, City of	41
Spring Street Park	Los Angeles, City of	2
Stanford Avenue Park	South Gate, City of	2
Stardust Park	Diamond Bar, City of	5
Starshine Park	Diamond Bar, City of	2
State Street Rec. Ctr.	Los Angeles, City of	9
Station Square Park		4
Stearns Champions Park	Long Beach, City of	32
Steelhead Park	Santa Monica Mountains Conservancy	1
Steers Property	Los Angeles, City of	10
Steinmetz Park	Los Angeles, County of	24
Stengel Field	Glendale, City of	6
Stephen Sorensen Park	Los Angeles, County of	51
Stetson Ranch Park	Los Angeles, City of	21
Stevenson Park	Carson, City of	25
Stewart Street Park	Santa Monica, City of	8
Stocker Plaza Park	Los Angeles, City of	0
Stone Canyon Reservoir & Watershed	Los Angeles, City of	20
Stone Canyon Reservoir & Watershed	Mountains Recreation and Conservation Authority	0
Stone OS	Mountains Recreation and Conservation Authority	10
Stonehurst Rec. Ctr.	Los Angeles, City of	16
Stoner Rec. Ctr.	Los Angeles, City of	25
Stoneview Park	Los Angeles, County of	1
Stoney Point Park	Los Angeles, City of	10
Story Park	Alhambra, City of	6
Stough Canyon Nature Ctr.	Burbank, City of	0
Stough Canyon Park	Burbank, City of	20
Strathern Park North	Los Angeles, City of	5
Strathern Park West	Los Angeles, City of	2
Streamland Park	United States Army Corps of Engineers	26
Studio City Park	Los Angeles, City of	8
Stunt Ranch Santa Monica Mtns. Reserve	University of California	30
Sullivan Canyon Creek & Dam	Los Angeles - Flood Control District, County of	5
Sullivan Canyon Park	Los Angeles, City of	10
Sumac Park	Agoura Hills, City of	5
Summit Park	Azusa, City of	5
Summit Ridge Park	Diamond Bar, City of	28
Summit Valley Edmund D. Edelman Park	Mountains Recreation and Conservation Authority	20
Summit Valley Edmund D. Edelman Park	Santa Monica Mountains Conservancy	20
Sun Valley Park & Rec. Ctr.	Los Angeles, City of	30
Sunland Park	Los Angeles, City of	23

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Park Name	Agency Name	T2P Score
Sunnyglen Park	Torrance, City of	3
Sunnynook Park	Los Angeles, City of	1
Sunnyslopes Park	Monterey Park, City of	10
Sunset Field	West Covina, City of	7
Sunset View Park	Signal Hill, City of	6
Sunshine Park	Cerritos, City of	5
Sunshine Park	Los Angeles, County of	20
Sur La Brea Park	Torrance, City of	5
Suzanne Park	Walnut, City of	18
Sycamore Canyon OS	Puente Hills Habitat Preservation Authority (Habitat Authority)	30
Sycamore Canyon OS	Whittier, City of	20
Sycamore Canyon Park	Diamond Bar, City of	23
Sycamore Grove Park	Los Angeles, City of	23
Sycamore Park	El Segundo, City of	6
Syd Kronenthal Park	Culver City, City of	19
Syhre	Baldwin Park, City of	2
Sylmar Park	Los Angeles, City of	29
T. Mayne Thompson Park and Bellflower Aquatic Ctr.	Bellflower, City of	23
Tanaka Park	Long Beach, City of	3
Tapia Park	California Department of Parks and Recreation	30
Tapia Treatment Plant and OS	Las Virgenes Municipal Water District	10
Tarzana Rec. Ctr.	Los Angeles, City of	6
Tax Default	Mountains Recreation and Conservation Authority	5
Tax Default	Mountains Recreation and Conservation Authority	5
Tax Default	Mountains Recreation and Conservation Authority	5
Tax Default	Mountains Recreation and Conservation Authority	5
Taxco Trails Park	Los Angeles, City of	1
Taylor Ranch Park	Montebello, City of	1
Ted Greene Park	Pomona, City of	8
Ted Watkins Memorial Park	Los Angeles, County of	36
Teichman Family Magnolia Park	Los Angeles, City of	6
Tejon Equestrian Park	Palmdale, City of	16
Telfair Park	Los Angeles, City of	1
Tellefson Park	Culver City, City of	5
Temescal Canyon Park	Los Angeles, City of	29
Temescal Gateway Park	Santa Monica Mountains Conservancy	20
Temescal Ridge Trailhead	Los Angeles, City of	1
Temple City Park	Temple City, City of	3
Temple Park	Downey, City of	2
Terrace Theater	Long Beach, City of	0
Terrebonne Park	San Dimas, City of	0

Park Name	Agency Name	T2P Score
Tesoro Adobe Historic Park	Los Angeles, County of	28
Texas Canyon OS	Mountains Recreation and Conservation Authority	20
The Colonnade	Long Beach, City of	1
The Groves Overlook	Los Angeles, City of	0
The Lakes at El Segundo Municipal GC	El Segundo, City of	10
The Long Beach Greenbelt	Long Beach, City of	0
The Nature Conservancy	The Nature Conservancy	20
The Nature Trail	Lakewood, City of	10
The Old Mill	San Marino, City of	0
The Plunge (Urho Saari Swim Stadium)	El Segundo, City of	10
Thienes Gateway Park	South El Monte, City of	0
Third Street & Prospect Avenue Park	Hermosa Beach, City of	0
Third Street Park	Duarte, City of	2
Thomas S Burton Park	Los Angeles, County of	7
Thompson Creek & Trail	Claremont, City of	1
Thornburg Park	Gardena, City of	7
Three Oaks Park	Covina, City of	0
Three Sisters Preserve	Rancho Palos Verdes, City of	10
Three Springs Park	Westlake Village, City of	8
Tiara Street Park	Los Angeles, City of	6
Tierra Bonita Park	Lancaster, City of	28
Tierra Verde Park	Arcadia, City of	6
Titmouse Park	Los Angeles, City of	1
Toberman Playground	Los Angeles, City of	5
Tobias Avenue Park	Los Angeles, City of	3
Todd Longshore Park	Santa Clarita, City of	17
Tom & Giselle Hennessy Nature Preserve	Mountains Recreation and Conservation Authority	5
Tommy Lasorda Field of Dreams	Los Angeles, City of	3
Tongva Park	Santa Monica, City of	29
Tony Cerda Park	Pomona, City of	3
Top of Topanga Overlook	Santa Monica Mountains Conservancy	1
Topanga Canyon - Fernwood	Mountains Recreation and Conservation Authority	0
Topanga Canyon-Canyon Oaks OS	Santa Monica Mountains Conservancy	10
Topanga County Beach	Los Angeles, County of	45
Topanga Creek	Los Angeles - Flood Control District, County of	0
Topanga OS	Mountains Recreation and Conservation Authority	0
Topanga OS	Mountains Restoration Trust	0
Topanga OS	Mountains Restoration Trust	0
Topanga SP	California Department of Parks and Recreation	45
Torrance County Beach	Los Angeles, County of	40
Torrance County Beach	Torrance, City of	35
Torrance holding 11	Torrance, City of	0
Torrance holding 13	Torrance, City of	0

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Park Name	Agency Name	T2P Score
Torrance holding 16	Torrance, City of	0
Torrance holding 23	Torrance, City of	6
Torrance holding 28	Torrance, City of	0
Torrance holding 45	Torrance, City of	6
Torrance holding 6	Torrance, City of	0
Torrance Park	Torrance, City of	4
Tournament Park	California Institute of Technology	29
Townsend Parkette	Redondo Beach, City of	2
Toyota Sports Complex	Los Angeles, County of	19
Tragniew Park	Compton, City of	2
Trailview Park	Los Angeles, County of	2
Trancas Canyon Park	Malibu, City of	21
Trask Triangle Park	Los Angeles, City of	0
Travel Town Museum	Los Angeles, City of	30
Treasure Island Park	Downey, City of	8
Treasure Island Park	Long Beach, City of	0
Trebek OS	Mountains Recreation and Conservation Authority	10
Treder Park	Bell, City of	3
Triangle Park	Los Angeles, City of	1
Triangle Park	Rosemead, City of	0
Triangle Park	South Gate, City of	1
Triffon OS	United States National Park Service	10
Trinity Rec. Ctr.	Los Angeles, City of	3
Tripolis Friendship Park	Arcadia, City of	1
Trolley Park	Long Beach, City of	0
Truinfo Canyon OS	Mountains Recreation and Conservation Authority	20
Tujunga Greenbelt	Los Angeles, City of	1
Tujunga Ponds Wildlife Sanctuary	Los Angeles, City of	27
Tujunga-Angeles Forest Adjacent OS	Mountains Recreation and Conservation Authority	10
Tuna Canyon Park	Mountains Recreation and Conservation Authority	30
Turnbull Canyon OS	Puente Hills Habitat Preservation Authority (Habitat Authority)	30
Turnbull Canyon OS	Whittier, City of	5
Two Strike Park	Los Angeles, County of	9
Unidad Park	Los Angeles, City of	3
Upper Arroyo Seco	Pasadena, City of	20
Upper Filiorum Reserve	Palos Verdes Peninsula Land Conservancy	10
Upper Las Virgenes OSP	Mountains Recreation and Conservation Authority	20
Upper Ramirez - Brown	Mountains Recreation and Conservation Authority	35
Upper Solstice Canyon	United States National Park Service	10
Upper Stokes	Mountains Recreation and Conservation Authority	10
Val Verde Community RP	Los Angeles, County of	31
Valencia Glen Park	Santa Clarita, City of	20

Park Name	Agency Name	T2P Score
Valencia Heritage Park	Santa Clarita, City of	14
Valencia Meadows Park	Santa Clarita, City of	16
Valencia Summit Park	Santa Clarita, City of	15
Valencia Triangle	Los Angeles, City of	0
Valley Ctr. Staging Area	Buddhist Compassion Relief Tzu Chi Foundation	0
Valley Glen Community Park	Los Angeles, City of	4
Valley Park	Hermosa Beach, City of	12
Valley Plaza Park	Los Angeles, City of	37
Valley View Park (Glenn Miller Park)	Duarte, City of	0
Valley Village Park	Los Angeles, City of	4
Valleydale Park	Los Angeles, County of	26
Van Ness Rec. Ctr.	Los Angeles, City of	22
Van Norman Lakes Reservoir	Los Angeles, City of	13
Van Nuys GC	Los Angeles, City of	10
Van Nuys Rec. Center	Los Angeles, City of	4
Van Nuys Sherman Oaks Rec. Center	Los Angeles, City of	50
Van Ruiten/Birkhall Pocket Park	Bellflower, City of	0
Vanalden Park	Los Angeles, City of	7
Vasquez Rocks Natural Area Park	Los Angeles, County of	20
Venice City Beach	California Department of Parks and Recreation	46
Venice City Beach	Los Angeles, City of	55
Venice High School Pool	Los Angeles, City of	11
Venice Hope Park	Los Angeles, City of	0
Venice of America Centennial Park	Los Angeles, City of	1
Venice Reservoir Site	Los Angeles, City of	14
Verdugo Hills Pool	Los Angeles, City of	11
Verdugo Hills SMMC Parkland	Santa Monica Mountains Conservancy	0
Verdugo Mtn. Park	Los Angeles, City of	20
Verdugo Mtns. OSP	Mountains Recreation and Conservation Authority	0
Verdugo Mtns. OSP	Santa Monica Mountains Conservancy	30
Verdugo Mtns. Park Property	California Department of Parks and Recreation	20
Verdugo Park	Burbank, City of	22
Verdugo Park	Glendale, City of	29
Verdugo Skate Park	Glendale, City of	6
Vermont Parkway	Gardena, City of	1
Vermont Parkway	Los Angeles, City of	0
Vermont Square	Los Angeles, City of	3
Vernon Library Pocket Park	Los Angeles, City of	25
Vernon M. Hemingway Memorial Park	Carson, City of	34
Veterans & Ladies Auxiliary Park	Pico Rivera, City of	1
Veterans Freedom Park	Azusa, City of	5
Veterans Hall Facility		0
Veterans Memorial Park	Commerce, City of	30

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Park Name	Agency Name	T2P Score
Veterans Memorial Park	Los Angeles, County of	20
Veterans Park	Bell, City of	18
Veterans Park	La Mirada, City of	0
Veterans Park	Lomita, City of	0
Veterans Park	Long Beach, City of	13
Veterans Park	Redondo Beach, City of	5
Veterans Park + Paddle Tennis Park	Culver City, City of	43
Veterans Park and Sports Complex	Carson, City of	29
Veterans Park Soccer Complex	Pomona, City of	25
Veterans Parkway	Manhattan Beach, City of	16
Via Dolce Park	Los Angeles, City of	1
Via Princessa OS	Santa Clarita, City of	20
Via Verde Park	San Dimas, City of	8
Vicente Bluffs Reserve	Rancho Palos Verdes, City of	10
Vickroy Park	Burbank, City of	3
Victor E. Benstead Plunge	Torrance, City of	12
Victor Park	Torrance, City of	3
Victoria Community RP	Los Angeles, County of	31
Victoria GC	Los Angeles, County of	20
Victory Park	Long Beach, City of	1
Victory Park	Pasadena, City of	21
Victory-Vineland Rec. Ctr.	Los Angeles, City of	6
Viking Park	Los Angeles, City of	12
Villa Cabrini Park	Los Angeles, City of	1
Villa Parke	Pasadena, City of	26
Village Skate Park	Paramount, City of	2
Viña Vieja Park	Pasadena, City of	20
Vincent Lugo Park	San Gabriel, City of	15
Vincent Park	Inglewood, City of	41
Vincent Park	Redondo Beach, City of	1
Vineyard Rec. Ctr.	Los Angeles, City of	5
Virginia Avenue Park	Santa Monica, City of	17
Virginia Robinson Gardens	Los Angeles, County of	6
Vista Catalina Park	Rancho Palos Verdes, City of	0
Vista del Golfo Parkway	Long Beach, City of	0
Vista Del Mar Park	Los Angeles, City of	6
Vista del Norte Reserve	Rancho Palos Verdes, City of	5
Vista Hermosa Park	Los Angeles, City of	2
Vista Hermosa Soccer Field	Los Angeles, City of	2
Vista Verde Park	Norwalk, City of	16
Wabash Rec. Ctr.	Los Angeles, City of	3
Wall Street Community Park	Los Angeles, City of	3
Wallace Ranch Park	Rancho Palos Verdes, City of	2

Park Name	Agency Name	T2P Score
Walmerado Park	West Covina, City of	6
Walnut City OS Lands	Walnut, City of	10
Walnut City OS Lands	Walnut, City of	10
Walnut City OS Lands	Walnut, City of	30
Walnut City OS Lands #1	Walnut, City of	0
Walnut City OS Lands #2	Walnut, City of	0
Walnut Creek Community RP	Buddhist Compassion Relief Tzu Chi Foundation	0
Walnut Creek Habitat & OS	San Dimas, City of	1
Walnut Creek Habitat & OS	Watershed Conservation Authority	10
Walnut Creek Nature Park	Baldwin Park, City of	3
Walnut Creek Wilderness Park	Los Angeles, County of	15
Walnut Gymnasium		0
Walnut Hills Park	Walnut, City of	3
Walnut Nature Park	Los Angeles, County of	3
Walnut Ranch Park	Walnut, City of	33
Walnut Street Park	Carson, City of	3
Walteria Park	Torrance, City of	7
War Memorial Park	South Pasadena, City of	0
Wardlow Park	Long Beach, City of	19
Warner Ranch Park	Los Angeles, City of	8
Washington Ave Park	Los Angeles, County of	0
Washington Irvin Pocket Park	Los Angeles, City of	1
Washington Par Course	El Segundo, City of	0
Washington Park	Diamond Bar, City of	2
Washington Park	El Segundo, City of	5
Washington Park	Pasadena, City of	8
Washington Park	Pomona, City of	33
Washington Tennis Courts	San Gabriel Unified School District	2
Water Conservation Park	Monterey Park, City of	0
Wattles Garden Park	Los Angeles, City of	20
Watts Cultural Crescent	Los Angeles, City of	0
Watts Historic Train Station	Los Angeles, City of	25
Watts Senior Citizen Ctr. and Rose Garden	Los Angeles, City of	0
Watts Serenity Park	Los Angeles, City of	5
Watts Towers Art Ctr.	Los Angeles, City of	0
Watts Towers of Simon Rodia SHP	California Department of Parks and Recreation	25
WAYS Reading and Fitness Park	Heal the Bay	0
Weisburn Walking Pah	Los Angeles, County of	0
Welch Park	Pomona, City of	13
Wellness Ctr. Park and Fitness Center	Amigos de los Rios	10
West Athens Victory Garden	Los Angeles Neighborhood Land Trust	0
West Boulevard Park	Los Angeles Neighborhood Land Trust	2
West Creek Community Park	Los Angeles, County of	20

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Appendix

Park Name	Agency Name	T2P Score
West Hills Rec. Ctr.	Los Angeles, City of	5
West Hollywood Park	West Hollywood, City of	29
West Marshall Canyon Wilderness Area	La Verne, City of	20
West Valley Park	Los Angeles, City of	2
West Whittier Elementary School		1
Westchester GC	Los Angeles, City of	10
Westchester Rec. Ctr.	Los Angeles, City of	39
Western/Gage Park	Los Angeles Neighborhood Land Trust	0
Westgate Park	Cerritos, City of	19
Westlake Village City Parkland	Westlake Village, City of	10
Westlake Village Community Park and YMCA	Westlake Canyon Oaks Homeowners Association	32
Westlake Village SMMC OS	Santa Monica Mountains Conservancy	1
Westlake Vista	Mountains Recreation and Conservation Authority	20
Westminster Dog Park	Los Angeles, City of	0
Westminster Senior Citizen Ctr.	Los Angeles, City of	0
Westmont Park	Pomona, City of	8
Westridge-Canyonback Wilderness Park	Mountains Recreation and Conservation Authority	30
Westridge-Canyonback Wilderness Park of LA	Los Angeles, City of	10
Westside Neighborhood Park	Los Angeles, City of	3
Westward Beach	Los Angeles, County of	40
Westwood Gardens Park	Los Angeles, City of	1
Westwood Park	Los Angeles, City of	45
Whaley Park	Long Beach, City of	14
Wheeler Avenue Park	La Verne, City of	20
Wheeler Park	Claremont, City of	9
Whit Carter Park	Lancaster, City of	19
White Point County Beach	Los Angeles, County of	45
White Point Nature Preserve	Los Angeles, City of	21
Whitnall Dog Park	Los Angeles, City of	0
Whitnall Highway Park	Los Angeles, City of	1
Whitnall Highway Park South	Burbank, City of	1
Whitney Canyon Park	Santa Monica Mountains Conservancy	20
Whitney Elsmere OS	Los Angeles - Department of Water and Power, City of	10
Whitney Elsmere OS	Mountains Recreation and Conservation Authority	20
Whitney Elsmere OS	Santa Clarita, City of	20
Whittier Boulevard Greenbelt	Whittier, City of	0
Whittier Depot Park	Whittier, City of	0
Whittier Dog Park	Whittier, City of	7
Whittier Greenway Trail	Whittier, City of	17
Whittier High School	Whittier Union High School District	34
Whittier Narrows Dam	United States Army Corps of Engineers	30
Whittier Narrows GC	United States Army Corps of Engineers	20

Park Name	Agency Name	T2P Score
Whittier Narrows Rec. Area	United States Army Corps of Engineers	77
Whittier Narrows Rec. Area	Whittier, City of	43
Wilacre Park	Santa Monica Mountains Conservancy	30
Wilbur Tampa Park	Los Angeles, City of	6
Wild Walnut Park	Mountains Recreation and Conservation Authority	17
Wilderness Park	Southern California Edison	13
Wilder's Addition (Point Fermin Park)	Los Angeles, City of	10
Wildwood Canyon Park	Burbank, City of	20
Will Rogers Memorial Park	Beverly Hills, City of	5
Will Rogers Mini Park	Long Beach, City of	1
Will Rogers SB	California Department of Parks and Recreation	45
Will Rogers SHP	California Department of Parks and Recreation	72
William A Smith Park	Pico Rivera, City of	38
William Green Park	Lawndale Elementary School District	11
William J. McAdam Park	Palmdale, City of	24
William Nickerson Rec. Ctr.	Los Angeles, City of	4
William Penn Park	Whittier, City of	25
William S Hart Park	West Hollywood, City of	4
William S. Hart Regional Park	Santa Clarita, City of	48
Willie White Park	Pomona, City of	3
Willow & Golden N	Long Beach, City of	1
Willow & Golden S	Long Beach, City of	0
Willow Springs / Long View Point Park	Long Beach, City of	15
Willow Springs Park	Glendora, City of	2
Wilmington Athletic Complex	Sanitation Districts of Los Angeles County	5
Wilmington Cemetery	Wilmington Public Cemetery District	1
Wilmington Rec. Ctr.	Los Angeles, City of	7
Wilmington Town Square	Los Angeles, City of	1
Wilmington Waterfront Park	Los Angeles, Port of	43
Wilson Canyon Park	Santa Monica Mountains Conservancy	20
Wilson Mini Park	Glendale, City of	2
Wilson Park	Compton, City of	5
Wilton Place Park	Los Angeles, City of	2
Windermere Park	La Mirada, City of	3
Windsor Mini Park	Glendale, City of	2
Winery Canyon OS	Los Angeles, County of	20
Winnetka Rec. Ctr.	Los Angeles, City of	10
Winston Smoyer Memorial Community Garden	Alhambra, City of	0
Woodbine Park	Los Angeles, City of	3
Woodbridge Park	Los Angeles, City of	2
Woodgrove OS	West Covina, City of	10
Woodgrove Park	West Covina, City of	2
Woodland Hills Rec Ctr.	Los Angeles, City of	28

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Appendix

Park Name	Agency Name	T2P Score
Woodlawn Cemetery	Santa Monica, City of	10
Woodley Lakes GC	United States Army Corps of Engineers	20
Woods Avenue Park	Los Angeles, County of	0
Woodside Triangle	Los Angeles, City of	0
Woodside Village OS	West Covina, City of	20
Workman Mill Staging Area	Los Angeles, County of	0
Worsham Canyon OS	Whittier, City of	20
Worsham Canyon OS	Whittier, City of	20
Wrigley Gardens	Pasadena, City of	5
Wrigley Heights Dog Park	Long Beach, City of	0
York Field	Whittier, City of	13
York-Avenue 50 Park	Los Angeles, City of	4
Yosemite Rec. Ctr.	Los Angeles, City of	25
Yucca Community Ctr.	Los Angeles, City of	7
Yvonne B. Burke Park	Los Angeles, County of	5
Zacatecas Park	Azusa, City of	12
Zamora Park	El Monte, City of	6
Zapopan Park	Rosemead, City of	5
Zela Davis Park	Hawthorne, City of	1
Zelzah Park	Los Angeles, City of	2
Zev Yaroslavsky Las Virgenes Highlands Park	Mountains Recreation and Conservation Authority	20
Zuma County Beach	Los Angeles, County of	45
Zuma/Trancas Canyons	United States National Park Service	30

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See you in the park!