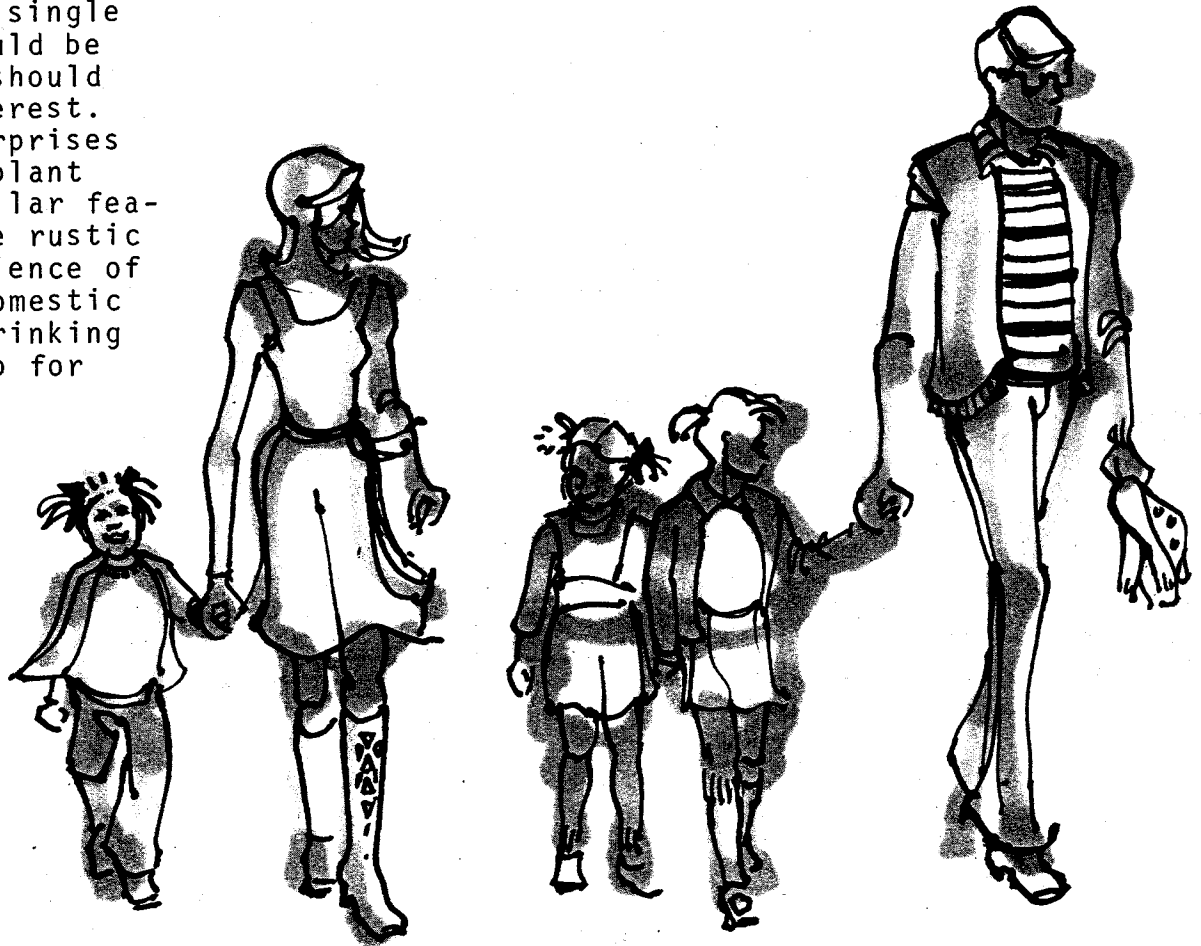
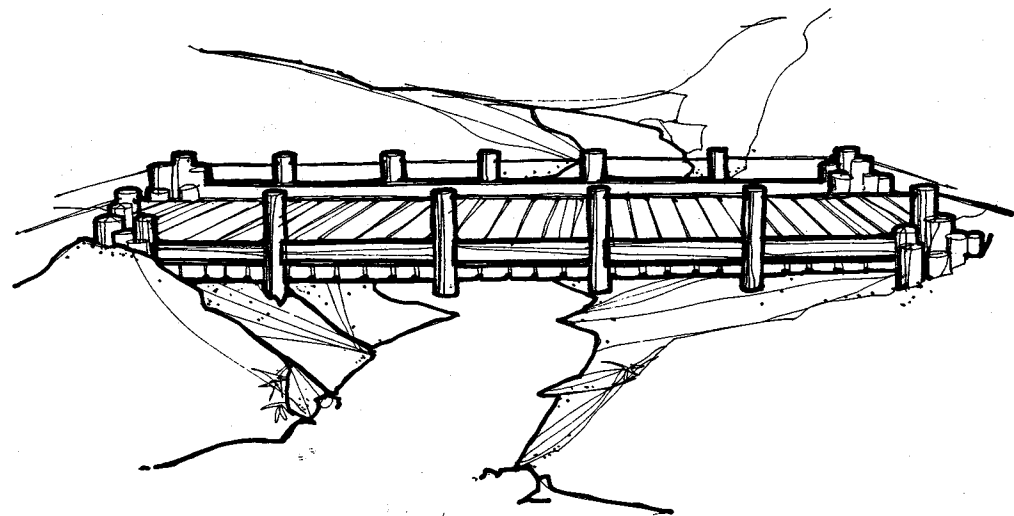


TRAILS

There is a system of fire roads in the park now which provide a nucleus for penetration into park back country and there are numerous informal trails that have grown spontaneously over the years. The park theme demands an extensive trails system throughout the entire park. These trails should be of two kinds. Those which are wide enough for park maintenance vehicles and cross country runners and smaller trails for single file hiking. These trails should be logical in their location and should connect all main points of interest. There should be interesting surprises along the way such as unusual plant groupings, bird feeders or similar features. Rest points should have rustic benches or logs for the convenience of hikers and, where practical, domestic water should be extended for drinking fountains. See circulation map for proposed new trails.






LEGEND

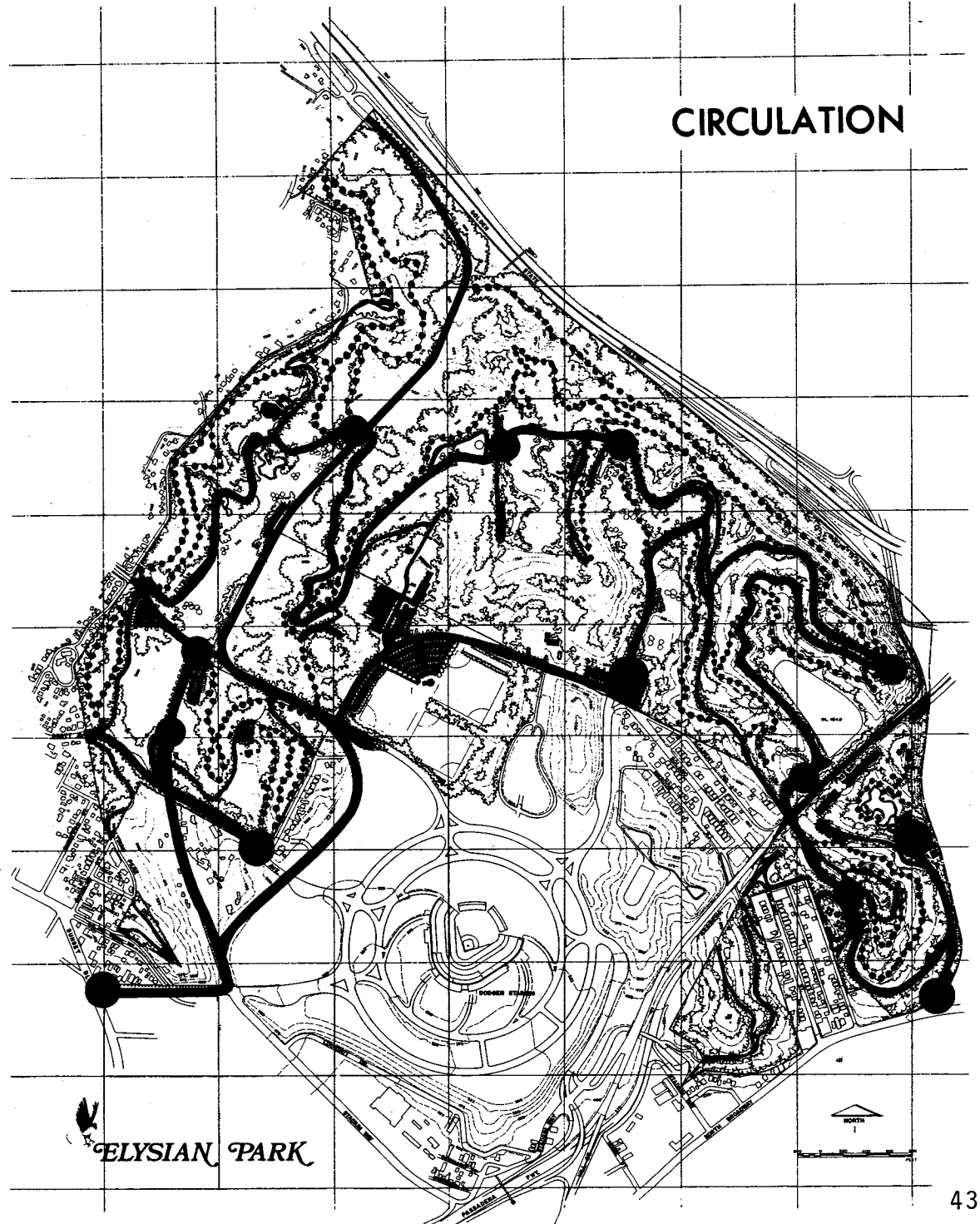
Road 

Trail 

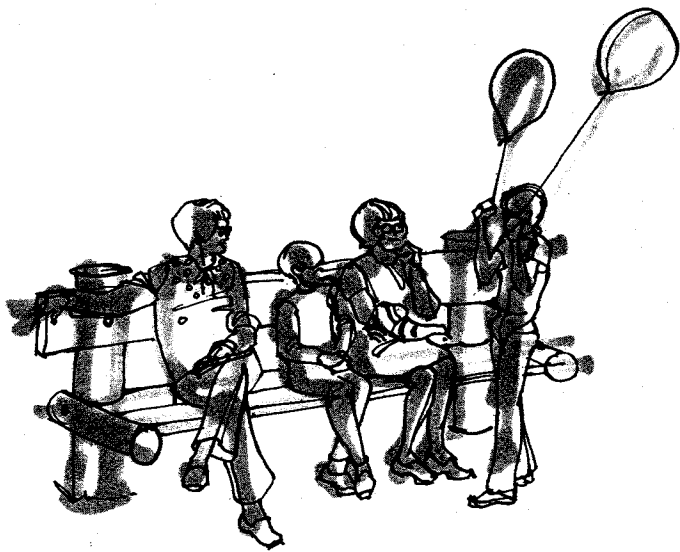
Tram Route 

Tram Station 

CIRCULATION

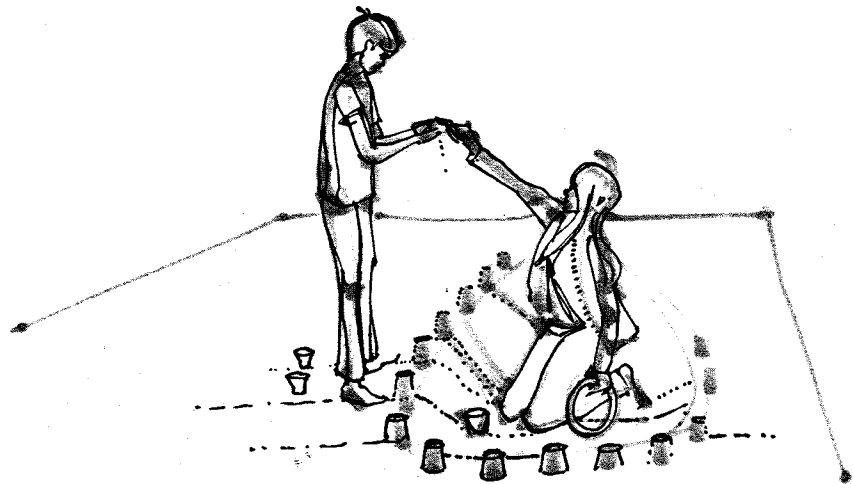


ELYSIAN PARK





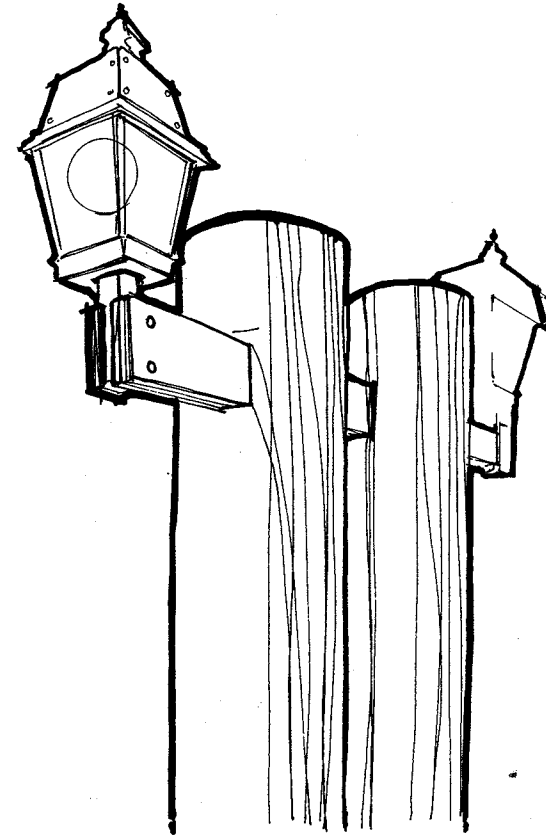
TRAM IN CHAVEZ RAVINE



PARK LIGHTING

At present, the back areas of the park are poorly lit, if at all, and it is doubtful that these places should be opened for night use. Some security lighting would be helpful, however, especially around new improvements and in areas known to be a problem. Light standards for general park use will be designed as part of the furniture family to further develop a harmonious appearance among all similar fixtures.

There are many power poles and miscellaneous utility lines going through the park at present. These should be put underground and re-routed to get them out of the nature trail and general park areas.



FENCING AND SECURITY

There are miles and miles of roads and trails in Elysian Park and this master plan proposes to increase the number of trails which will also increase the need for security forces. With this in mind, we recommend that along with the proposed improvements, a staff of mounted rangers be provided in the park to patrol the general park area and the back trails as well to ensure the safety of park visitors without the presence of patrol cars.

Much of the vandalism in the park may be due to the proximity of neighboring subdivisions and the easy penetration of the park from many places by the youth of those communities, as well as the nearness to the freight yards. We recommend that a careful fencing program be undertaken to make it mandatory that visitors enter and leave by recognized entrances, thus adding a measure of protection to park improvements.

