



Los Angeles Harbor Area - California Coastal Trail Access Analysis

Prepared in support of Los Angeles Harbor Area Public Access & Urban Waterfront Plan

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California State Coastal Conservancy
L.A. Harbor Watts Economic Development Corporation

MAY 2005

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Introduction

Executive Summary

Goal

The California Coastal Trail is a continuous public right-of-way along the California coastline; a trail designed to foster appreciation and stewardship of the scenic and natural resources of the coast through hiking, biking and other complementary modes of non-motorized transportation.

This trail is meant to:

- Provide a continuous connection to the shoreline at appropriate intervals and sufficient transportation access to encourage public use.
- Provide a valuable experience for the user by protecting the natural environment and cultural resources while also providing public access to beaches, scenic vistas, wildlife viewing areas, recreational or interpretive facilities, and other points of interest.
- Create linkages to other trail systems and urban population centers.

California Coastal Trail development through San Pedro, Wilmington and the harbor area of Long Beach is to connect the existing trails at Palos Verdes, Paseo del Mar and Point Fermin Park to the Los Angeles River while also connecting the coast to the adjacent communities.

The California State Coastal Conservancy's report, *Completing the California Coastal Trail*, adopted in 2003, identifies the area between Palos Verdes and Long Beach, as one of five projects in need of additional access facilities and access improvement in Los Angeles County. It states that, "The Coastal Conservancy will assist the Cities of Los Angeles and Long Beach in providing a continuous pedestrian and bicycle trail around the western and northern edge of the harbor area from Cabrillo Beach to the Los Angeles River Trail."

The goal of this analysis is to identify coastal access opportunities, to improve and provide a continuous trail along the coast from the Palos Verdes Peninsula to the Los Angeles River. Implementation of these proposed improvements will reconnect adjacent communities to this important waterfront area.

Summary of Proposed California Coastal Trail through San Pedro, Wilmington and the harbor area of Long Beach

The California Coastal Trail through San Pedro, Wilmington and the harbor area of Long Beach splits into two branches called the Lower and Upper Coastal Trails. The Lower Coastal Trail typically follows the coastline adjacent to the water's edge or as close as possible. The Upper Coastal Trails are parallel to the Lower Coastal Trail and slightly inland, connecting the heart of the residential and commercial communities through which it travels.

Lower Coastal Trail - San Pedro

The Lower Coastal Trail in San Pedro connects regional visitors and local residents to important coastal resources such as: Shoreline Park, White Point, Wilder's Addition, Flores Park, Point Fermin, Sunken City, Pacific Overlook, Cabrillo Beach and Aquarium, Wailer's Walk, The Crescent, Beacon Street Bluff/Plaza Park, LA Maritime Museum and Knoll Hill. Most of this part of the California Coastal Trail incorporates already developed pedestrian and bicycle routes, which are in mostly good condition. There are a few sections in need of improvements and a few missing links.

Upper Coastal Trails - San Pedro

The Upper Coastal Trails in San Pedro along both Pacific and Gaffey connect regional visitors and local residents to important natural resources such as: Point Fermin, Angel's Gate Park, L.A. Harbor Waterfront Gateway Park, Harbor View Trail, Knoll Hill; Bandini Canyon, Peck and Leland Parks, Navy Fuel Depot habitat area, and Machado Lake. These two trails also connect local residents to the vibrant downtown San Pedro. Some of the trail incorporates already developed pedestrian and bicycle routes, which are in mostly good condition. The new segments will require some level of improvement especially through the commercial heart of San Pedro due to the abundance of vehicle traffic and the restrictive road widths.

Spur Roads - San Pedro

Spur Roads are additional trails that are not necessary to complete the California Coastal Trail but are important because of the interesting places they access. In San Pedro the spurs connect regional visitors and local residents to the working waterfront, marinas, fishing wharves and the harbor from the base of the Crescent and Miner to the L.A. Maritime Museum. While few of these routes are existing, none need a lot of improvement and could easily be incorporated into the Coastal Trail network.

Connectors - San Pedro

Connectors connect the Lower Coastal Trail and the waterfront with the Upper Coastal Trails, the local neighborhoods and downtown San Pedro. They also connect to important open spaces and natural resources such as: Friendship Park, Averill Park, Harbor View Trail, Bandini Canyon and Leland and Peck Parks. Some of connectors in San Pedro are existing. Most need some improvements.

Lower Coastal Trail - Wilmington

The Lower Coastal Trail in Wilmington connects regional visitors and local residents to important coastal resources such as: Harry Bridges Parkway/Wilmington Buffer, Bannings Landing, Los Angeles River and the Wilmington waterfront. Through Wilmington all of the Lower Coastal Trail is proposed and would require a higher level of improvement.

Upper Coastal Trails - Wilmington

The Upper Coastal Trails in Wilmington along both Anaheim and Pacific Coast Highway connect regional visitors and local residents to important natural resources such as; Machado Lake, Willhall Park, Banning Park, East Wilmington Greenbelt and the Los Angeles River. These two trails also connect local residents to the downtown Wilmington on Avalon. Almost none of the Wilmington Upper Coastal Trails at Anaheim is existing. All of the Wilmington Upper Coastal Trails at Pacific Coast Highway is existing. However whether existing or proposed, all segments of the Upper Coastal Trails in Wilmington require a substantial level of improvement to make them pedestrian and bicycle-friendly.

Spur Roads - Wilmington

Spur Roads are additional trails that are not necessary to complete the California Coastal Trail but are important because of the interesting places they access. In Wilmington the spurs connect regional visitors and local residents to the working waterfront and marinas of the East Basin at the mouth of the Dominguez and Cerritos Channel. In Long Beach the spur connects the existing bike path/route to the incredible

views, parkway and fishing areas just beyond the Queen Mary. While neither of these spurs are existing, they do not require a lot of improvement and could easily be incorporated into the Coastal Trail network.

Connectors - Wilmington

Connectors connect the Lower Coastal Trail and the waterfront with the Upper Coastal Trails, the local neighborhoods and downtown Wilmington. They also connect to important open spaces and natural resources such as: Machado Lake and Bixby Slough, Harry Bridges Parkway/Wilmington Buffer, Willhall Park and the Los Angeles River. Some of the connectors are existing. Most need some improvements.

Format and Content

This analysis is comprised of ten chapters which cover distinct geographic sections of the proposed trail. Chapters 1-5 cover San Pedro and Chapters 6-10 cover Wilmington and the harbor area of Long Beach.

Each chapter has an overview map, and is further broken into small segments of the trail. Each segment has a key map, photographs that visually document trail aspects, a site description, and a list of existing assets, constraints, and opportunities that pertain to the conditions of that trail segment. The trail segments are arranged contiguously as much as possible so that the reader can get a feel for the proposed trail.

The Los Angeles Harbor Area Public Access and Urban Waterfront Plan, bound separately as a summary and companion document to this access analysis, provide greater focus on specific early implementation projects that build upon the analysis contained within this report. That document provides both the planning perspective and implementation details to initiate a series of projects that will demonstrate meaningful progress in meeting the needs for connections and access facilities outlined in the 2003 Coastal Conservancy report noted above.



Existing and Future Destinations along Proposed Coastal Trail



1-Avalon



2-East Wilmington Greenbelt



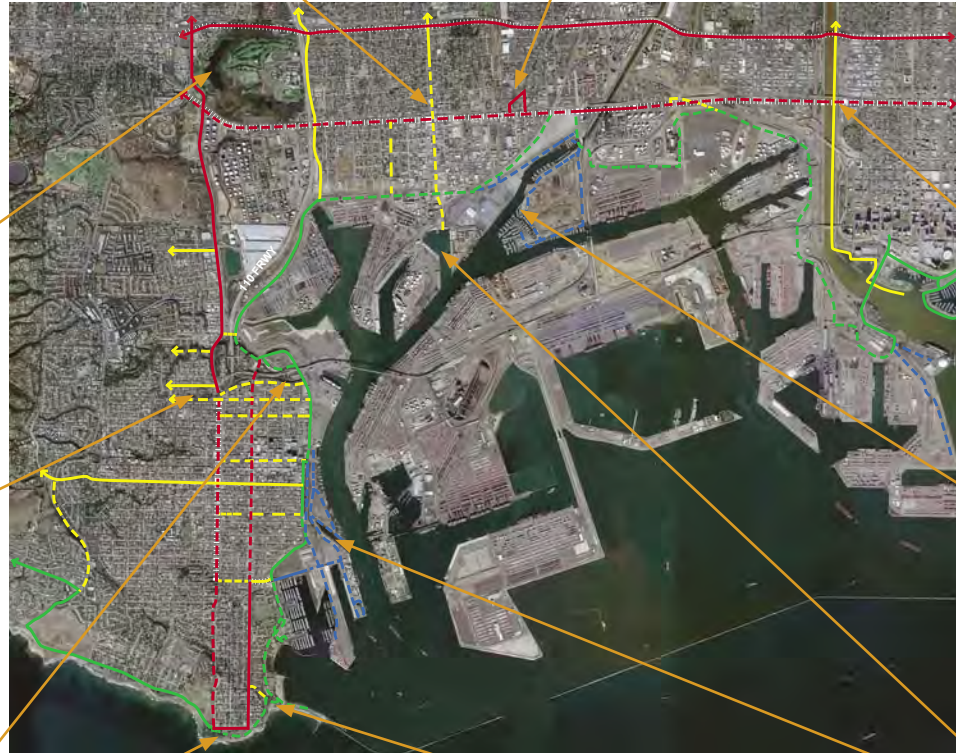
11-Machado Lake



10-Bandini Canyon



9-L.A. Harbor View Trail



Existing and Proposed Destinations along the Future California Coastal Trail



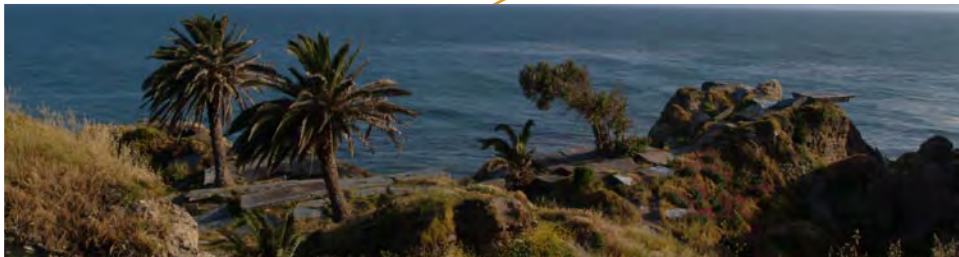
3-L.A. River bike path



4-California Café, Cerritos Channel



5-Banning's Landing Community Center



8-Sunken City



7-Cabrillo Beach



6-Fishing wharves on Sampson and Timms

Conditions Matrix

Segments	Chapters	Page Numbers	Existing Coastal Trail	Existing Coastal Trail Needing Improvements	Missing Links along Existing Routes	Proposed Coastal Trail Needing Improvements	Coastal Trail Support Facilities Needed
	Chapter 1: Lower Coastal Trail – San Pedro						
1	Palos Verdes Drive/Western, from Shoreline Park to White Point	10	X				
2	Paseo del Mar, from White Point to Gaffey/Point Fermin	12	X				
3	Point Fermin Park	14			X		X
4	Sunken City	16			X	X	X
5	Pacific Overlook	18	X				X
6	Bluff Place to Oliver Vickery Circle Way	19			X	X	
7	Cabrillo Beach, south end, Fishing Pier, Aquarium and north end	21	X				
8	Shoshonean Road, from Cabrillo Beach to Via Cabrillo	24	X				
9	Whalers Walk, Via Cabrillo Marina, from Shoshonean to Whalers Walk	25	X				
10	Via Cabrillo Marina, from Whalers Walk to 22nd Street	26	X	X			
11	The Crescent, from 22nd to Miner/S. Harbor	27	X				
12	Gulch, from Miner/S. Harbor to Beacon	28			X	X	
13	Beacon, from Gulch/14th to 7th	29	X			X	
14	7th, from Beacon to Harbor; Harbor, from 7th to 5th	31			X	X	
15	Harbor, from 5th to Front	32	X				
16	Front Street, from Harbor to John Gibson	33	X	X			
17	Knoll Hill, from N. Front to Harry Bridges	34			X	X	
18	John Gibson, from N. Front to Harry Bridges Parkway/Wilmington Buffer	35	X	X			
	Chapter 2: Upper Coastal Trail at Pacific – San Pedro						
19	Shepard Street, between Gaffey and Pacific	38	X				
20	Pacific Avenue, from Shepard to 22nd Street	39	X				
21	Pacific Avenue, from 22nd to 6th / Downtown	40				X	
22	Pacific Avenue, from 6th / Downtown San Pedro to O'Farrell	41				X	
23	Pacific Avenue, from O'Farrell to N. Front Street/Knoll Hill	42				X	
	Chapter 3: Upper Coastal Trail at Gaffey – San Pedro						
24	Gaffey, between Paseo del Mar and 22nd Street	45				X	
25	Gaffey, from 22nd Street to 9th Street	46				X	
26	Gaffey, from 9th to L.A. Harbor Waterfront Gateway Park	47				X	
27	L.A. Harbor Waterfront Gateway Park	48				X	X
28	Bandini Canyon	50				X	
29	North Gaffey, between L.A. Harbor Waterfront Gateway Park to Channel	51	X				
30	Peck Park and Canyon/Leland Park	52				X	
31	North Gaffey, from Channel to Westmont	53	X				
32	North Gaffey, from Westmont to Machado Lake at Anaheim	54	X				

Segments	Chapters	Page Numbers	Existing Coastal Trail	Existing Coastal Trail Needing Improvements	Missing Links along Existing Routes	Proposed Coastal Trail Needing Improvements	Coastal Trail Support Facilities Needed
	Chapter 5: Spur Routes – San Pedro						
33	The Crescent/22nd Street, from Via Cabrillo Marina to Miner	57	X				
34	Miner, south of 22nd	58				X	
35	Miner, north of 22nd	59				X	
36	22nd Street, from Miner to Signal and Sampson	60				X	
37	Signal, south of 22nd	61				X	
38	Sampson, from 22nd to Timms	62				X	
39	Timms	63				X	X
40	Ports O' Call, Sampson from Timms to 6th	64				X	X
41	Sampson, from Timms to L.A. Maritime Museum	65				X	
42	L.A. Maritime Museum, Sampson/Harbor at 6th	66				X	
	Chapter 5: Connectors – San Pedro						
43	Western Avenue, From Palos Verdes (25th) to Friendship Park and Averill Park	69	X				
44	Stephen M. White Way (36th Street), from Pacific to Oliver Vickery Circle W	70		X			
45	22nd Street, from Pacific to the Crescent	71			X	X	
46	13th Street, from Beacon to Gaffey	72				X	
47	9th Street, from Beacon to Pacific	73	X				
48	6th Street, Downtown San Pedro	74				X	
49	First Street, from Harbor to Gaffey	75				X	
50	O'Farrell, from Harbor to Bandini Canyon	76				X	
51	L.A. Harbor View Trail, from Harbor to L.A. Waterfront Gateway Park	77				X	
52	Channel, from John Gibson to Gaffey	79				X	
	Chapter 6: Lower Coastal Trail – Wilmington/Long Beach						
53	Harry Bridges Blvd. and future parkway, from Figueroa to Alameda	82				X	
54	Alameda, from Harry Bridges to Anaheim	84				X	
55	Anaheim, from Alameda to Henry Ford	85				X	
56	Henry Ford, from Anaheim to Pier A	86				X	
57	Pier A, from Henry Ford to Carrack	87				X	
58	Carrack, from Pier A to Pier B	88				X	
59	Pier B, from Carrack to Pico	89				X	
60	Pico, from Pier B to Harbor Plaza	90				X	
61	Harbor Plaza, from Pico to Queen Mary	91				X	
62	Queensway, from Queen Mary to Queensway Bridge	92	X				

Segments	Chapters	Page Numbers	Existing Coastal Trail	Existing Coastal Trail Needing Improvements	Missing Links along Existing Routes	Proposed Coastal Trail Needing Improvements	Coastal Trail Support Facilities Needed
	Chapter 7: Upper Coastal Trail at Anaheim – Wilmington/Long Beach						
63	Machado Lake / Ken Malloy Harbor Regional Park	95				X	X
64	Anaheim, from Machado Lake/Vermont to Figueroa	96				X	
65	Anaheim, from Figueroa to Future Wilmington Greenbelt	97				X	
66	Wilmington Greenbelt, Anaheim at Sanford	98				X	X
67	Anaheim, from Future Wilmington Greenbelt at Sanford to Sampson	100		X			
68	Anaheim, from Sampson to L.A. River	101				X	
69	Anaheim at L.A. River	102				X	
70	Anaheim, from the Los Angeles River to Blue Line at Long Beach Boulevard	104				X	
	Chapter 8: Upper Coastal Trail at PCH – Wilmington/Long Beach						
71	Pacific Coast Highway, from Machado Lake to Figueroa	107		X			
72	Pacific Coast Highway, from Figueroa to Avalon	108		X			
73	Pacific Coast Highway, from Avalon to Blinn, including Banning Park	109		X			
74	Pacific Coast Highway, from Machado Lake to Figueroa	110		X			
	Chapter 9: Spur Routes – Wilmington/Long Beach						
75	Leeward Bay, from Henry Ford to East Channel	113				X	
76	Henry Ford, from Pier A to Anchorage	114				X	
77	Anchorage	115				X	
78	Shore	116				X	
79	Peninsula	118				X	
80	Queen Mary	119				X	
81	Harbor Scenic Drive, south of Queen Mary	120				X	
	Chapter 10: Connectors – Wilmington/Long Beach						
82	Figueroa Street, from Harry Bridges to Pacific Coast Highway	123	X				
83	Neptune, from Harry Bridges to Anaheim	124				X	
84	Banning's Landing, Avalon, south of Harry Bridges	125				X	
85	Avalon, Wilmington Downtown, from Harry Bridges to Pacific Coast Highway	126				X	
86	Anaheim Way	127				X	
87	Los Angeles Ri□	128					

Chapter 1

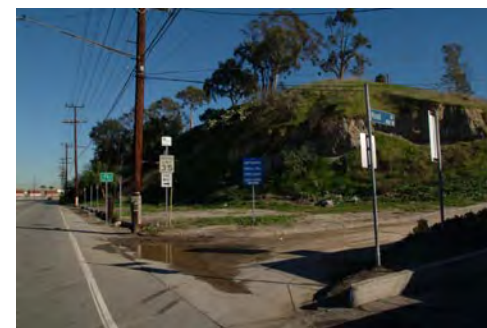
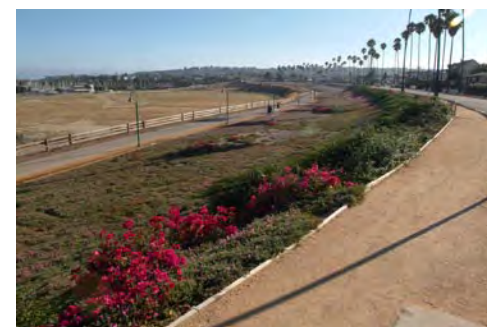
Lower Coastal Trail - San Pedro

From Shoreline Park to the future Harry Bridges Parkway/Wilmington Buffer

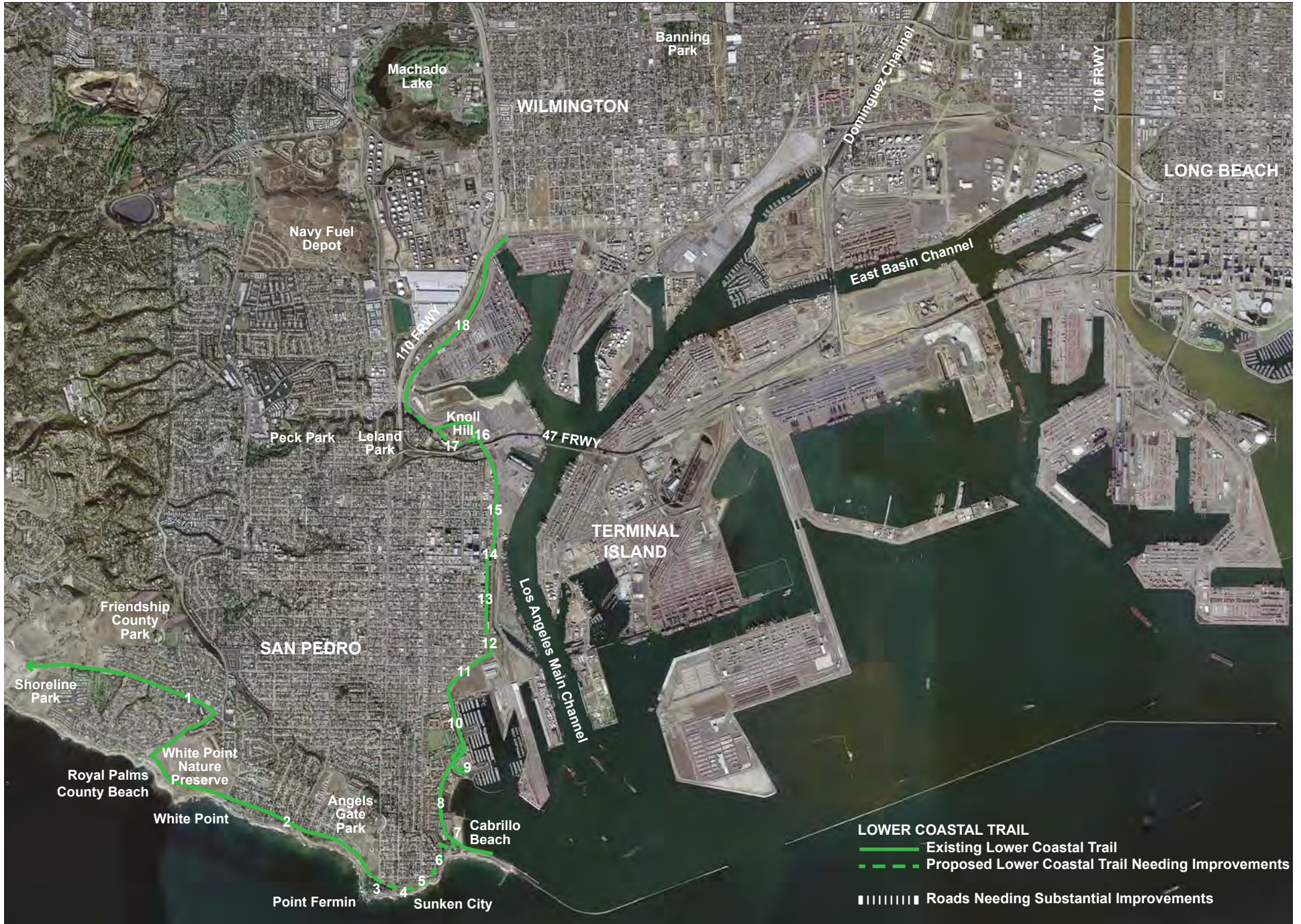
This chapter examines the conditions of a branch of the California Coastal Trail in San Pedro from Shoreline Park to the future Harry Bridges Parkway/Wilmington Buffer. This stretch of the coastal trail will be known as the Lower Coastal Trail because it follows the most southern and eastern edges of the continent adjacent to the ocean along cliffs, beaches, wetlands, marinas and the Harbor.

Most of the San Pedro Lower Coastal Trail incorporates already developed pedestrian and bicycle routes, many of which are in good condition. The sections needing improvement have been identified. Several locations are appropriate for and in need of additional access support facilities. Most of the trail is in need of signage; both directional and interruptive.

1. **Palos Verdes Drive/Western**, from Shoreline Park to White Point
2. **Paseo del Mar**, from White Point to Gaffey/Point Fermin
3. **Point Fermin Park**
4. **Sunken City**
5. **Pacific Overlook**
6. **Bluff Place to Oliver Vickery Circle Way**
7. **Cabrillo Beach**, south end, Fishing Pier, Aquarium and north end
8. **Shoshonean Road**, from Cabrillo Beach to Via Cabrillo
9. **Whalers Walk**, Via Cabrillo Marina, from Shoshonean to Whalers Walk
10. **Via Cabrillo Marina**, from Whalers Walk to 22nd Street
11. **The Crescent**, from 22nd to Miner/S. Harbor
12. **Gulch**, from Miner/S. Harbor to Beacon
13. **Beacon**, from Gulch/14th to 7th
14. **7th**, from Beacon to Harbor; **Harbor**, from 7th to 5th
15. **Harbor**, from 5th to Front
16. **Front Street**, from Harbor to John Gibson
17. **Knoll Hill**, from N. Front to Harry Bridges
18. **John Gibson**, from N. Front to Harry Bridges Parkway/Wilmington Buffer



Lower Coastal Trail - San Pedro



1 Palos Verdes Drive/Western

From Shoreline Park to White Point



Palos Verdes Drive at Shoreline Park, looking west



Palos Verdes Drive, looking east



Shoreline Park, west entrance



Site Description:

Palos Verdes Drive South is a scenic coastal road linking San Pedro and the Los Angeles Harbor Area with important open space resources on the greater Palos Verdes Peninsula, such as Portuguese Bend, Ladera Linda Park, Abalone Cove and Point Vincente. Palos Verdes Drive South is also the main coastal route connecting the Harbor Area, Long Beach and Orange County with the South Bay beach cities: Redondo Beach, Hermosa Beach, Manhattan Beach.

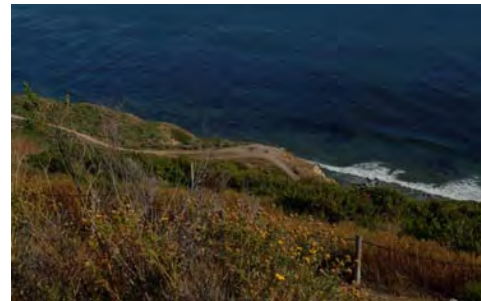


Shoreline Park Panorama, looking south

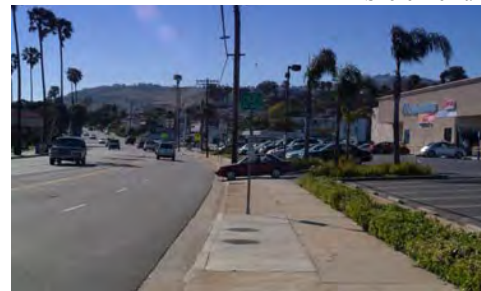
Palos Verdes Drive South offers spectacular ocean views and access to significant coastal and canyon natural habitats. This designated bike route is well-utilized by cyclists. Palos Verdes Drive South becomes 25th Street in San Pedro. Shoreline Park is a natural preserve under-going habitat restoration. The park has hiking trails down to the beach and along the cliff tops with great views of the ocean. One trail along a narrow cliff-top public right-of-way leads into San Pedro, with an unmarked public entrance at Warmouth Street and Shad Place. It is also possible to reach the water at Shoreline Park and follow the beach east to Royal Palms County Beach in San Pedro.



Shoreline Park Hiking Trail entrance



Shoreline Park



25th Street at Western

Public access to Shoreline Park is difficult. There is an obscure entrance / sign to the park on Palos Verdes South, limited street parking and no sidewalk adjacent to the park or the undeveloped hillside on the opposite side of the road. An unmarked, informal trail leads uphill from 25th Street to Friendship Park. Portions of this trail pass over private property.

On 25th Street, east of Shoreline Park after Mermaid Drive, residential development increases and there are sidewalks and parking on both sides of the road. After Moray to Western Avenue, there is auto-oriented commercial development with large parking lots. Here

Palos Verdes Drive/Western (cont.)

From Shoreline Park to White Point



Western Avenue, looking south



View of White Point



Royal Palms County Beach

25th Street widens to four traffic lanes and has no on-street parking.

The designated bike route turns southbound onto Western. This two lane road has no bike lane, sidewalks or parking. Western turns into Paseo del Mar at White Point and Royal Palms Beach.

White Point, a 102-acre natural open space is undergoing habitat restoration, trail improvements and the installation of a demonstration garden by the Palos Verdes Land Conservancy. Royal Palms County Beach lies across Paseo del Mar, with ocean bluffs, rocky seashore, a small sand beach, tide pools and visitor-serving facilities, such as restrooms, ball fields, playground, interpretive panels, picnic tables, benches and parking areas.

Assets:

- Great views
- Existing bike route and lane
- Palos Verdes Shoreline Park
- Access to Portuguese Bend, Friendship Park, Averill Park, White Point and Royal Palms Beach

Constraints:

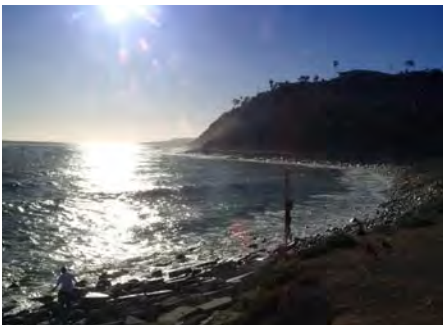
- No sidewalks next to Shoreline Park or along Western.
- Unclear signage / ambiguous access to Shoreline Park
- Fast moving traffic

Opportunities:

- Improve access and signage to Shoreline Park.
- Better bike-oriented services at the commercial center at Western and 25th are needed.
- Improve hiking trail to Friendship Park.



Paseo del Mar at White Point panorama, looking east



Royal Palms County Beach



Royal Palms County Beach



Entrance to trails at White Point Nature Preserve



Aerial view of Palos Verdes Drive and Western Avenue

Paseo del Mar

From White Point to Gaffey/Point Fermin



Aerial view of Paseo del Mar



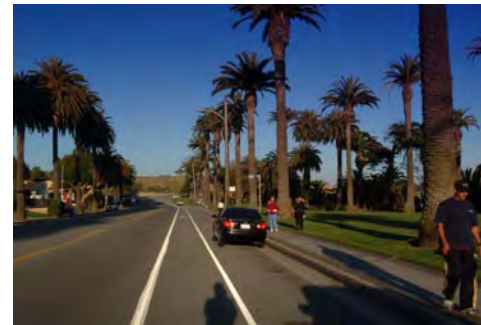
Site Description:

Paseo del Mar from White Point to Point Fermin is a scenic road traveling above coast bluffs and through a residential community.

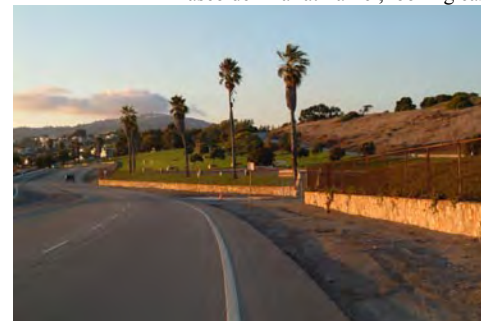
Paseo del Mar, from Western to Weymouth (adjacent to White Point), has two traffic lanes and parking and sidewalk on the south (ocean) side only. Between Weymouth and Barbara Street, the two-lane road is shaded with beautiful palm trees and has parking and sidewalks both sides. From Barbara to Gaffey the road has four lanes of traffic, with a sidewalk only on the south side.



Paseo del Mar at Weymouth, looking east



Paseo del Mar at Parker, looking east



Paseo del Mar at Flores Park, looking northwest

From Barbara to Roxbury on the south side of Paseo del Mar is Wilder's Addition, a coastal park which consists of an upper portion along Paseo with lawns and landscaping, and a lower portion with an improved trail that descends from Paseo halfway to the rocky beach. An unimproved trail continues to the beach. This lower portion provides a fine view of Point Fermin Park, the lighthouse and a cross section of the rock formations of the Point Fermin sea cliffs, yet it is poorly maintained, with broken walls and fractured pavements.

There are continuous bike lanes on both sides of the street from White Point to Gaffey.

Paseo del Mar (cont.)

From White Point to Gaffey/Point Fermin



Point Fermin as seen from Wilder's Addition



Point Fermin as seen from Wilder's Addition



Flores Park at Paseo del Mar, looking southeast



Southbound bike lane on Paseo del Mar



Entrance to Point Fermin Park at Gaffey

Assets:

- Great views
- Existing bike lane
- White Point, Wilder's Addition, Angels Gate, Joan Milke Flores and Point Fermin Parks
- Royal Palm Beach
- Fort MacArthur Military Museum
- Angels Gate Cultural Center
- Youth Hostel
- Korean Friendship Bell
- Korean American Museum
- Isaac Walton League
- Maritime Exchange Marine Vessel Tracking Station

Constraints:

- No sidewalk next to White Point Park and at north side of Paseo del Mar from Gaffey to Roxbury
- Bike lanes stripping ends at Gaffey, making bike access ambiguous
- Eastbound directional signage at Point Fermin is lacking.
- Fast moving traffic
- Wilder's Addition poorly maintained
- No integrated plan for Angels Park assets

Opportunities:

- Improve coastal access signage.
- Need traffic calming measures and crosswalks.
- Improve parking and parking signage.
- Improve Wilders Addition.
- Need Coastal Asset Plan for Angels Gate Park.

3 Point Fermin Park



Point Fermin Park



Point Fermin Park, Sunken City and Pacific Overlook



Walker's Café

Site Description:

At Gaffey, Paseo del Mar splits into Shepard, and Paseo Del Mar, which continues as a small neighborhood street adjacent to Point Fermin Park with diagonal parking on both sides of the street. Point Fermin Park is an oceanside park on top of a cliff overlooking the ocean and Sunken City to the south. On the north side of Paseo del Mar are single and multi-family houses and Walker's Café.

Assets:

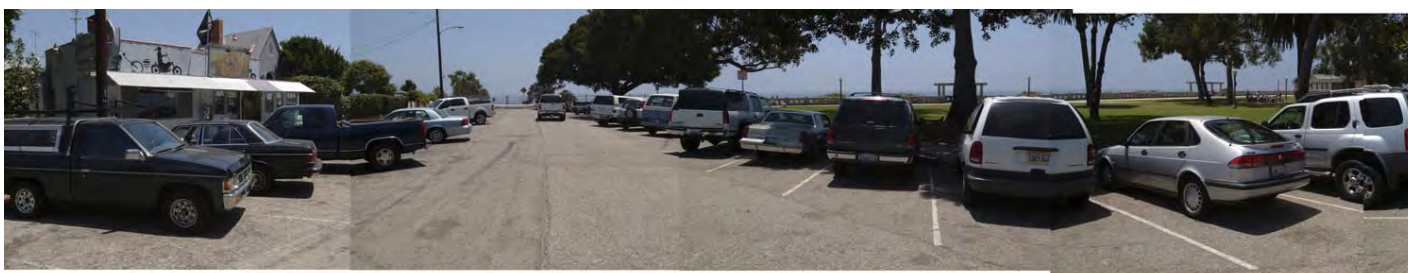
- Great views
- Access to Sunken City
- Shade trees
- Picnic spots
- Walker's Café
- Tot lot
- Point Fermin Lighthouse
- Restrooms
- Slow moving traffic

Constraints:

- Lack of directional signage at Paseo del Mar and Gaffey
- Lack of directional and destination signage at Sunken City
- No visible bike amenities

Opportunities:

- Directional signage at Paseo del Mar and Gaffey.
- Directional and destination signage at Sunken City.
- Bike lane striping.

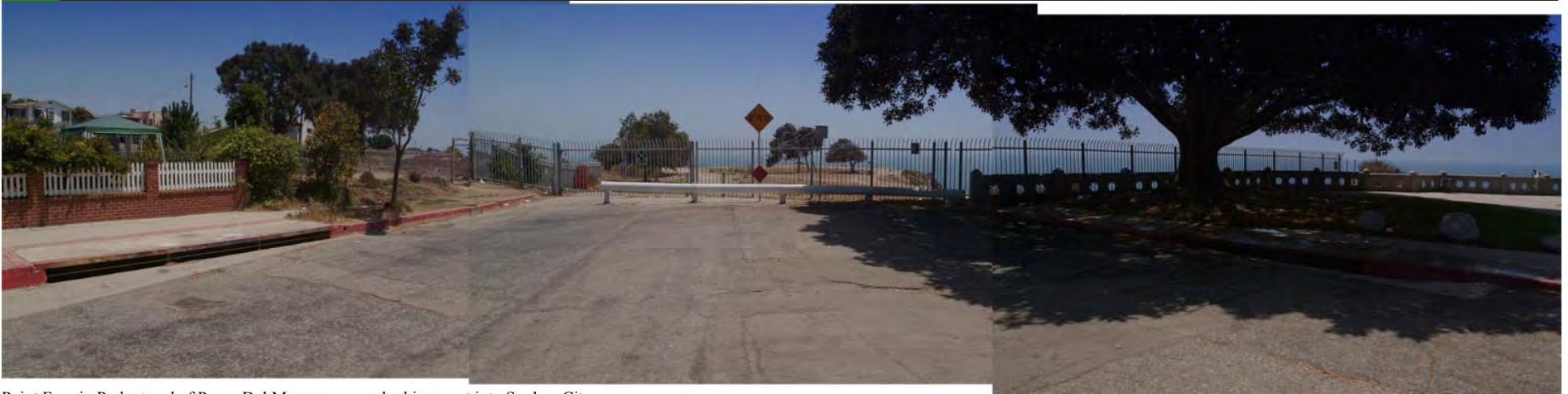


Point Fermin Park at Paseo Del Mar panorama, looking southwest



Looking northeast

3 Point Fermin Park (cont.)



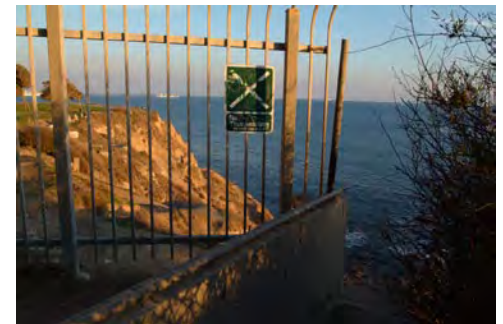
Point Fermin Park at end of Paseo Del Mar panorama, looking west into Sunken City



View from Point Fermin Park



Point Fermin Park at Paseo del Mar



Access to Sunken City



Play area in Point Fermin Park



Tot lot in Point Fermin Park

4 Sunken City



Sunken City panorama, looking southeast from Point Fermin



Looking southwest



Former road in Sunken City



Cliffs below Sunken City



Site Description:

Formerly a part of a cliff-side residential neighborhood, Sunken City is now a huge abandoned site that is slowly slipping into the sea. There are still remnants of the neighborhood past; broken pieces of asphalt that were once city streets and are now canvasses for graffiti artists. While this is not an improved park, there are always people strolling through the site. Access to Sunken City is from the eastern end of Paseo del Mar and from the parking lot at the end of Pacific.

Assets:

- An awesome reminder of the power of California's tectonic activity
- Great views
- Great walks - both easy strolling and cliff climbing
- Trails to rocky beach below
- Lack of vehicular traffic

Constraints:

- Pedestrian access is difficult to find at Point Fermin end of Sunken City.
- Pedestrian access is a hole in the fence at Pacific Avenue end of Sunken City.
- Bike access is impossible due to constrained entry points.
- Exotic invasive plants cover the site.

Opportunities:

- Pedestrian access at Point Fermin needs to be improved.
- Pedestrian access at Pacific Avenue needs to be added.
- Bike access through the upper flat part of Sunken City needs to be an alternate bike route to Shepard from Point Fermin to Pacific.
- Native plant revegetation.
- Geologic and environmental education signage.
- Directional and destination signage.

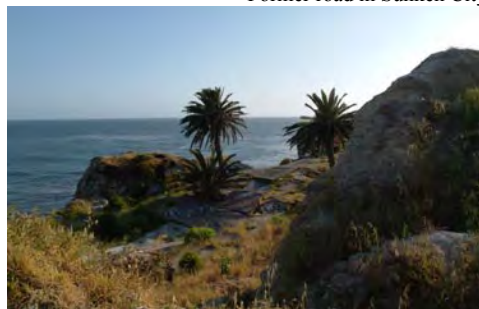
4 Sunken City (cont.)



Sunken City



Former road in Sunken City



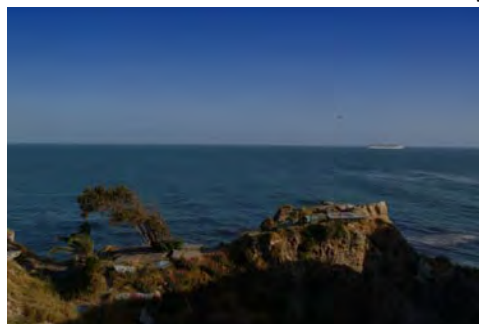
Former road in Sunken City



Beach and cliffs below Sunken City



Sunken City



View from Sunken City



Former road in Sunken City



View from in Sunken City



Beach below Sunken City

5 Pacific Overlook



Pacific Avenue & Shepard Street, panorama, looking south and west



Pacific Overlook, looking east



End of Pacific Avenue



Site Description:

At the southern end of Pacific Avenue is a parking lot at the edge of a cliff which has become a local destination for sight seeing. There is a terrific 180 degree view of the ocean, L.A. Harbor and Catalina, as well as a view down into Sunken City. A 4' high chain link fence separates the parking lot from the cliffs and Sunken City below. A hole in the fence is the unofficial access to Sunken City. Adjacent to the parking lot are single and multi-family homes.

Assets:

- Great views
- Proximity to Sunken City

Constraints:

- Constrained access to Sunken City
- Lack of pedestrian or bike amenities such as benches, drinking fountain
- Lack of signage
- Lack of shade trees

Opportunities:

- Pacific Overlook needs to be converted from a parking lot to a great local park at the eastern end of Sunken City, serving as a coastal trail destination and gateway.
- Official bike and pedestrian access through Sunken City would be an alternate and more pleasant route than Shepard.
- Native plant revegetation and pavement removal.
- Drainage improvements.
- Geologic and environmental education signage.
- Directional and destination signage.



Cabrillo Beach as seen from 40th Street



Aerial view of Bluff Place

**Site Description:**

Bluff Place to 39th Street is a narrow, downhill, one-way, two lane road with parking on one side. There are single and multi-family homes on both sides of the road. At the end of 40th Street at Bluff Place there is a terrific view of the Harbor and Cabrillo Beach.

From 39th to Oliver Vickery Circle, which is the entrance to Cabrillo Beach, Stephen M. White Drive is a two-way, two lane road with parking on both sides. A great view of the beach below lies beyond the 6' chainlink fence on the south side of the street.

Bluff Place and Stephen M. White Drive from Pacific Avenue to the entrance to Cabrillo Beach is a scenic alternative bike route.

Assets:

- Great views
- Lack of traffic
- Stephen M. White Statue at Oliver Vickery Circle
- Access to Cabrillo Beach and Marine Aquarium

Constraints:

- Southbound traffic might need to take the alternate route due to the steepness of the hill at Bluff.

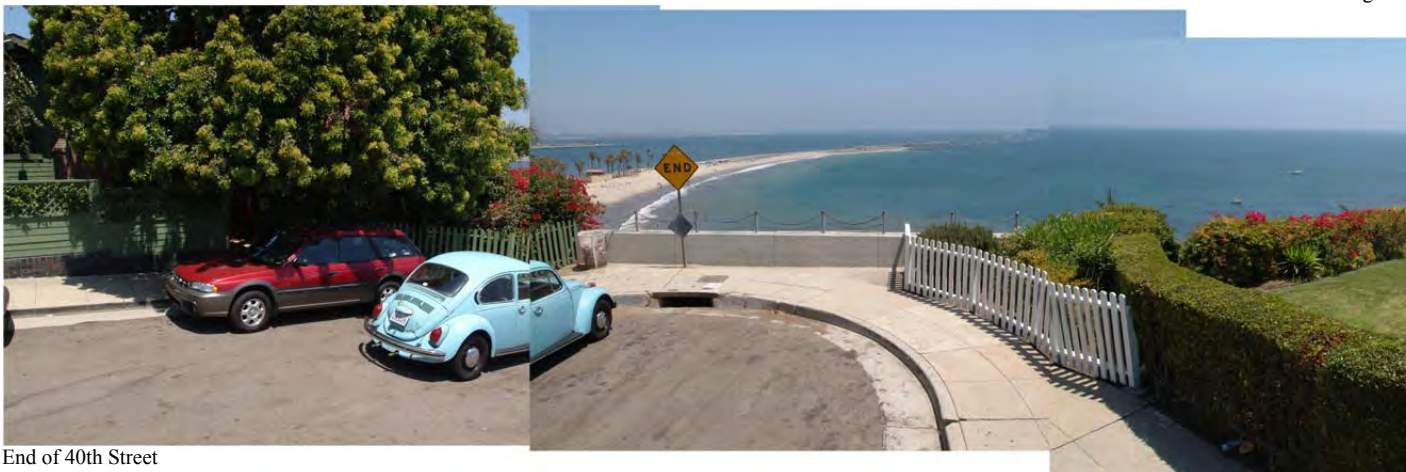
Opportunities:

- Bluff Place to Oliver Vickery Circle Way needs to be a northbound scenic alternative to the Pacific/ Stephen M. White Way bike route.
- A wider sidewalk between 39th and Oliver Vickery Circle would allow pedestrians to appreciate the view.



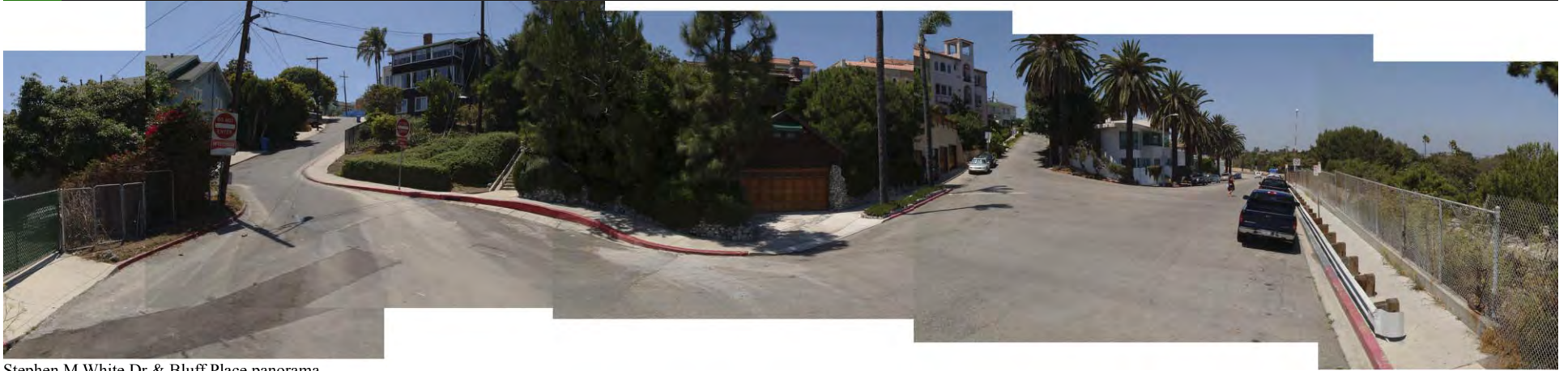
40th & Bluff panorama, looking northwest

Looking west



End of 40th Street

6 Bluff Place to Oliver Vickery Circle Way (cont.)



Stephen M White Dr & Bluff Place panorama



View from Stephen M. White Drive & Bluff Place



Oliver Vickery Circle panorama, looking southeast

Looking northwest

7 Cabrillo Beach

South end



Southern end of Cabrillo Beach



Aerial view of Cabrillo Beach and Fishing Pier



Cabrillo Bathhouse



Pier, looking west



San Pedro Electric Trolley



View of beach, playground and picnic area

Site Description:

Cabrillo Beach is an incredible local destination for day activities such as swimming, fishing and picnicking. The park is divided by a large parking lot. On the eastern side of the parking lot is a meandering sidewalk adjacent to the beach, playground and fishing pier. On the western side of the parking lot is the main bike path and the Marine Aquarium, a terrific small aquarium for learning about local marine life. The two-way bike path, used by both bikes and pedestrians, starts near the park entrance, meanders in front of the aquarium and continues to Shoshonean Road. At the north end of the beach are boat launches and Salinas de San Pedro, a 3.2 acre salt marsh.

Assets:

- Access to the ocean and boat launch
- Salinas de San Pedro, a 3.2 acre salt marsh.
- Great views
- Bike lane and good bike signage throughout
- Picnicking and playground
- Cabrillo Marine Aquarium/Cabrillo Bath House

Constraints:

- Bicycle access from Pacific Avenue
- Pedestrian access between the beach and aquarium
- Directional signage to the beach/aquarium from downtown San Pedro and 110 Freeway
- Poor water quality
- Limited parking at Boat Launch

Opportunities:

- Improve bike access from Pacific.
- Better connection between the activities on the beach and the aquarium.
- Directional signage to the beach/aquarium from the 110 Freeway and Pacific Avenue.
- More shade-making landscaping in the parking lot.



Cabrillo Beach Fishing Pier



Cabrillo Beach Fishing Pier

7 Cabrillo Beach (cont.)
Aquarium and north end



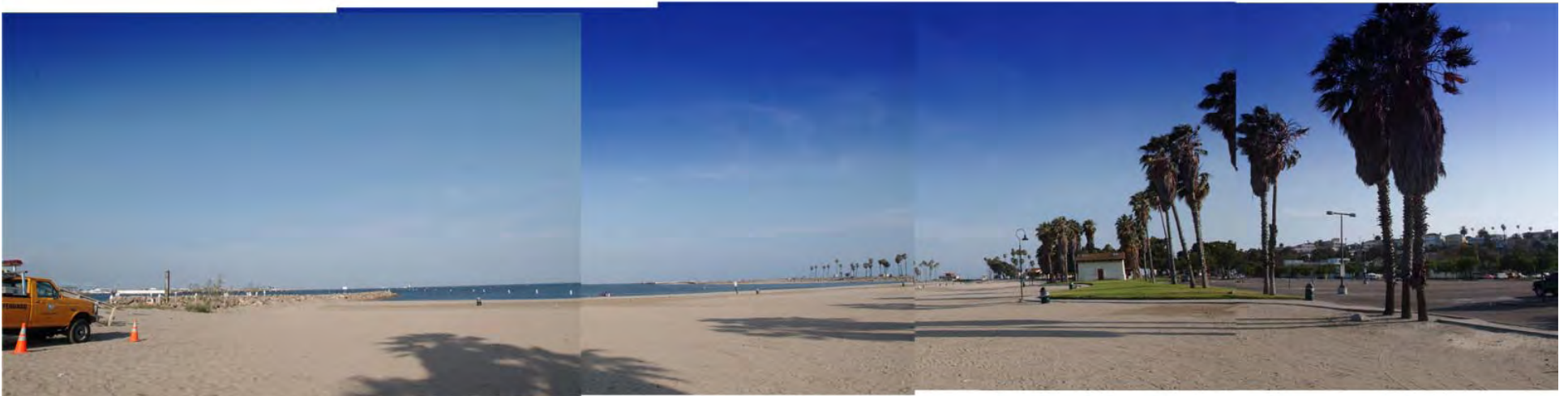
Cabrillo Marine Aquarium



View from bike path



Cabrillo Beach boat launch



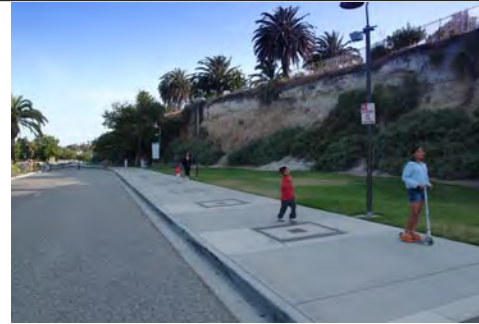
North end of Cabrillo Beach

Shoshonean Road

From Cabrillo Beach to Via Cabrillo



Shoshonean Road, looking north



Shoshonean Road, looking south



Shoshonean Road Gate at south end



Site Description:

Shoshonean Road is a two-lane road with two-way bike path/sidewalk on the western side of the road at the base of a landscaped hill. To the east of Shoshonean is the Salinas de San Pedro, a 3.2 acre Salt Marsh. Shoshonean Road connects Cabrillo Beach to Cabrillo Marina.

Assets:

- Wide bike/pedestrian path
- Lack of traffic
- Salinas de San Pedro
- Decorative street lighting
- Cabrillo Youth Center

Constraints:

- Limited parking at Boat Launch
- Poor water quality

Opportunities:

- Educational signage along the fence separating the road from Salinas de San Pedro.



Salinas de San Pedro



Cabrillo Youth Center

Whalers Walk

Via Cabrillo Marina, from Shoshonean to Whalers Walk



Via Cabrillo Marina, looking east towards Whalers Walk



Cabrillo Plaza, looking south



Site Description:

Whalers Walk is a parking lot surrounded by a continuous walkway along the waterfront, adjacent to the berths. There are great views to the north, east and south including the Marina, west Channel and Cabrillo Beach. There are shaded places to sit throughout. At the end of the walk is the Cabrillo Marina Restaurant. The designated bike lane ends at the end of Shoshonean and bicycles are prohibited on the walkways.

Assets:

- Great views
- Great places to walk
- Los Angeles Yacht Club
- Cabrillo Marina Restaurant
- Holiday Harbor

Constraints:

- Between Shoshonean and Whalers Walk bikes are forced onto the road. There is no indication to cars that bikes share the road for this short duration.
- Lack of bike access

Opportunities:

- Increase bike access.



Whalers Walk panorama



End of Whalers Walk panorama

Via Cabrillo Marina From Whalers Walk to 22nd Street



Bike path at Shoshonean and Via Cabrillo Marina



Aerial view of bike path



Via Cabrillo Marina, looking south



Via Cabrillo Marina at 22nd Street



Site Description:

Via Cabrillo Marina has four traffic lanes, a landscaped median/turning lane and no parking lanes. From Shoshonean to the entrance of the Marina Hotel parking lot (south of Watchorn Walk), there is a designated off-road two-way bike path that meanders its way up and back down the landscaped hill on the west side of the road. It is a very nice path but hard to find if traveling northbound on Via Cabrillo. Since it doesn't continue all the way to 22nd Street, bicycles are forced onto the road or onto the sidewalks at the entrance to the Marina Hotel parking lot. There are very wide sidewalks on both sides of road from the hotel entrance to 22nd Street. From Whalers Walk to Watchorn there is a sidewalk only on the east side.

Assets:

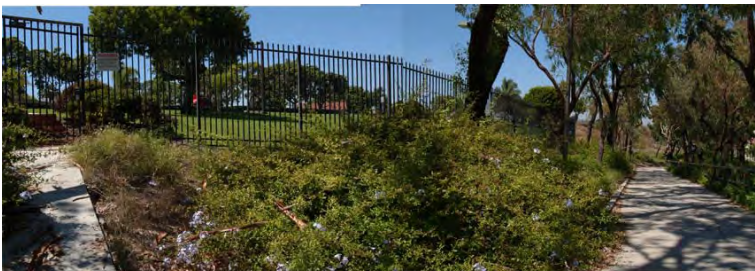
- Great marina views and waterfront access
- Generous wide sidewalks and bike parking
- Landscaping along west side of road

Constraints:

- Lack of signage makes it unclear as to whether bicycles are supposed to use the sidewalks or share the road with cars.
- Northbound bikes on Via Cabrillo have to get off their bikes and cross the central landscaped median to get to the bike path entrance at Shoshonean.
- Between Whalers Walk and the hotel parking lot entrance, there is no northbound bike path/sidewalk.

Opportunities:

- Connect existing bike path (which ends at hotel parking lot entrance) to 22nd Street or make clear that bikes are to use the sidewalks and then make bike crossing more accessible.
- Signage to clarify the bike route.
- Native plant replacements along road and in central median.



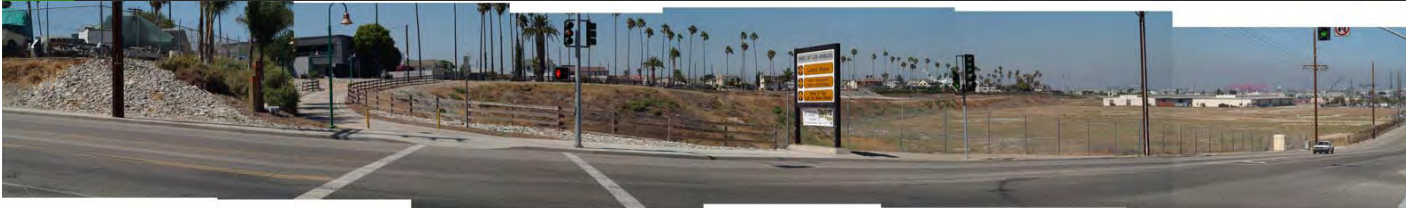
Via Cabrillo Marina bike path overlooking hotel



End of separated bike path at Via Cabrillo Marina, looking north

11 The Crescent

From 22nd to Miner/S. Harbor



The Crescent as seen from 22nd



Crescent bike path, looking southwest



Crescent bike path entrance at 22nd

Site Description:
 The Crescent bike path runs from the intersection of Via Cabrillo and 22nd to Miner at South Harbor through a large swath of open space known as the Crescent. The bike path runs parallel and below Crescent Avenue. The bike path is beautifully landscaped and has ornamental light posts. At Miner the bike path continues across the street as a nicely landscaped walking path/park parallel to Bloch playing fields. At the end there is a scenic overlook. The Crescent Avenue bike lane ends at Miner and there is no clear directional signage.



Crescent Avenue & Harbor Boulevard panorama, looking south



Crescent bike path entrance at Miner/S. Harbor

- Assets:**
- Designated bike path
 - Access to coast, marinas and Ports O'Call
 - Many amenities such as decorative lights, benches, water fountain and landscaping
 - Good views of L.A. Channel and Cabrillo Peninsula
 - Access to Bloch Field

- Constraints:**
- Lack of directional signage to northbound bike route up Gulch to Beacon or along Harbor
 - Lack of destination signage at Bloch Field

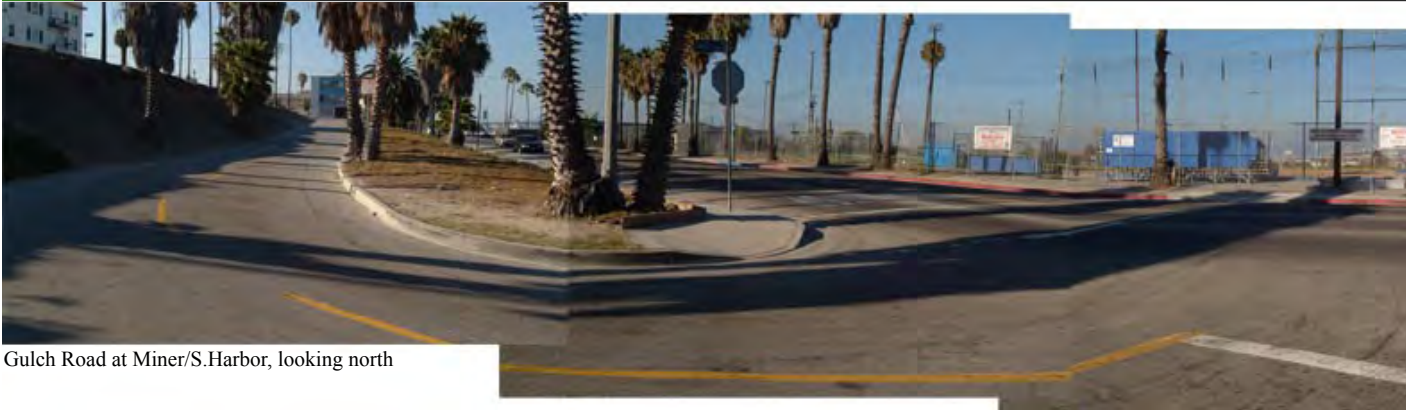


Crescent Avenue & Miner/S. Harbor panorama, looking east



Crescent, looking east

- Opportunities:**
- Directional signage to northbound bike route.
 - Directional signage to fishing marinas, Ports O'Call or Cabrillo Beach.
 - Lack on destination signage at Bloch Field or Bloch overlook.
 - Increase native plants.
 - Park development opportunity for the Crescent.



Gulch Road at Miner/S.Harbor, looking north



Bottom of Gulch Road at Miner/S.Harbor, looking south



Rados Building at top of Gulch Road

**Site Description:**

From the Crescent, bikes are intended to travel up Gulch to the Beacon bike route. Gulch is a two-lane short road. However access to it is not clearly indicated. Northbound bikes might use Harbor, instead of Gulch. This is due to the fact that Harbor is a more direct route to the bike lane that begins at Harbor and 5th.

Assets:

- Less traffic than Harbor
- Muller House Museum at the top of Gulch
- Access to Plaza Park on Beacon

Constraints:

- Uphill
- Poor maintenance
- Lack on destination signage at Bloch Field and Overlook

Opportunities:

- Alternate bike route/path along Harbor.
- Directional signage from Crescent bike lane.



Aerial view of Gulch Road

13 Beacon

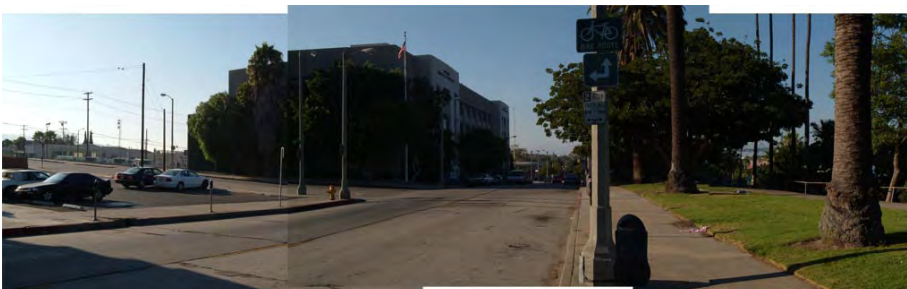
From Gulch /14th to 7th



Beacon & 13th panorama, looking west



Beacon at 13th, looking north



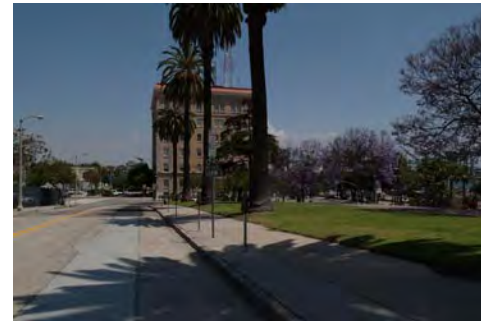
Beacon at 9th, looking north



The Harbor view from Beacon



The Harbor view from Beacon at 9th



Beacon at 8th, looking north



Site Description:

Gulch ends at Beacon Street. Beacon is parallel and above Harbor. It has two lanes of traffic, with two parking lanes and sidewalks on each side. It is a designated bike route. It is flanked by multi-family homes and social service buildings on the west and the Rados Building and Plaza Park on the east. Since Beacon is on a coastal bluff, there are great views of the harbor and Ports O’Call. The bike route ends at 7th Street forcing bikes down to Harbor Blvd.

Assets:

- Post office
- Access to Plaza Park
- Nice landscaping
- Great views of the Harbor and Ports O’ Call
- Has less traffic than Harbor
- Access to 9th Street bike route

Constraints:

- Poorly maintained bike access from Harbor/Gulch
- Bike access to Harbor/5th is confusing.
- Bike path ends at 7th
- Lack of physical connection between Upper Coastal Trail, Lower Coastal Trail and waterfront.

Opportunities:

- Alternate bike route/lane on Harbor.
- Continue bike route from Beacon and 7th to Harbor and 5th.
- Reconnect Upper Coastal Trail to Lower Coastal Trail and waterfront.

13 Beacon (cont.)

Harbor alternative to Beacon from 14th to 7th



The Rados Building as seen from Sampson & Timms



Harbor, looking south



Ports O'Call as seen from Harbor, looking north



View of Harbor as seen from Beacon



Ports O'Call and Timms as seen from Harbor, looking south



End of Beacon bike route at 7th



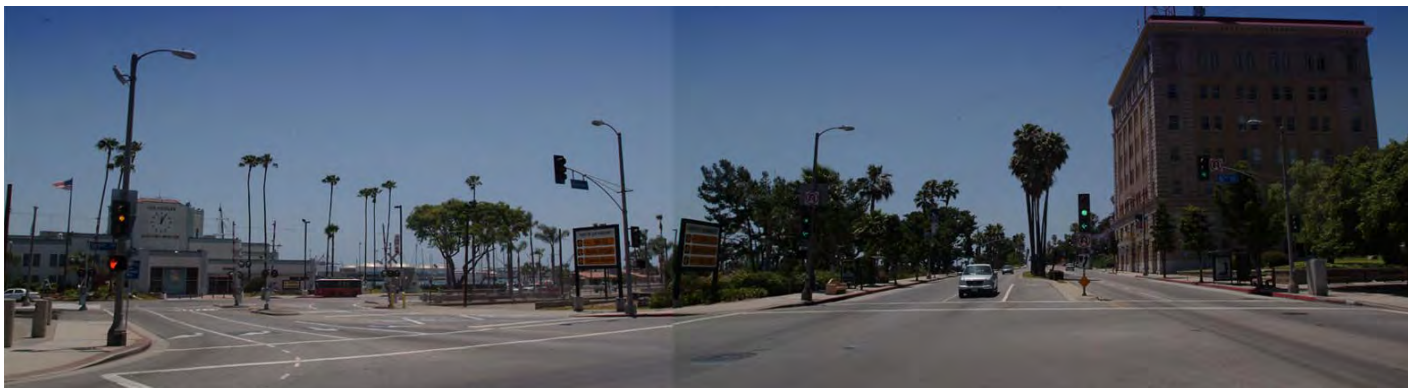
7th at Beacon, looking east



Harbor at 7th, looking north



View of L.A. Maritime Museum from Harbor and 6th



Harbor at 6th panorama, looking south and east

Site Description:

The bike route ends at Beacon and 7th Street and begins again at Harbor and 5th. Getting from one location to the other is challenging due to the amount of traffic that is generated at the intersections at 6th and Harbor from the L.A. Maritime Museum, Ports O' Call and the downtown San Pedro commercial district to the west.

7th Street ends at Harbor. From Beacon to Harbor, 7th is a four lanes with sidewalks on both sides and parking on one side only. Harbor from 7th to 5th, the beginning of 5th bike route, has four lanes of traffic with sidewalks and no parking lanes.

Assets:

- Great views
- Location to major local sites such as downtown San Pedro, L.A. Maritime Museum and Ports O' Call
- Proximity to bike lanes at both ends of this section
- Lack of physical connection between Upper Coastal Trail, Lower Coastal Trail and waterfront.

Constraints:

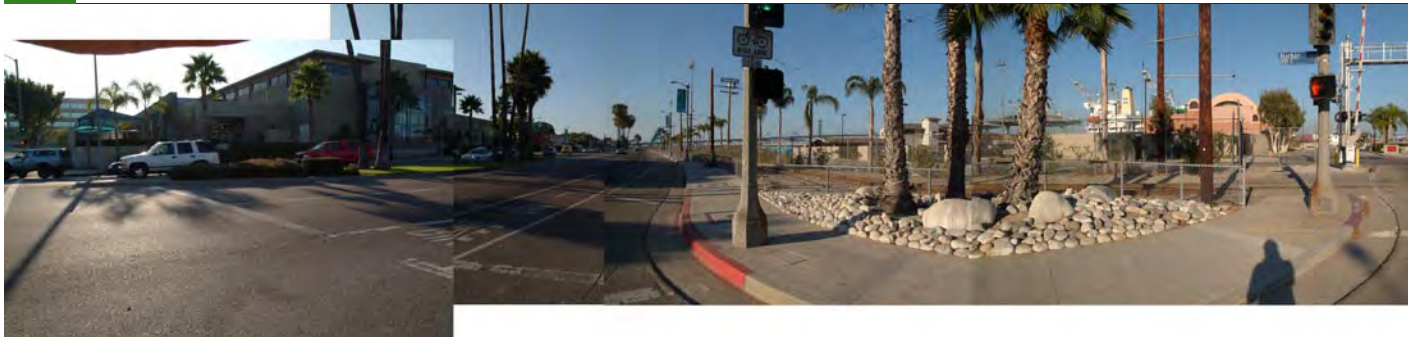
- Traffic
- Bike access
- Lack of direction signage

Opportunities:

- Improve bike access.
- Improve directional signage.
- Reconnect Upper Coastal Trail to Lower Coastal Trail and waterfront.

15 Harbor

From 5th to Front



Beginning of bike lane at Harbor & 5th, looking north



Site Description:

Harbor from 5th to Front is a four-lane boulevard with a landscaped central turning median. On the east side of Harbor are railroad tracks and harbor property separated by newly planted Queen Anne palms. The west side of street has one lane of parking, multi-family housing and the Boys and Girls Club. Both sides have a narrow sidewalk which disappears at the freeway entrance. A bike lane begins at 5th Street.

Assets:

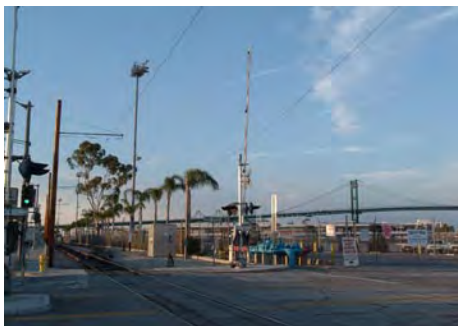
- New promenade under way
- Bike lane
- Landscaping
- Park and Ride at O'Farrell
- Cruise terminal
- Boys and Girls Club

Constraints:

- Bike access and signage to downtown is lacking.

Opportunities:

- Extend the bike lane into downtown.
- Improve directional bike signage.



Harbor & 1st, looking northeast



The Red Car stop



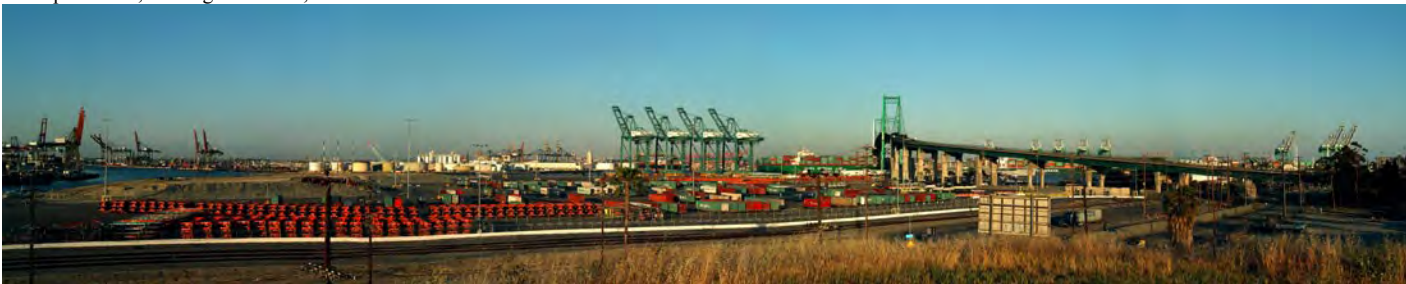
Swinford at Harbor, looking east



Harbor at Swinford, looking north



Front panorama, looking northwest, with Knoll Hill on left



Front and harbor beyond as seen from Knoll Hill, panorama, looking east



Front at Pacific/John Gibson, looking west



Front Street entrance to Knoll Hill Dog Park



End of bike lane at Front and Pacific/John Gibson, looking west



Site Description:

At the intersection of the 47 Freeway, Harbor Boulevard becomes Front Street which is a winding four-lane road with one turning lane. There are no parking lanes or sidewalks on this stretch of road. There is however a designate bike lane on both shoulders of the road which are frequently narrow and covered with mud. On the north side of the street are railroad tracks and harbor activities. On the south side is the large open space/dog park known as Knoll Hill. Front Street ends where Pacific becomes John Gibson.

Assets:

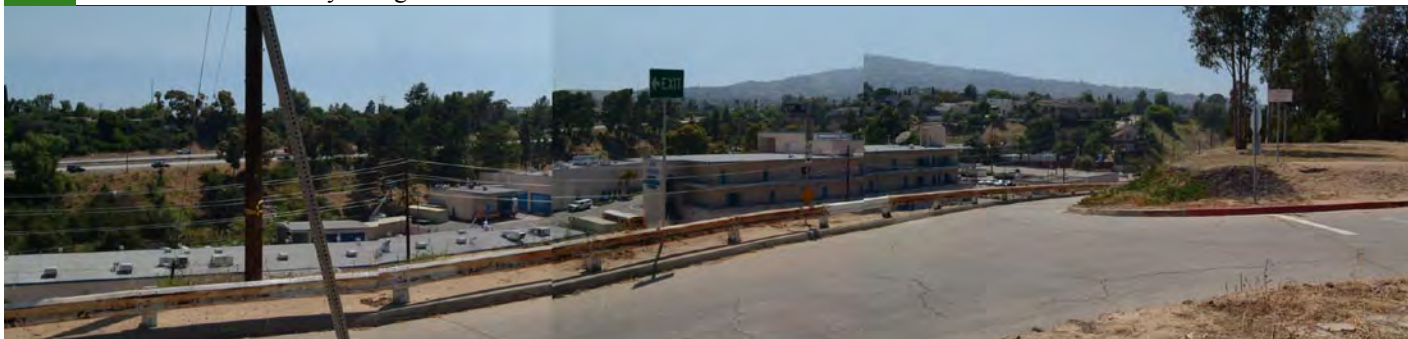
- Bike lanes
- Access to Knoll Hill and great harbor views

Constraints:

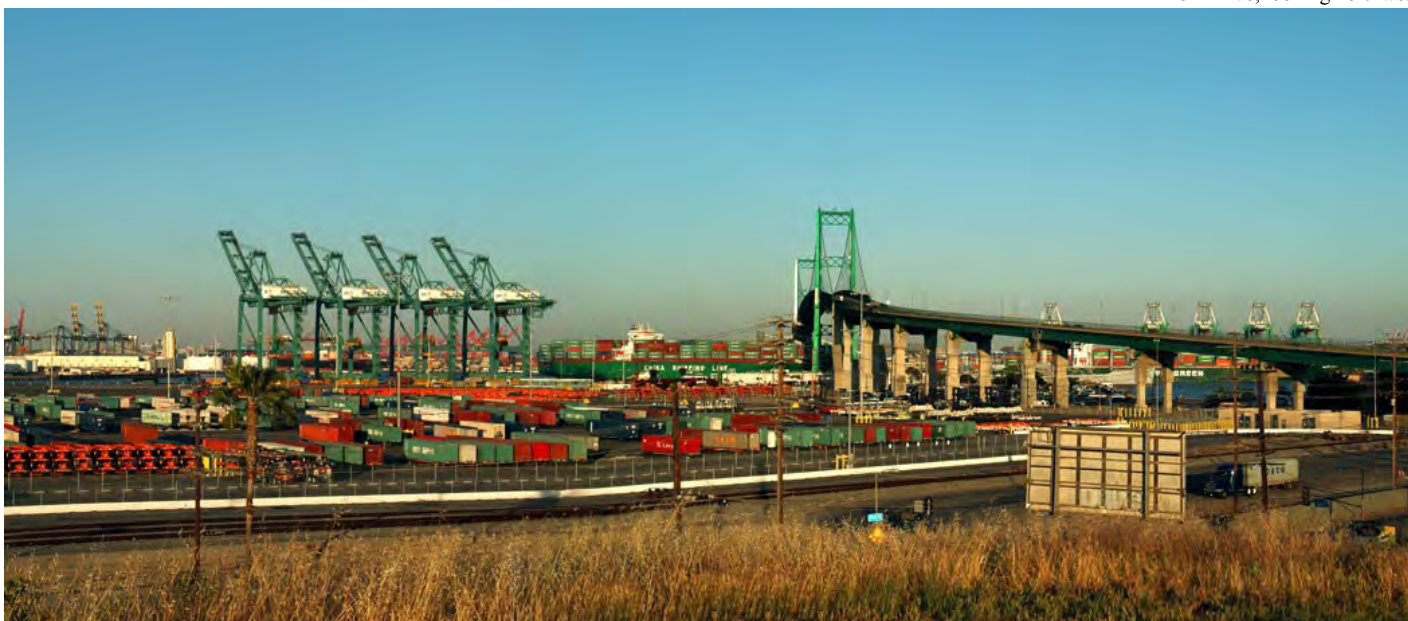
- Lack of pedestrian walkway
- Bike lanes narrow and dangerous
- Fast moving traffic with no separation between cars and pedestrian/bikes
- Intersection at John Gibson is confusing and dangerous for bikes and pedestrians

Opportunities:

- Improve pedestrian access with sidewalks.
- Improve bike lanes.
- Add on-road landscaping.



Knoll Drive, looking northwest



Harbor as seen from Knoll Hill



Knoll Drive, looking east

**Site Description:**

Knoll Hill is a historic place, scenic overlook and critical open space resource. Located at the confluence of Bandini and Peck Canyons, Knoll Hill was originally an island on the edge of the bay surrounded by wetlands. It is strategically located along the waterfront as an important site between San Pedro and Wilmington. Knoll Hill currently serves as an open space buffer between port industrial operations and residential areas. It is accessed by Knoll Drive, a one-way one-lane road. At top of hill, there is a dog park and a few houses with great views.

Assets:

- Great views
- Knoll Hill off-leash dog Park
- Proximity to Wilmington and San Pedro

Constraints:

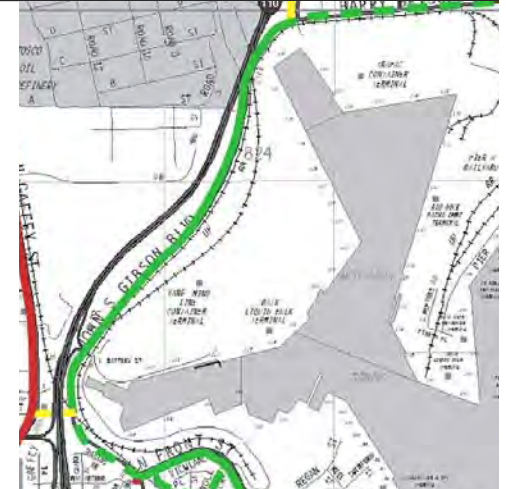
- Lack of sidewalks
- Lack of bike access
- Lack of directional or destination signage
- Port requirement for expansion of China Shipping Terminal and transportation routes in the area

Opportunities:

- Improve pedestrian access/sidewalks
- Add to bike route



John Gibson at 110 entrance, looking northeast



Site Description:

John Gibson, which is a four-lane road with one turning lane, connects Pacific to Harry Bridges and also San Pedro to Wilmington. There are street trees on the east side and commercial buildings on the west. From N. Front and Pacific Avenue to Channel, the bike route is fractured. From Channel to 110 Freeway on-ramp, there is a bike lane and a sidewalk on both sides of the street. After the 110 on-ramp, there is a designated bike lane/sidewalk combination on the east side of the street. Bike lane/sidewalk stop at Figueroa. There is a bike route on Figueroa. John Gibson ends at Harry Bridges and the future Harry Bridges Parkway/Wilmington Buffer which will be a local and regional destination.

Assets:

- Residual coastal bluffs and sand dunes
- Harbor Division Police Station
- Bike lanes/paths and associated trees
- Access to Figueroa bike route

Constraints:

- Pedestrian and bike access weakens and becomes disconnected near Pacific.
- Pedestrian and bike access ends at Figueroa.

Opportunities:

- This road has potential to become a pedestrian/bike route.
- Connect existing bike lane from Front to Channel at Front Street bike lane.
- Improve bike/pedestrian access after Figueroa.



John Gibson at Channel, looking northeast



John Gibson at Figueroa, looking east



John Gibson at Figueroa, looking west

Chapter 2

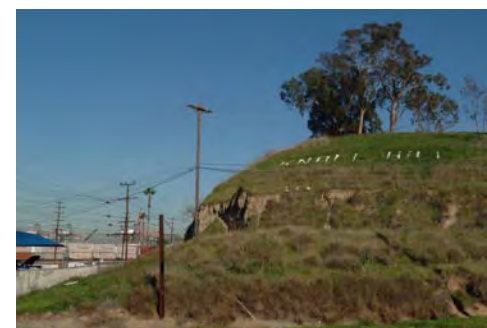
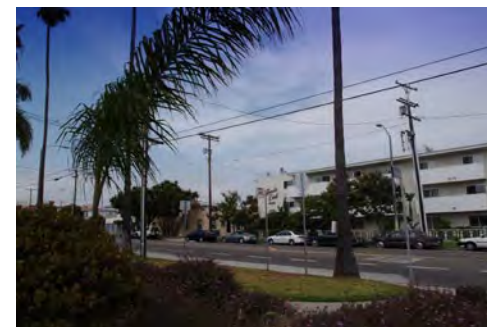
Upper Coastal Trail at Pacific - San Pedro

From Point Fermin Park to Knoll Hill

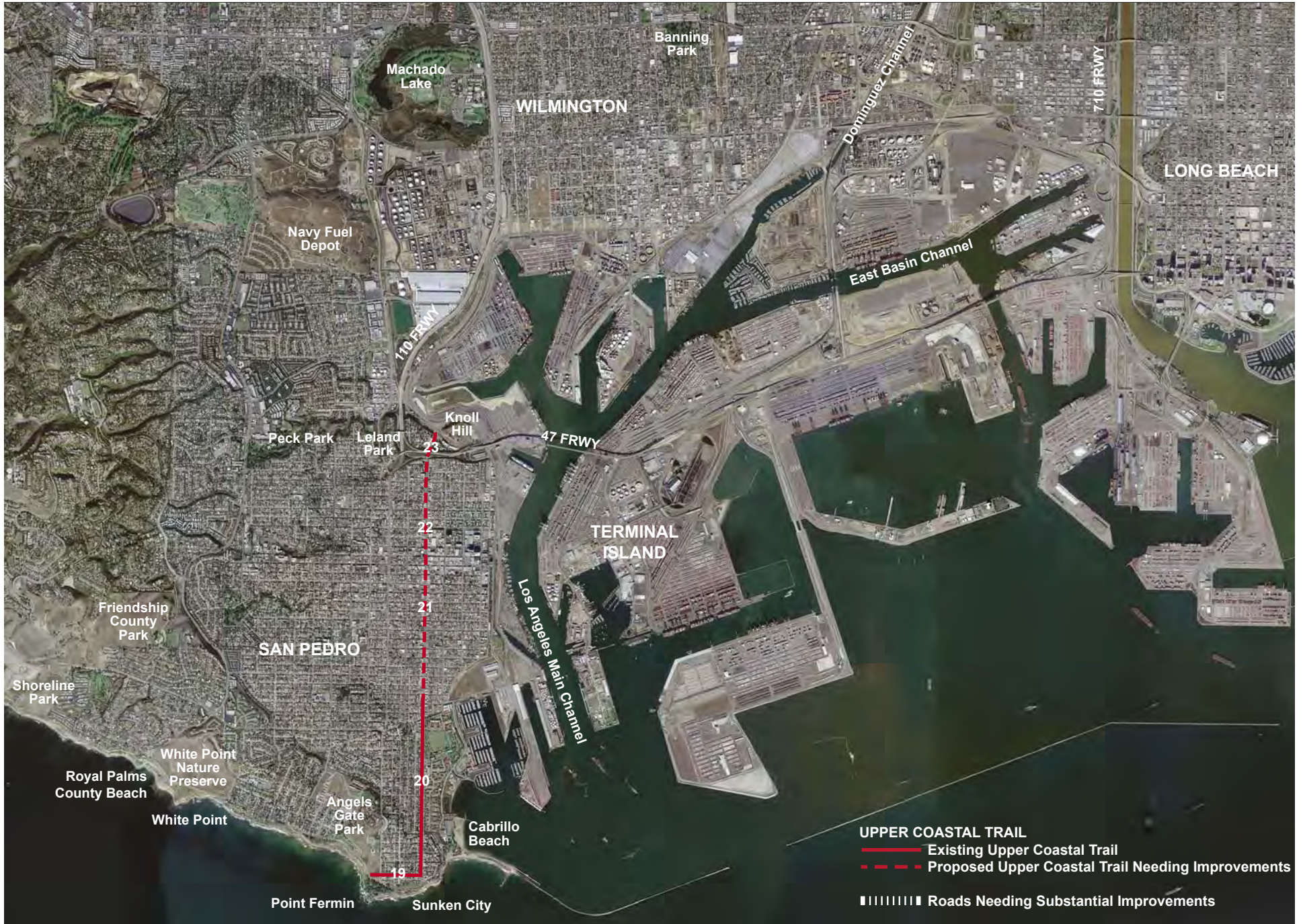
This chapter examines the conditions of a branch of the California Coastal Trail in San Pedro from Point Fermin Park to Knoll Hill. This stretch of the coastal trail will be known as the Upper Coastal Trail because it travels through residential communities and the commercial center of San Pedro, uphill from and parallel to the Lower Coastal Trail.

Half of the San Pedro Upper Coastal Trail incorporates already developed pedestrian and bicycle routes, which are in mostly good condition. The other half of this trail is a proposed route that connect existing sections or provide access to important local destinations such as downtown San Pedro, Knoll Hill and the waterfront.

- 19. **Shepard Street**, between Gaffey and Pacific
- 20. **Pacific Avenue**, from Shepard to 22nd Street
- 21. **Pacific Avenue**, From 22nd to 6th / Downtown
- 22. **Pacific Avenue**, from 6th / Downtown San Pedro to O'Farrell
- 23. **Pacific Avenue**, from O'Farrell to N. Front Street/Knoll Hill



Upper Coastal Trail at Pacific - San Pedro



Shepard Street
Between Gaffey and Pacific



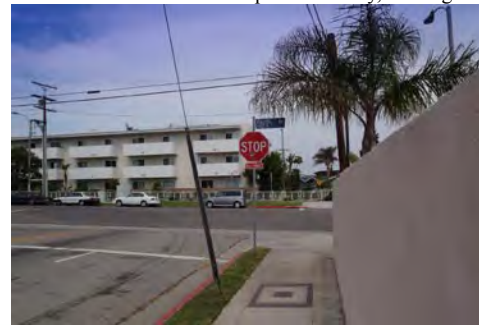
Shepard at Gaffey, looking east



Shepard at Gaffey, looking west



Shepard at Gaffey, looking east



Shepard at Pacific, looking east



Shepard at Caroline panorama, looking west



Site Description:

Shepard is the continuation of Paseo del Mar from the west. It has two lanes of traffic, two parking lanes and a bike lane on either side of the road. There are single and multi-family homes on both sides of the street. At Pacific, the bike lane turns to the north along Pacific. The intersection of Pacific and Shepard could become an important gateway and coastal trail destination.

Assets:

- Bike lanes
- Pacific Overlook

Constraints:

- Lack of shade on Shepard
- Lack of directional signage at the intersection of Shepard and Pacific

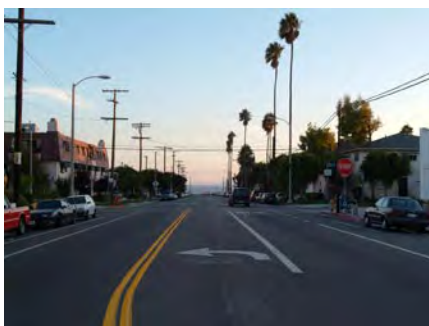
Opportunities:

- Add street trees along Shepard.
- Improve signage at Shepard and Pacific.

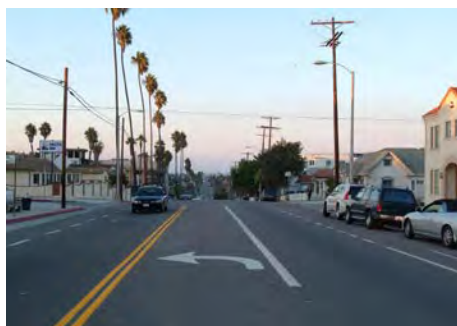
20 Pacific Avenue
From Shepard to 22nd Street



Shepard at Pacific panorama, looking north



Pacific, looking south



Pacific, looking north



Pacific at Shepard, looking north

Site Description:

Pacific from Shepard to 22nd Street has two lanes of traffic, two parking lanes, a central median and bike lanes on both side of the street. There are single and multi-family homes till 36th. At 36th, Fort MacArthur is on the east side of the street. Turning to the east at Stephan M. White Way (36th Street) brings you to the entrance of Cabrillo Beach and Aquarium.

Assets:

- Bike lanes
- Pacific Overlook
- Access to Cabrillo Beach and Aquarium
- Post Office at Fort Mac Arthur
- Pacific Diner and Pacific Inn
- Point Fermin Market and Beach City Market
- Abundance of commercial activity at 22nd



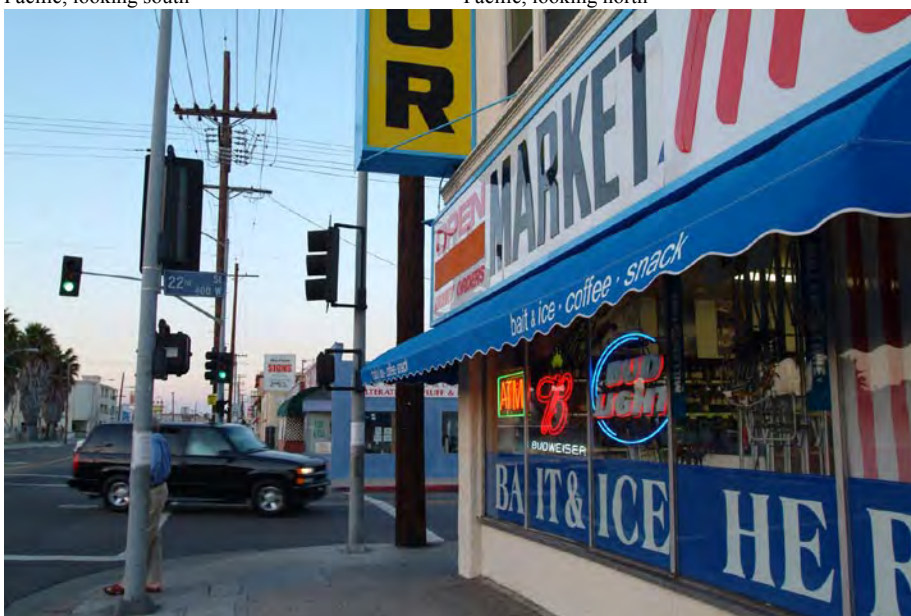
Pacific Diner

Constraints:

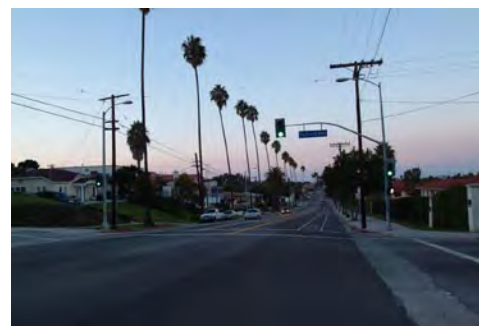
- Lack of directional signage at the intersection of Shepard and Pacific
- Lack of effective directional signage to Cabrillo Beach and Aquarium
- Bike lane ends of 22nd

Opportunities:

- Improve signage at Shepard and Pacific.
- Add bike-oriented amenities at corner of Pacific and 22nd.
- Continue bike lane along Pacific at 22nd.



Pacific at 22nd, looking north



Pacific at Stephen M. White, looking north



Pacific at 22nd, looking north



Stores on Pacific



San Pedro Cafe & Deli on Pacific



Site Description:

Until 22nd, Pacific is a two-lane road with a central median, parking on both sides and designated bike lanes. At 22nd Street, the bike lanes end and Pacific becomes a four-lane road with parking on both sides and flanked by wide sidewalks and one to three story residential buildings and commercial storefronts. As Pacific nears downtown the density increases and shifts to mostly commercial activities.

Assets:

- Bike Palace
- Rex's café at corner of 22nd
- Slavko's
- Ramona Bakery
- Sunshine Market
- San Pedro Ballet
- R.L. News
- Access to the Crescent bike lane
- Access to bike route on 9th Street
- Access to downtown at 6th Street

Constraints:

- Lack of bike access

Opportunities:

- Short of removing a lane of traffic to improve bike access, Pacific from 22nd to O'Farrell, is not a good bike route alternative. Grand, which runs parallel one block west, is a wide two-lane residential road and makes a more calm bike ride.



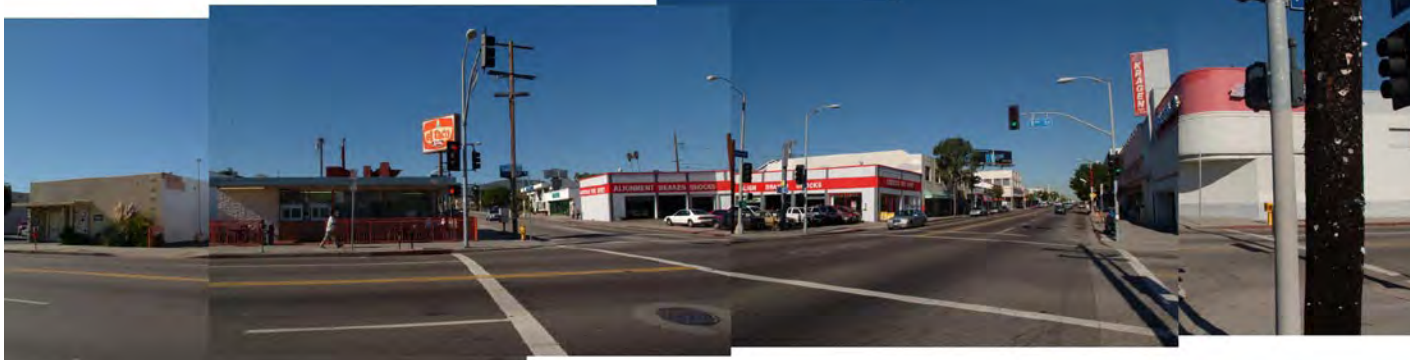
Slavko's on Pacific



Stores on Pacific



Grand at 6th, looking north



Pacific & 9th, panorama, looking west

Looking north



Pacific at 6th, looking northwest



Pacific at 5th, looking north



Pacific at 4th, looking north



Site Description:

Pacific continues as a four-lane road with parking on both sides and flanked by wide sidewalks, one to three story residential buildings and commercial storefronts. As Pacific leaves downtown the density decreases and shifts to more residential and car-oriented retail and mini-malls.

Assets:

- Access to downtown at 6th street

Constraints:

- No bike access
- Narrow lanes

Opportunities:

- Short of removing a lane of traffic to improve bike access, Pacific, from 6th to O'Farrell is not a good bike route alternative. Grand, which runs parallel one block west, is a wide two-lane residential road and makes a more calm bike ride.



Pacific at 5th, looking north



Rio Bravo Restaurant on Pacific



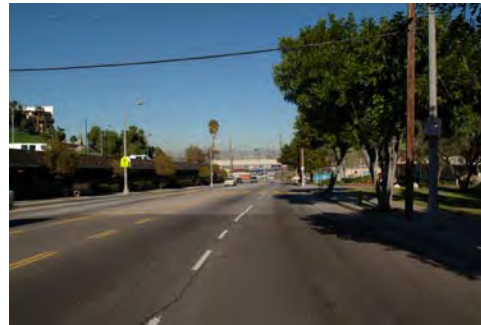
Pacific at Sepulveda, looking north



Pacific at O'Farrell, looking north



Barton Hill School on Pacific



Pacific at Summerland, looking north



Pacific at N. Front, looking north



Pacific at N. Front Street, looking east



Site Description:

This downhill stretch of Pacific has much less traffic than Pacific south of O'Farrell. It has four-lanes of traffic with wide sidewalks, small street trees, and parking on either side. It is flanked by a mix of single-family, commercial and vacant land. Once past the freeway, the parking lane and street trees disappear.

Assets:

- Harbor Occupational Center
- Barton Hill School
- Coastal Trail at N. Front Street
- Access to Lower Coastal Trail

Constraints:

- Not a designated bike route
- No directional or destination signage

Opportunities:

- Add directional signage to Lower Coastal Trail and Gateway Park.
- Improve access to bike route on N. Front Street.



Knoll Hill as seen from Pacific



Aerial view of Knoll Hill

Chapter 3

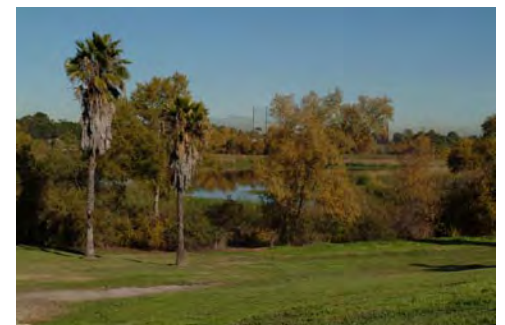
Upper Coastal Trail at Gaffey - San Pedro

From Point Fermin Park to Machado Lake

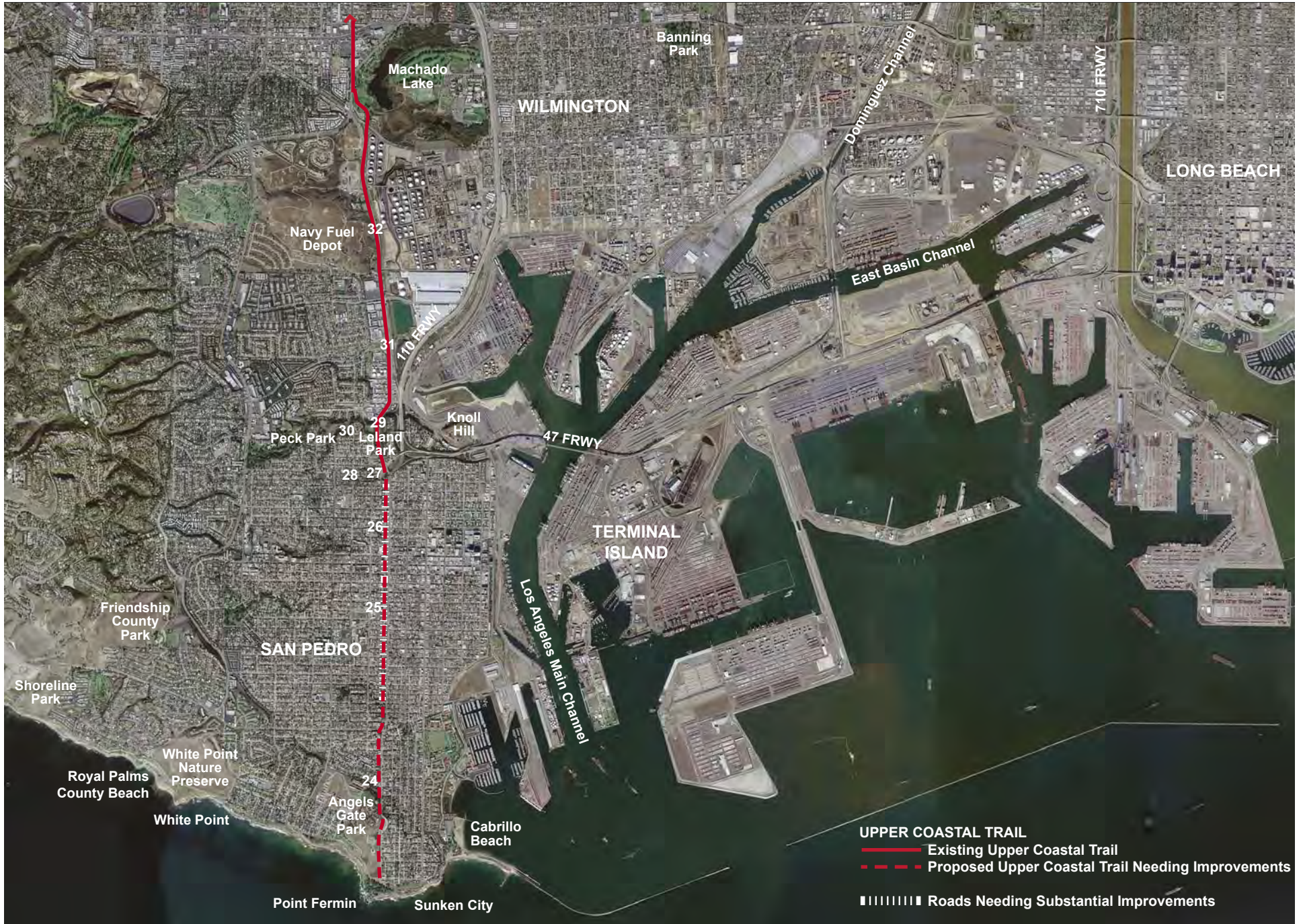
This chapter examines the conditions of a branch of the California Coastal Trail in San Pedro from Point Fermin Park to Machado Lake. This stretch of the coastal trail will be known as the Upper Coastal Trail because it travels through residential communities and the commercial center of San Pedro, uphill from and parallel to the Lower Coastal Trail and the Upper Coastal Trail at Pacific.

Half of the San Pedro Upper Coastal Trail at Gaffey incorporates already developed pedestrian and bicycle routes, which are in mostly good condition. The other half of this trail is a proposed route that connect existing sections or provide access to important local destinations such as L.A. Harbor Waterfront Gateway Park, Bandini Canyon, Leland and Peck Parks and Machado Lake.

24. **Gaffey**, from Paseo del Mar to 22nd Street
25. **Gaffey**, from 22 Street to 9th Street
26. **Gaffey**, From 9th to L.A. Harbor Waterfront Gateway Park
27. **L.A. Harbor Waterfront Gateway Park**
28. **Bandini Canyon**
29. **North Gaffey**, From L.A. Harbor Waterfront Gateway Park to Channel
30. **Peck Park and Canyon / Leland Park**
31. **North Gaffey**, From Channel to Westmont
32. **North Gaffey**, From Westmont to Machado Lake at Anaheim



Upper Coastal Trail at Gaffey - San Pedro





Gaffey at Shepard, looking north



Korean Friendship Bell



Gaffey at 25th, looking north



Gaffey at 27th, looking north



View from lookout point at 36th



Aerial view of Gaffey



Site Description:

Gaffey, starts at Point Fermin Park and travels north over a hill adjacent to Angels Gate Park, which is a regional amenity with terrific views and contains: Fort MacArthur Military Museum, Angels Gate Cultural Art Center, Marine Mammal Care Center, the Korean Friendship Bell, a Korean American History Museum, the Isaac Walton League and the Maritime Exchange Vessel Control Facility. Gaffey north of Paseo is a two-lane road with parking on each side, traveling through hillside single and multi-family residential communities.

Assets:

- Point Fermin Lighthouse
- Angels Gate Cultural Art and Recreation Centers
- Fort MacArthur Military Museum
- Youth Hostel
- Korean Friendship Bell
- Korean American History Museum
- Isaac Walton League
- Marine Mammal Care and Bird Rescue Centers
- Marine Exchange
- Lookout point at 36th

Constraints:

- No coordinated facility plan
- No sidewalk next to Angels Gate Park
- Lack of bike access
- Steep slopes

Opportunities:

- Improved pedestrian and bike access to the park.
- Coordinated facility plan for Angels Gate Park.

25 **Gaffey**
From 22nd to 9th



Gaffey at 22th, looking north



Aerial view of portion of Gaffey



Site Description:

Gaffey from 22nd to 17th is a two-lane road with parking and sidewalks on both sides of the road. From 20th all the way up to the 110 Freeway, it is primarily a commercial street. At 17th Street Gaffey becomes a four-lane road and is flanked by small one and two-story storefronts and newer mini-malls. Until 20th Street there are single and multi-family homes on either side of the road.

Assets:

- Access to bike route at 22nd and 13th
- Los Angeles Public Library at 9th

Constraints:

- Busy traffic
- Visual blight
- Lack of bike access

Opportunities:

- Improve bike access.
- Reduce visual blight.



Gaffey at 17th panorama, looking north



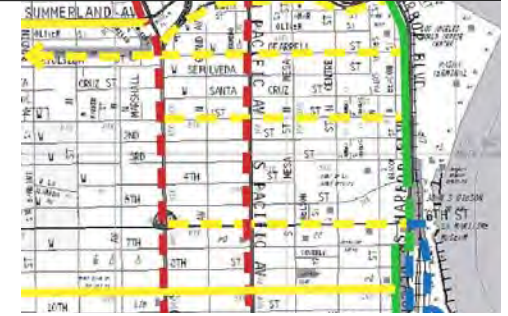
Gaffey at 11th panorama, looking north



Gaffey at 9th, looking north



Aerial view of portion of Gaffey



Site Description:

Gaffey from 9th to L.A. Harbor Waterfront Gateway Park is a busy four-lane road with two parking lanes and a central turning median. It has intermittent palm trees flanking each side with a mix of one to two story storefronts. As one approaches the freeway the storefronts give way to mini-malls and fast food, and the parking lanes turn into additional traffic lanes. There are a few vacant lots near Sepulveda which will be incorporated into the L.A. Harbor Waterfront Gateway Park, a local and regional hub to the Los Angeles Harbor and the San Pedro entrance to the California Coastal Trail.



Gaffey at O'Farrell, looking north



Gaffey at 9th, looking north



Gaffey at 7th, looking north

Just after O'Farrell, Gaffey turns onto Freeway 110.

Assets:

- Future L.A. Harbor Waterfront Gateway Park
- San Pedro Regional Library

Constraints:

- Busy traffic
- Lack of bicycle access
- Dangerous intersection at freeway

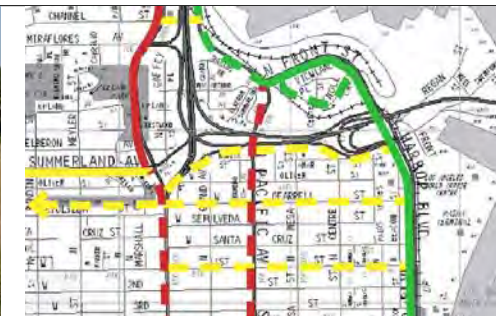
Opportunities:

- Access to L.A. Harbor Waterfront Gateway Park.

27 L.A. Harbor Waterfront Gateway Park



Gaffey Street Bridge



Site Description:

The future L. A. Harbor Gateway Park will consist of facilities to provide visitors from throughout the state with information, signage, destination maps, historical markers and viewing areas needed to access and enjoy the San Pedro waterfront and its recreational open space and maritime-related educational and commercial sites. It will also contribute to the completion of the California Coastal Trail from Paseo del Mar and Point Fermin to the Los Angeles River and provide a series of 'gateways' for public access to the Harbor and the Port's new waterfront promenade. Additionally the project will create a park-like green-belt with mature trees and natural planted areas connecting Bandini Canyon to the waterfront.

The Gateway Park is a common element of two related projects now underway: the Bridge to Breakwater promenade under the jurisdiction of the Los Angeles Harbor Department and the Los Angeles Harbor Area Public Access & Urban Waterfront Plan.

Assets:

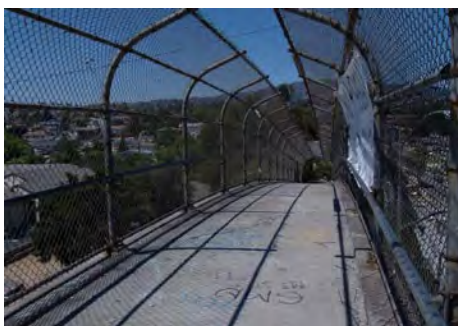
- Great central location
- Access to waterfront, Bandini Canyon, 110 Freeway

Constraints:

- Fast moving traffic and lack of bicycle access

Opportunities:

- Enhance access to Coastal Trail.
- Improve bicycle access and other amenities.
- Add directional, informational and historic signage/maps.
- Create great view opportunities.



Oliver Street Bridge at L.A. Harbor Waterfront Gateway Park



Gaffey Street Bridge



Gaffey Street Bridge

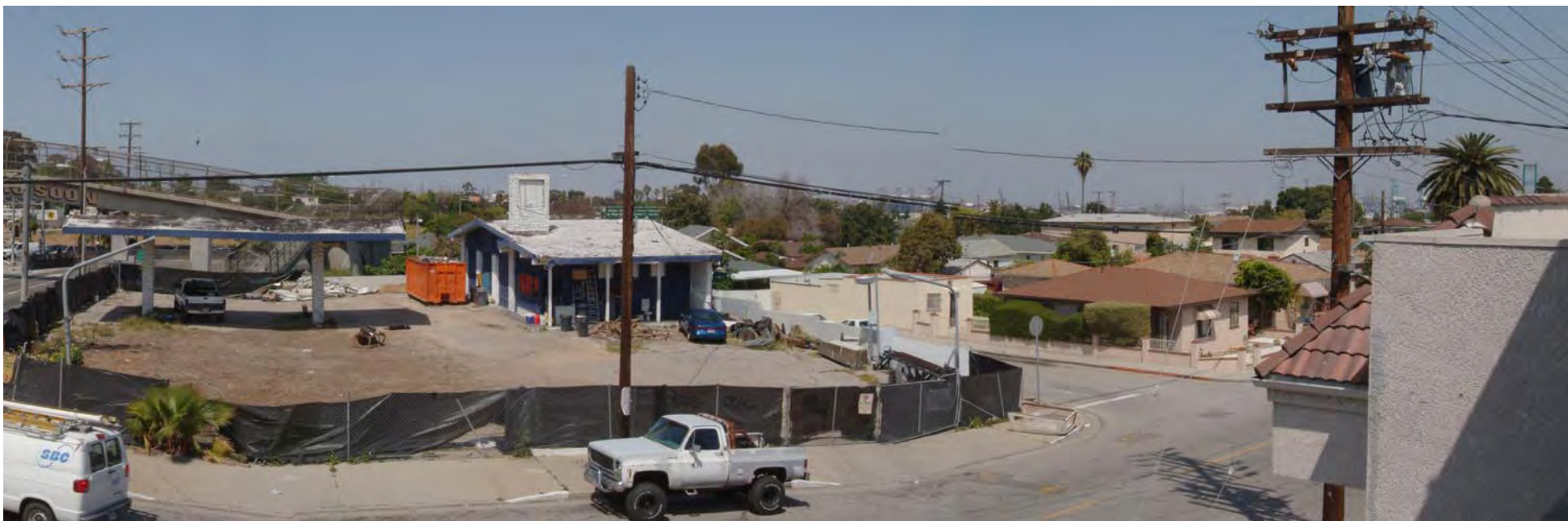


Potential view from L.A. Harbor Waterfront Gateway Park

27 L.A. Harbor Waterfront Gateway Park (cont.)



Gaffey at L.A. Harbor Waterfront Gateway Park



O'Farrell at L.A. Harbor Waterfront Gateway Park



Bandini Canyon at Summerland



Site Description:

The Bandini Canyon Trail is a linear neighborhood park that goes three blocks from Bandini to Gaffey Street and is located in a canyon that flows behind single-family homes. The under-utilized track of land is a local amenity which is in the process of being improved. Future improvements include a walking trail, decorative lighting, native and drought-tolerant plantings, new fencing, tot lot and a playground on the east side of Marshall Ct.

Assets:

- Great central location
- Access to waterfront
- Access to L.A. Harbor Waterfront Gateway Park
- Access to 110 Freeway
- Existing mature landscaping
- Upland access to neighborhoods
- Access to elementary school

Constraints:

- Neglected open space
- Lack of bicycle amenities

Opportunities:

- Enhance access to Coastal Trail.
- Improve bicycle access and bike amenities.
- Add directional signage.



Bandini Canyon at Summerland



Bandini Canyon at Gaffey Street Bridge



Bandini Canyon at Summerland

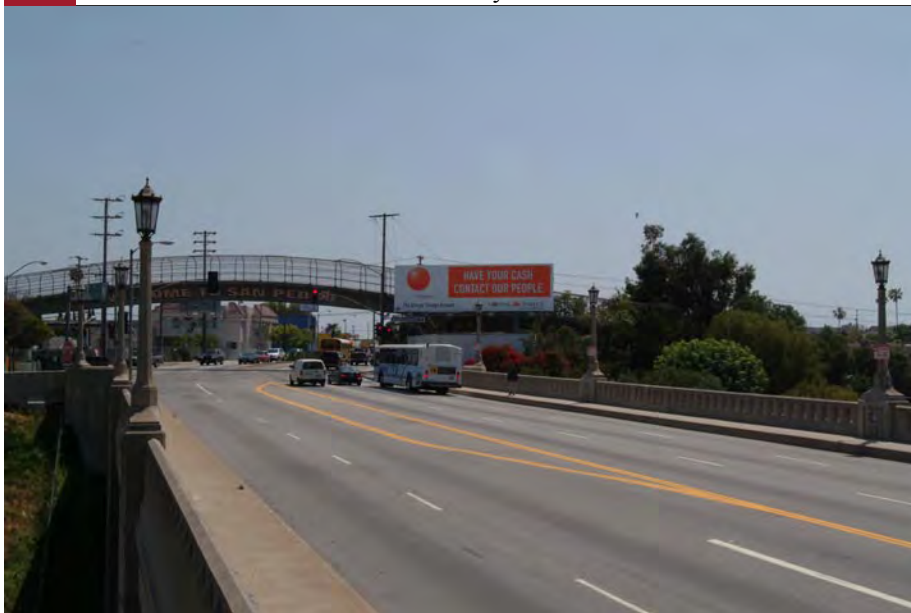


Bandini Canyon at Summerland



Aerial view of Bandini Canyon

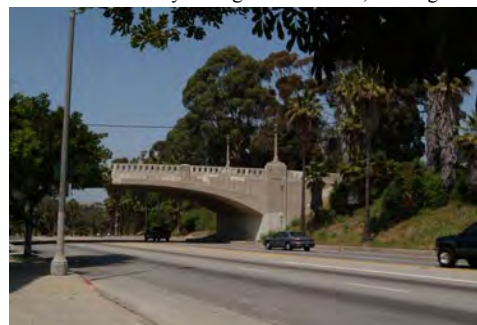
29 North Gaffey
From L.A. Harbor Waterfront Gateway Park to Channel



N. Gaffey at 110 Freeway off-ramp



N. Gaffey through Leland Park, looking north



N. Gaffey at Summerland, looking north



Site Description:

Once past the difficult-to-navigate 110 Freeway entrance Gaffey, a four lane road, curves under two historic bridges and through the picturesque Leland Park. The Gaffey Street bike route begins here and continues all the way to Machado Lake. There is also a bike route located on Summerland. There are narrow sidewalks everywhere except adjacent to Leland Park where there is no sidewalk. Commercial buildings/activities begin at Miraflores and Channel. Channel is an important connector road to the freeway, the Harbor and the Lower Coastal Trail.

Assets:

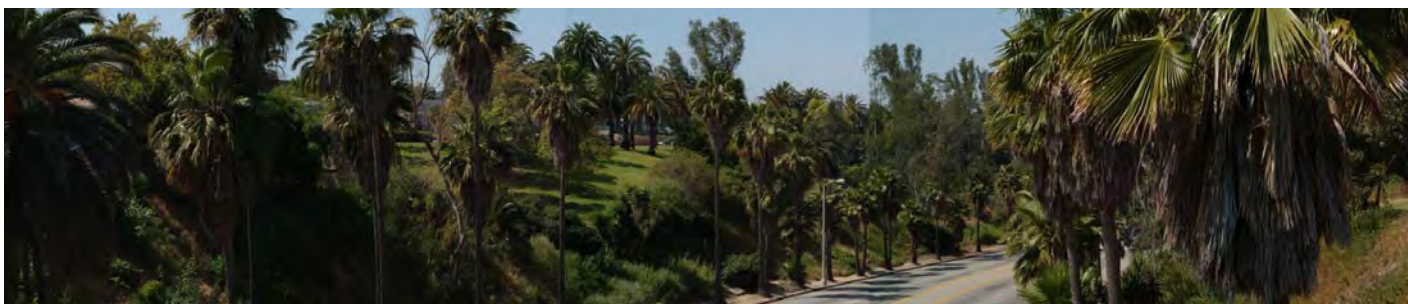
- Access to future L.A. Harbor Waterfront Gateway Park
- Historic bridges
- Peck and Leland Parks
- Existing bike route
- Access to Summerland bike route

Constraints:

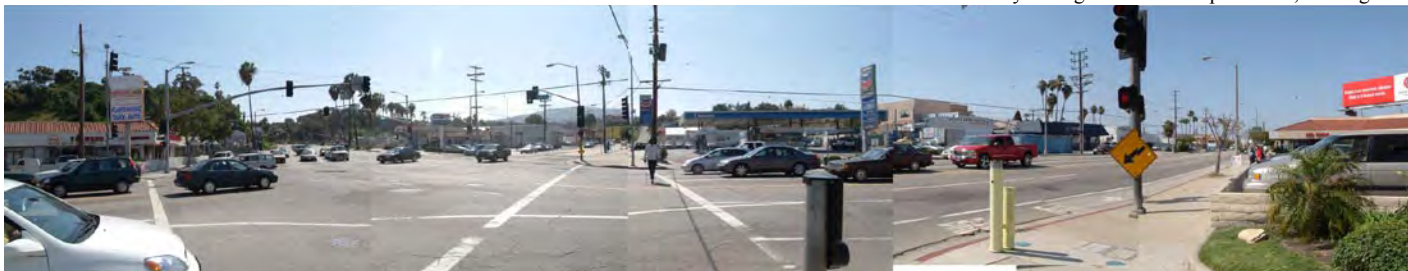
- No sidewalks
- Dangerous intersection at freeway
- Difficult intersections at Miraflores and Channel

Opportunities:

- Enhance pedestrian/bicycle access through and to Leland and Peck Parks.



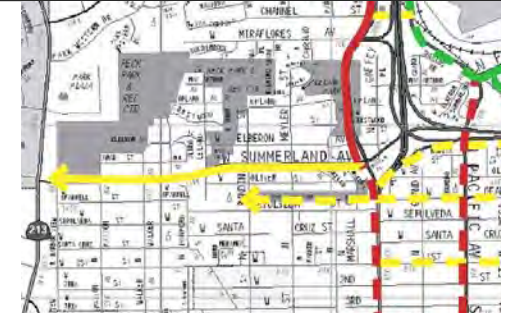
N. Gaffey through Leland Park panorama, looking north



N. Gaffey at Channel panorama



Peck Park panorama at Summerland, looking west



Site Description:

Peck Park and Canyon consisting of upper Peck Park along Western Avenue, with landscaped lawns and active recreation facilities and lower Peck Park, a 30 acre natural canyon that extends south almost to N. Gaffey. The Canyon has an unimproved trail that lead from Western east down through the canyon. This trail has several informal access points at local streets and ends at Meyler and Miraflores. The canyon has a narrow natural linkage to Leland Park at the easternmost end, but access is difficult due to fences and steep grades.



Peck Canyon



Peck Park



Leland Park



Leland Park panorama at Cabrillo Avenue, looking south

Leland Park is divided in two parts by North Gaffey Street. The western portion has playfields and a playground. The eastern portion is a landscaped natural area with lawns and mature trees.

Assets:

- Peck Park community building, gym and pool
- Peck Park recreation facilities and canyon trails
- Peck Park Master Plan (completed February 2005)
- Leland Park baseball field, basketball court, playground and mature trees

Constraints:

- Unimproved trails and illegal dumping
- Confusing access and lack of directional signage to the parks
- No existing connections between Peck and Leland Parks

Opportunities:

- Implement Peck Park Master Plan.
- Improve public access points.
- Improve trails; connect Peck with Leland and Waterfront Gateway.
- Better directional signage.



Leland Park panorama at General Avenue Bridge, looking east



Aerial view of Peck and Leland Parks

31 North Gaffey

From Channel to Westmont



N. Gaffey at Capitol panorama, looking south



Site Description:

North Gaffey, between Channel and Westmont, is a four-lane road with a central turning lane/median and parking on both sides of the road. As one goes north, the auto-oriented commercial activities give way to port-related industrial facilities. At Channel, the bike route becomes a designated bike lane. There is a bike route on Westmont. Between Capital and Westmont, there is no sidewalk on the east side of the road adjacent to the railroad.

Assets:

- Bike lane
- Access to Westmont bike route
- Park and ride
- Large community garden on east side of street
- Open space provided by county flood control channel and rail right-of-way parallel to it

Constraints:

- No sidewalks between Capitol and Westmont
- Flood control channel and rail right-of-way are unimproved.
- Visual blight

Opportunities:

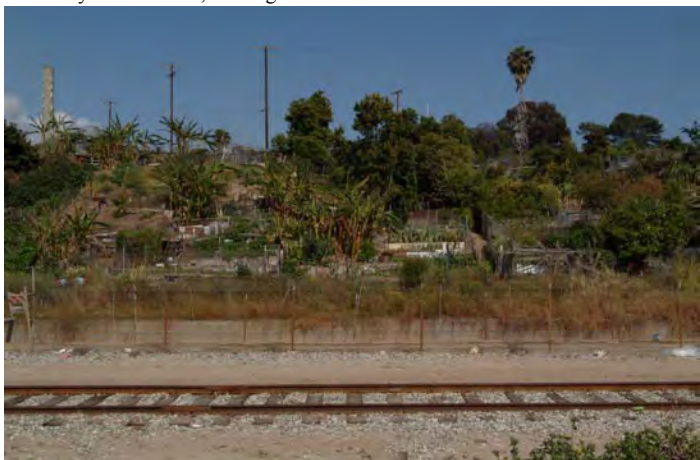
- Add sidewalks.
- Reduce visual blight.
- Create habitat/add landscaping to channel and rail right-of-way.



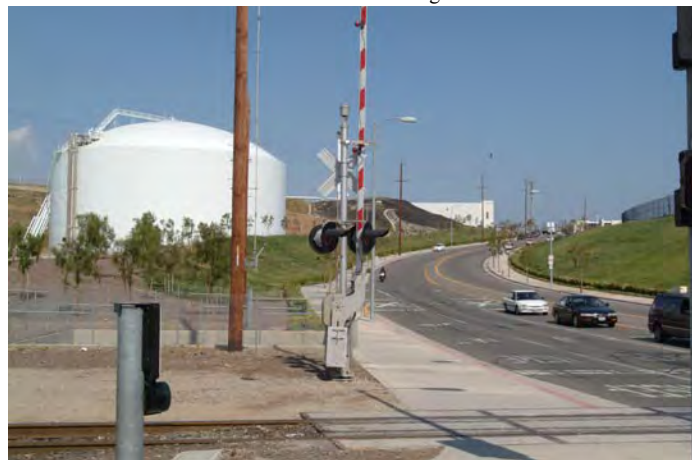
N. Gaffey at Westmont, looking north



Joe Gregorio Memorial Field on Gaffey



Community gardens on N. Gaffey at Capitol



N. Gaffey at Westmont, looking east



N. Gaffey, looking north



Navy Fuel Depot



Girls Softball Field



N. Gaffey at bike path, looking north



N. Gaffey at Anaheim panorama, looking west



N. Gaffey at Machado Lake, looking north

Site Description:

North Gaffey, between Westmont and Anaheim, is a four-lane road with a central turning lane/median. The Conoco Oil Refinery and the Naval Fuel Depot are located along this stretch of road. At Anaheim the bike lane turns into a class 1 bike path going under Anaheim into Ken Malloy Harbor Regional Park/Machado Lake.

The Navy Fuel Depot and the adjacent Navy Housing area has been identified as habitat for the Blue Butterfly.

Assets:

- Bike lane
- Access to Westmont bike route
- Girls Softball Field
- Joe Gregorio Memorial Little League Field
- Navy Fuel Depot with habitat area
- Access to Machado Lake

Constraints:

- Fast moving traffic
- Little League Fields subject to possible relocation
- No public access to Navy Fuel Depot lands

Opportunities:

- Long term plan for habitat restoration at Navy Lands

Chapter 4

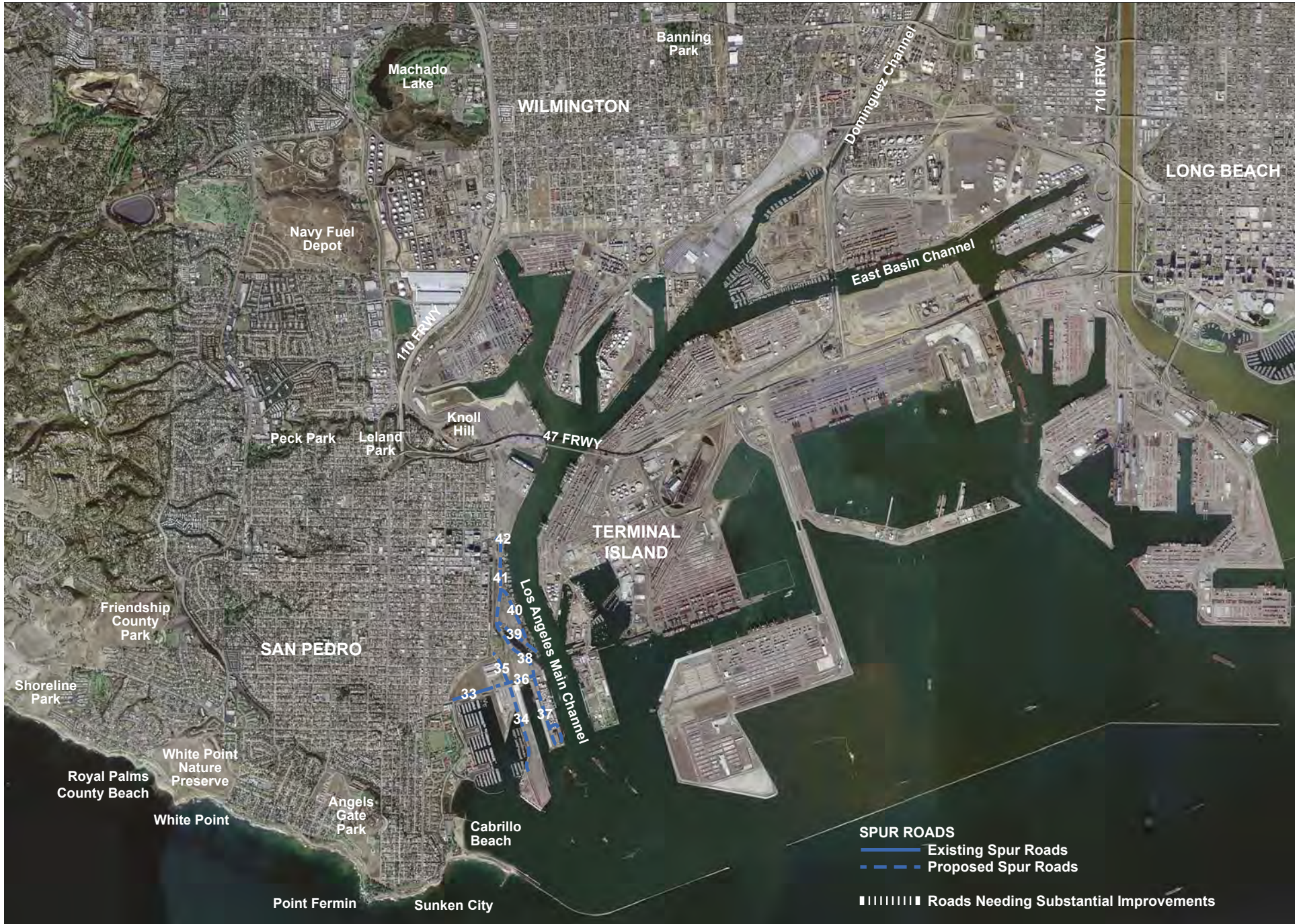
Spur Roads- San Pedro

This chapter examines the conditions of a spur branch of the California Coastal Trail in San Pedro. It is a scenic alternative along the working waterfront from the base of the Crescent to L.A. Maritime Museum. This spur will follow the most eastern edge of San Pedro along the marinas, fishing wharves and the harbor including Miner, Sampson and Timms and the commercial activities at Ports O' Call.

- 33. **The Crescent/22nd Street**, from Via Cabrillo Marina to Miner
- 34. **Miner**, south of 22nd
- 35. **Miner**, north of 22nd
- 36. **22nd Street**, from Miner to Signal and Sampson
- 37. **Signal**, south of 22nd
- 38. **Sampson**, from 22nd to Timms
- 39. **Timms**
- 40. **Ports O' Call**, Sampson from Timms to 6th
- 41. **Sampson**, from Timms to L.A. Maritime Museum
- 42. **L.A. Maritime Museum**, Sampson/Harbor at 6th



Spur Roads- San Pedro



The Crescent/22nd Street

From Via Cabrillo Marina to Miner



22nd Street at Via Cabrillo Marina



22nd Street at Crescent bike path entrance



Site Description:

22nd Street is a four-lane road with fast moving traffic and parking on the south side of the street. To the north is the Crescent, a large under-utilized parcel of open space, and to the south are parking lots and buildings with the marina beyond. There is a bike path/sidewalk on the south side from Via Cabrillo Marina to Outer Street which is shaded with young trees. At Outer, bikes are forced onto the road. The north side of the street has a very narrow sidewalk.

Assets:

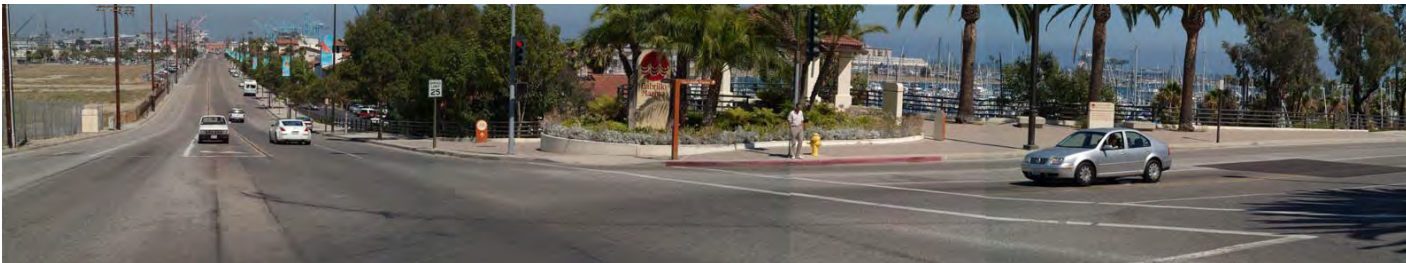
- Bike parking at 22nd and Via Cabrillo Marina
- Access to Crescent bike path
- Bike path until Outer Street
- Shade trees part of the way
- Cabrillo Landing
- Cabrillo Beach Yacht Club
- 22nd Street Landing Seafood Grill & Bar
- Red Car stop at Miner

Constraints:

- Bikeway/sidewalk combination and street trees is too narrow when heavily trafficked.
- Bike path ends at Outer Street

Opportunities:

- Continue bike/sidewalk and landscaping from Outer to Sampson and beyond to Ports O'Call.
- Widen sidewalk on the north side of street.
- Develop the Crescent open space for public use.



22nd Street & Via Cabrillo Marina panorama, looking east



22nd Street & Via Cabrillo Marina panorama, looking north at the Crescent



22nd at Miner with Red Car stop

34 Miner
South of 22nd



Miner Street at 22nd Street



Aerial view of Miner



Site Description:

This wide spur road is sprinkled with large industrial buildings. Part of the street appears abandoned. There are great views of Watchorn Basin, and west Channel to the west.

Assets:

- Great views
- Red Car stop at Miner and 22nd
- San Pedro Electric Trolley stop at Miner and 22nd
- Cabrillo Way Marina
- Westrec Marina

Constraints:

- Can be cold and windy. (Hurricane Gulch)

Opportunities:

- Bike lane
- Plans being developed for a new marina



End of Miner Street



Miner Street at 22nd



Miner Street at Adams

35 Miner
North of 22nd



Miner at 22nd



Crescent bike path entrance at Miner/S.Harbor



Site Description:

North of 22nd Street, Miner is a large road with four lanes of traffic, a turning lane/median and wide sidewalks. Separating the vacant lot to the east is a row of palm trees planted in the wide sidewalks. The slight uphill grade leads to the end of the Crescent bike path. To the west of the road are L.A. Harbor buildings.

Assets:

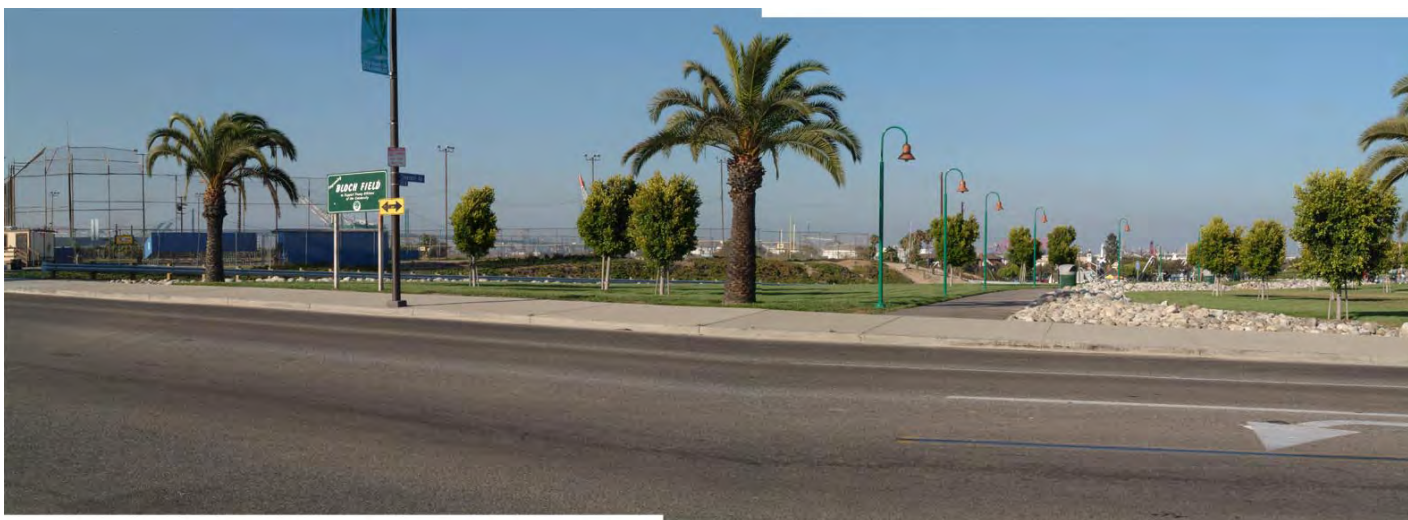
- Red Car stop at Miner and 22nd
- San Pedro Electric Trolley stop at Miner and 22nd
- Access to Crescent bike path
- Separate bike path/sidewalk
- Access to Bloch Field Park

Constraints:

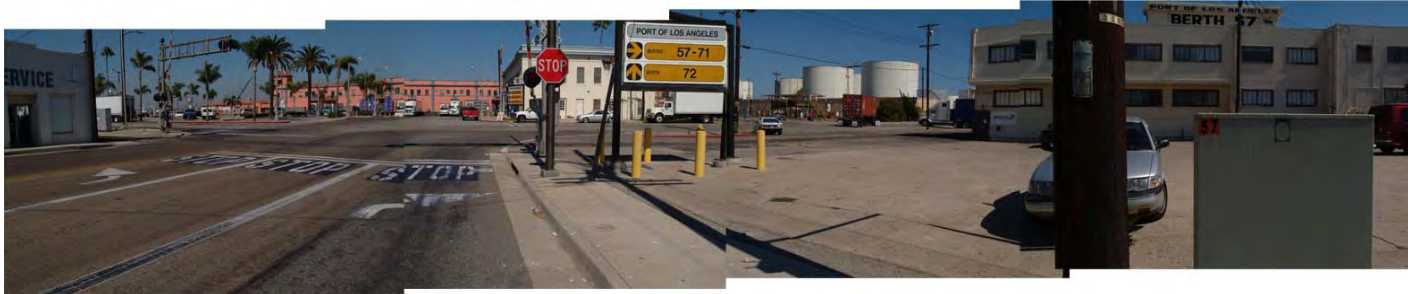
- Lack of signage makes wayfinding difficult

Opportunities:

- Directional signage indicating access to Crescent bike path, Ports O'Call and the fishing wharves.
- Transportation signage.



Bloch Field and Overlook at Miner/S.Harbor and Crescent



22nd at Signal Street, looking east



Aerial view of 22nd



22nd at Signal, looking northeast



Red Car Stop at 22nd & Signal



22nd at Signal Street, looking south



Canetti's

Site Description:

While the bike path appears to continue to the north up Miner, following 22nd to Signal would be desirable due to the opportunity to visit the fishing wharves and Ports O'Call. This section of 22nd is a four-lane road with a central median and narrow or no sidewalks. There is vacant land to the north and L.A. port buildings to the south.

Assets:

- Access to fishing harbor
- Red Car stop at Miner
- Canetti's Seafood Grotto
- Municipal Fish Market

Constraints:

- Sidewalk too narrow for pedestrians
- Bikes share the road in narrow lanes with fast-moving traffic

Opportunities:

- Continue bike/sidewalk and landscaping from Outer to Sampson and beyond to Ports O'Call.
- Wider sidewalk on the north side of street.

37 Signal
South of 22nd



Signal Street at 22nd



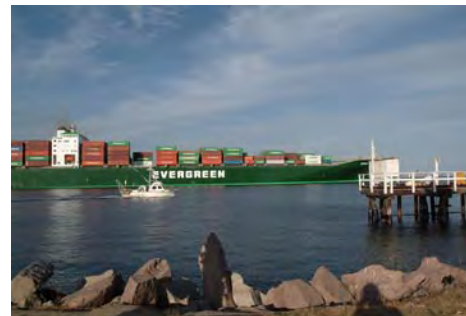
Signal at Admiral Higbee Way, looking east



End of Admiral Higbee Way



End of Admiral Higbee Way



End of Admiral Higbee Way



Site Description:

This two-lane spur road with perpendicular parking has warehouses and storage tanks on either side. There are great views of the L.A. Channel and Reservation Point at the end of Admiral Higbee Way.

Assets:

- Great views

Constraints:

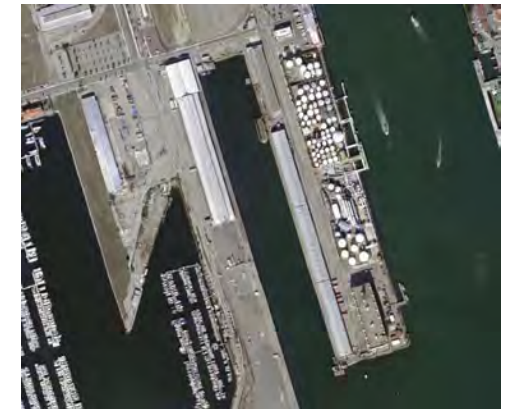
- Security issues at industrial sites

Opportunities:

- Public viewing at the end of Admiral Higbee Way.
- Bike lane.



Signal Street at Admiral Higbee Way



Aerial view of Signal



Fishing wharves on Sampson



Red Car stop at Timms



Fishing wharves on Sampson



Fishing wharves on Sampson

**Site Description:**

Sampson Way is a two-lane “scenic drive”. On the east side are the fishing wharves with great harbor views and on the west side is the hill up to Beacon and Harbor Boulevard. Fishing activities that happen along Sampson every morning make this a fascinating destination.

Assets:

- Fishing fleet
- Canetti’s at 22nd
- Red Car stop at Timms before continuing to Miner
- Utro’s Café at Timms (“nice people, good food, great town” as advertised)
- Access to Ports O’Call
- Access to fishing wharves
- Timms Point and Landing (historic landmark)

Constraints:

- Bikes share the road

Opportunities:

- Bike lane.
- Wider sidewalks.
- Landscaping.



Sampson, looking north



Timms at Sampson, looking southeast



Half wall separating Timms Way from Ports O'Call



Site Description:

Timms Way is an active fishing wharf. In the mornings it is crowded with fisherman bringing in their catch of the day. It is separated from Ports O' Call by a half wall and a large parking lot. There is perpendicular parking in some areas.

Assets:

- This active fishing wharf makes for wonderful glimpses of a working waterfront
- Utro's Café at Timms ("nice people, good food, great town" as advertised)

Constraints:

No constraints were found at this site.

Opportunities:

- Timms Way needs to be better connected to Ports O'Call as a public access destination.
- Timms Way needs to be a staging area for the public viewing of commercial fishing activities.



Fishermen on Timms Way



Fishermen on Timms Way



Fishermen on Timms Way



End of the day on Timms Way, looking southeast



Aerial view of Timms

40 Ports O' Call
Sampson from Timms to 6th



Panorama, looking north, showing parking lot between Sampson and Ports O'Call



Site Description:

Ports O'Call is a waterfront-oriented tourist destination with gift shops and seafood markets, stands and restaurants. It is surrounded by a huge parking lot that makes it seem very isolated from the rest of San Pedro, the Red Car stop and Sampson. There is also no easy physical or visual access to Timms which is a thriving fishing wharf.

Assets:

- Access to waterfront on L.A. Main Channel
- Access to seafood eating
- Pan Pacific Village
- Fish market and seafood restaurants
- Boat rentals

Constraints:

- Access to Timms
- Physical/visual access to the Red Car
- Visual and physical isolation
- Lack of shade trees in huge parking lot

Opportunities:

- Access from the Red Car needs to be improved
- Bike amenities such as parking and signage



Nagoya Way



Pan Pacific Village



Eating area



Nagoya Way, looking north



Eating area



Nagoya Way



Sampson as seen from Harbor, looking south



Sampson & 6th panorama



Sampson & 6th, looking north



The Red Car stop

**Site Description:**

Sampson is a six-lane road with a turning lane. It has fast-moving traffic and a great view of harbor. It is parallel and separated from Harbor Boulevard by the John Gibson Park. Parking is off road in designated parking lots. Restripping Sampson so that a connection can be made between the fishing wharves and the existing bike routes at the Crescent and Harbor/5th would be easily done and provide needed access to Ports O'Call and the waterfront redevelopment.

Assets:

- L.A. Maritime Museum
- John Gibson Park
- The Red Car - 6th/Downtown

Constraints:

- Lack of bike access

Opportunities:

- Directional bike signage
- Designated bike lane or route

42 L.A. Maritime Museum
Sampson/Harbor at 6th



Sampson at 6th panorama



American Merchant Marine Veterans Memorial



Harbor Boulevard, looking south



Fishing Industry Memorial

Site Description:
L.A. Maritime Museum is located on Sampson at 6th. It is parallel and separated from Harbor Boulevard by the John Gibson Park which contains a wealth of statues and memorials. Sampson has six lanes of traffic. Parking is off road in designated parking lots.

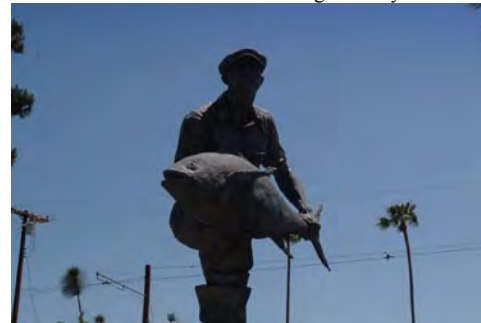
- Assets:**
- L.A. Maritime Museum
 - American Merchant Marine Veterans Memorial
 - Fishing Industry Memorial
 - The Red Car - 6th/Downtown
 - Access to waterfront on L.A. Main Channel
 - Access to 6th Street commercial district

- Constraints:**
- No bike route or lane

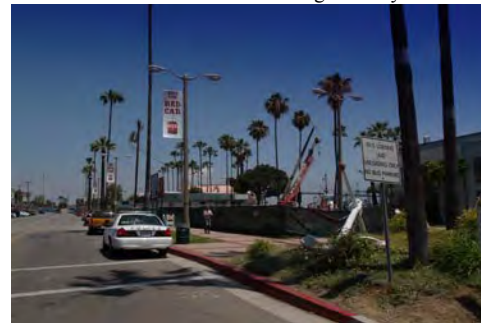
- Opportunities:**
- Designated bike route or lane to connect to bike lane that begins at 5th.
 - Directional bike signage



Los Angeles Maritime Museum



Fishing Industry Memorial



Sampson at 6th



Aerial view of L.A. Maritime Museum

Chapter 5 Connectors - San Pedro

This chapter examines the conditions of the existing and proposed connector roads which link the Upper and the Lower Coastal Trails with each other, the adjacent communities and the Harbor. These connectors include some already existing routes such as 22nd Street, some existing scenic routes such as 6th Street through downtown San Pedro, and proposed routes such as the new scenic view trail along the 47 freeway that will connect Bandini Canyon to L.A. Harbor Waterfront Gateway Park and the Harbor below.

- 43. **Western Avenue**, From Palos Verdes (25th) to Friendship Park and Averill Park
- 44. **Stephen M. White Way (36th Street)**, from Pacific to Oliver Vickery Circle Way/Cabrillo Beach Entrance
- 45. **22nd Street**, from the Crescent to Gaffey
- 46. **13th Street**, from Beacon to Gaffey
- 47. **9th Street**, from Beacon to Pacific
- 48. **6th Street**, Downtown San Pedro
- 49. **First Street**, from Harbor to Gaffey
- 50. **O'Farrell**, from Harbor to Bandini Canyon
- 51. **L.A. Harbor View Trail**, from Harbor to L.A. Harbor Waterfront Gateway Park/Bandini Canyon
- 52. **Channel**, from John Gibson to Gaffey



Connectors - San Pedro





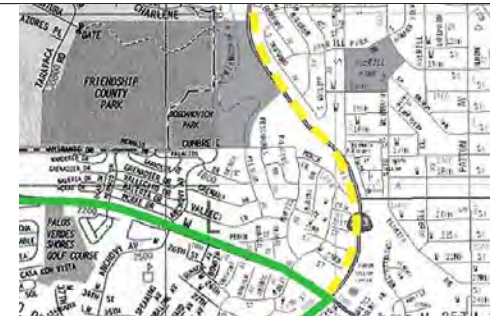
Western at Friendship Park, looking south



Baseball field at Friendship Park



Trail at Friendship Park



Averill Park



Tot lot at Friendship Park



Averill Park



Friendship Park overlook

Site Description:

Western, from 25th to Friendship and Averill Parks, is a hilly four-lane designated scenic route. This portion of road is not a bike route. At 25th Street, there is auto-oriented commercial development, sidewalks and on-street parking. Otherwise the land-use is residential. From 19th/Morse Drive to 9th, Western has no parking and intermittent sidewalks. At Morse there is an access point to Friendship Park however, there is no signage. The second access point is at Western and 9th. Access to Averill Park is off 9th.

Friendship Park is a large hillside park with spectacular views and natural habitat areas. There are hiking trails, picnic and barbecue areas and a new Nature Center. Bogdanovich Park has active recreation areas: baseball and soccer fields, bocce courts, a gym and a large playground.

Averill Park is in a historic canyon that once extended from Friendship Park to the Harbor. The 5.0 acre park has a meandering stream, ponds, dramatic hills, lush greenery, picnic tables and gazebo. Segments of the original canyon exist in fragments for about 6 blocks.

Assets:

- Great views
- Friendship County Park and Averill Park
- Deane Dana Friendship Park Nature Center and Bogdanovich Recreation Center

Constraints:

- No designate bike route, sidewalk or easy access
- Lack of directional or destination signage

Opportunities:

- Create better connection between parks.
- Provide signage at Friendship and Averill Parks.
- Restoration of Averill Park watershed.

Stephen M. White Way (36th Street)

From Pacific to Oliver Vickery Circle Way/ Cabrillo Beach entrance



Stephen M. White at Pacific



Stephen M. White at Pacific



Site Description:

From Pacific to the entrance of Cabrillo Beach, Stephen M. White Way is a slightly winding two-lane road with a turning and parking lanes. There is a slight downhill. There is no designated area for bike riding. There are single and multi-family homes on the south side of the street and Fort Mac Arthur and the Cabrillo Aquarium are on the north side of the street. At the end of Stephen M. White Way is Oliver Vickery Circle and the entrance to Cabrillo Beach.

Assets:

- Stephen M. White Statue at Oliver Vickery Circle
- Entrance to Cabrillo Beach and Marine Aquarium

Constraints:

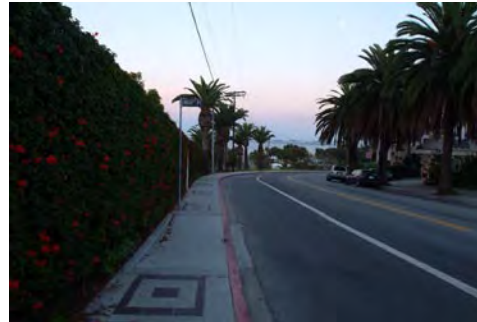
- Cycling may seem dangerous to less experienced riders, such as families going to the beach
- Narrow sidewalks for pedestrians

Opportunities:

- Better bike access needed for the less experienced rider.
- Better Cabrillo Beach directional signage at Pacific.
- Wider sidewalks for pedestrians.



Stephen M. White



Stephen M. White below Pacific



Stephen M. White at Oliver Vickery Circle

46 13th Street
From Beacon to Gaffey



Beacon & 13th panorama, looking west



Site Description:

13th Street is a historic street with beautiful old run-down buildings. It has two lanes of traffic with parking on both sides and is flanked by commercial buildings and single/multi-family housing.

Assets:

- Great vintage buildings
- Access to downtown San Pedro
- View of harbor
- Access to Beacon Park
- Daniel Fields Sports Center
- San Pedro Performing Arts Center

Constraints:

- Old buildings in need of repair

Opportunities:

- Improve non-motorized connection to the Harbor



An historical building on 13th



Historical houses on 13th



47 9th Street
From Beacon to Gaffey



9th at Beacon panorama, looking east



9th at Mesa, looking east



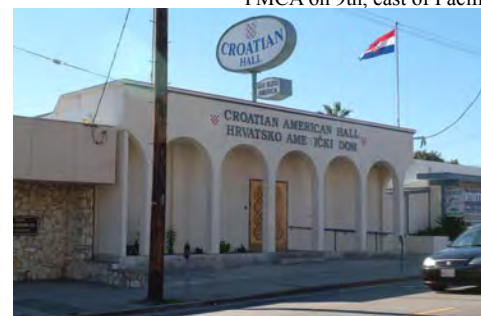
9th & Mesa, east of Pacific



YMCA on 9th, east of Pacific



9th & Gaffey, looking west



Croatian Hall on 9th

Site Description:

9th Street is a designated bike route. It is a two-lane road with parking on both sides.

From Beacon to Pacific, 9th Street is flanked with a wide variety of uses including: one to two-story craftsmen bungalows, a motel, churches, a YWCA, small commercial and retail buildings and the Living Museum Art Gallery. The sidewalks are narrower below Pacific because there is a tree lawn between the sidewalk and the road. There is a slight downhill slope from Center down to the Harbor.

From Pacific to Gaffey, the street is flanked by one to two-story apartments, commercial buildings, including hotels, restaurants and the Croatian Hall. Sidewalks are wide since there is no longer a tree lawn.

Assets:

- Bike route
- Connection to Beacon Park
- YWCA
- Croatian American Hall
- San Pedro Regional Library at Gaffey

Constraints:

- Narrow shared space for car and bikes

Opportunities:

- Directional signage to downtown.
- Bike signage .



6th Street, east of Pacific, looking east



6th Street



6th Street



Site Description:

Downtown San Pedro is vibrant with one to two-story commercial storefronts, cafes and a movie theater. 6th Street is a narrow two-lane road with parking each side, narrow sidewalks and decorative trees. There are seating areas at sidewalk bulb-outs which occur at crosswalks and intersections. There is a Farmers' Market on Mesa at 6th Street.

Assets:

- Great neighbor gathering spot with lots of amenities
- Warner Grand Theater

Constraints:

- Lack of directional signage to downtown
- Lack of access to a designated bike route
- Lack of bike parking or amenities

Opportunities:

- Add directional signage to downtown.
- Add directional signage to bike routes.



6th Street, east of Pacific, looking east



Farmers' Market at 6th & Mesa



Farmers' Market at 6th & Mesa



Aerial view of 6th Street

49 First Street

From Harbor to Gaffey



First Street at Harbor panorama, looking west



First Street at Beacon, looking west



First Street at Center, looking west

Site Description:

First Street is a nicely shaded two-lane road with two parking lanes on each side of the road. Between Harbor and Pacific, there are two-story, multi-family buildings. There are some commercial, cultural and administrative activities at the intersections of Harbor, Pacific and Gaffey. Some of the single family houses are historical.

Assets:

- Access to Harbor bike lanes
- Union Missionary Baptist Church
- Rancho San Pedro Administrative Building
- Mariscos El Principe Restaurant

Constraints:

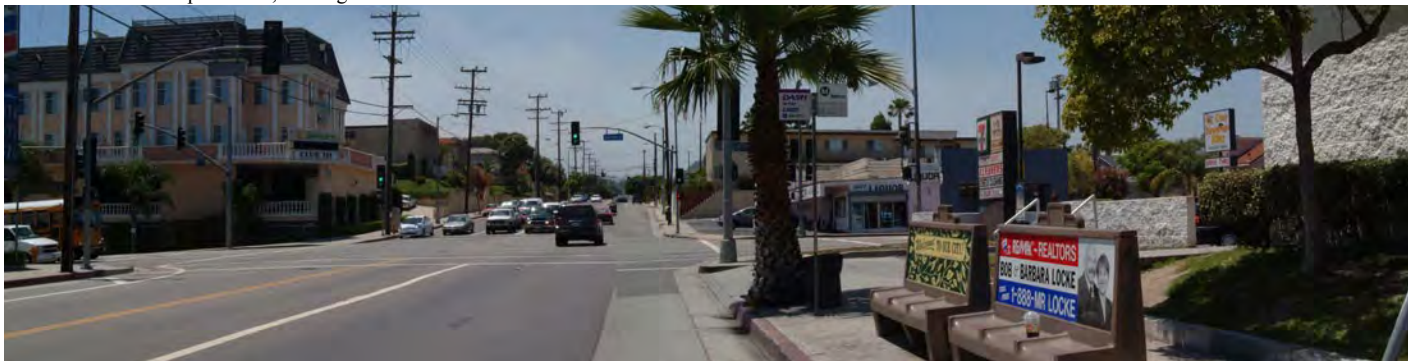
- Not a designated bike route

Opportunities:

- The road is wide enough to add bike lane connection from Harbor and Pacific.



First Street at Pacific panorama, looking west



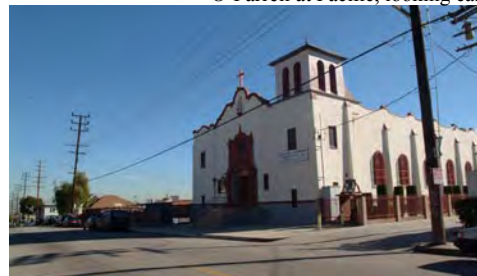
First Street at Gaffey panorama, looking west



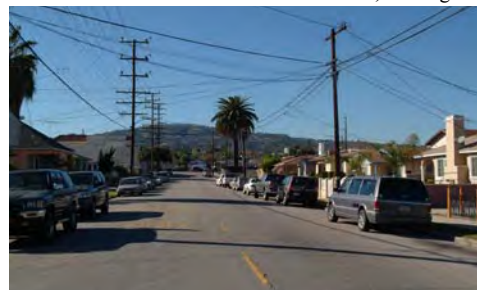
O'Farrell at Pacific, looking west



O'Farrell at Pacific, looking east



O'Farrell at Grand, looking east



O'Farrell at Grand, looking west

**Site Description:**

O'Farrell is a residential street that would be a good connector road from Harbor Boulevard to the L.A. Harbor Waterfront Gateway Park because it has slow moving traffic, is a wide street and has nice views down to the Harbor. It has two traffic lanes and two parking lanes. There is a school on O'Farrell between Grand and Pacific.

Assets:

- Future L.A. Harbor Waterfront Gateway Park
- Barton Hill School
- Wide street
- Harbor Occupational Center

Constraints:

No constraints were found at this site.

Opportunities:

- Develop L.A. Harbor Waterfront Gateway Park.
- Designate bike lane connecting LA Harbor Gateway Park to the Harbor.



O'Farrell and Oliver, panorama, looking west

L.A. Harbor View Trail

From Harbor to L.A. Harbor Gateway Park/Bandini Canyon



View of Vincent Thomas Bridge from the trail



Harbor View Trail



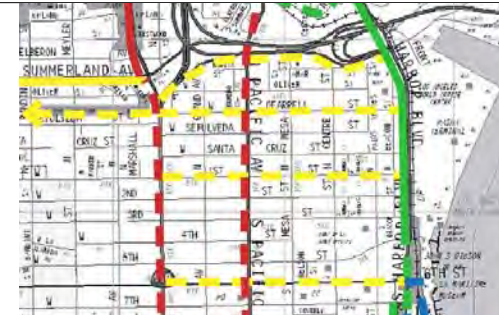
Harbor View Trail



Harbor View Trail



Harbor View Trail



Site Description:

The L.A. Harbor View Trail will run parallel to the 47 freeway from the harbor to the L.A. Harbor Waterfront Gateway Park. The trail is on top of a significant rise and consequently offers views of the harbor, canyon and Vincent Thomas Bridge. Most of the path will be in the vegetated freeway right-of-way, just adjacent to it or along residential streets. There are a few existing parts, such as one section at the bottom of the trail from Harbor Boulevard to Palos Verdes Street which is well used. Crossing Pacific Avenue will be challenging due to the grade change.

Assets:

- Views
- Access to LA Harbor Waterfront Gateway Park
- Access to Harbor
- Park and Ride
- Red Car Stop
- Cruise Terminal
- Existing vegetation helps screen the freeway and neighboring houses
- Barton Hill School

Constraints:

- Crossing Pacific Avenue
- Close proximity to freeway at some sections
- Steepness of slope at some locations

Opportunities:

- Create great neighborhood and regional shortcut from L.A. Harbor Waterfront Gateway Park to the Harbor below.

L.A. Harbor View Trail (cont.)

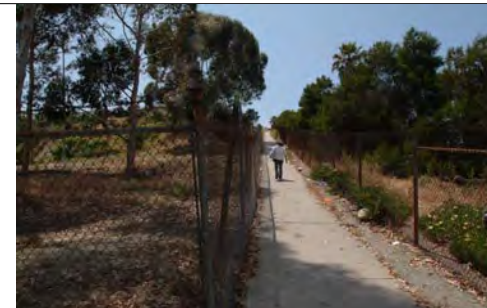
From Harbor to L.A. Harbor Gateway Park/Bandini Canyon



View Trail at Harbor



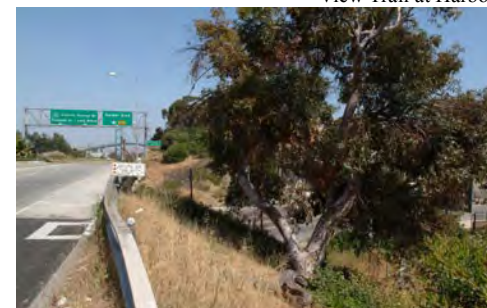
View Trail at Harbor



View Trail at Harbor



View Trail at Harbor



View Trail adjacent to freeway



Potential view from L.A. Harbor Waterfront Gateway Park

52 Channel
From John Gibson to Gaffey



Channel at John Gibson, looking east



Skateboard park



Skateboard park and 110 freeway



Parking lot under 110 freeway

Site Description:

This portion of Channel Street from John Gibson to Gaffey is a busy six-lane road which passes under 110 Freeway. It has a lot of truck traffic since it is the main and shortest connector between San Pedro port-related facilities and Wilmington Harbor.

There is an under-construction and well-utilized skateboard park.

Assets:

- Access to waterfront
- Access to John Gibson bike lane
- Access to Gaffey bike lane
- Skateboard park
- Connects Upper and Lower Coastal Trails

Constraints:

- No bike access
- Heavy vehicle use

Opportunities:

- Improve non-motorized access to skateboard park.
- Provide improves bike access.



Channel at Gaffey panorama, looking east

Chapter 6

Lower Coastal Trail - Wilmington/Long Beach

From Harry Bridges Parkway to Queen Mary

This chapter examines the conditions of a branch of the California Coastal Trail in Wilmington from the future Harry Bridges Parkway/Wilmington Buffer to the Los Angeles River and Queen Mary. This stretch of the Coastal Trail will be known as the Lower Coastal Trail because it follows the southern-most accessible edges of the L.A. Harbor through Wilmington along Harry Bridges and through an under-utilized an interesting part of the working Harbor.

This route also connects to the Upper Coastal Trail at Anaheim, Alameda and also at Anaheim Way.

53. Harry Bridges Blvd. and future parkway, from Figueroa to Alameda

54. Alameda, from Harry Bridges to Anaheim

55. Anaheim, from Alameda to Henry Ford

56. Henry Ford, from Anaheim to Pier A

57. Pier A, from Henry Ford to Carrack

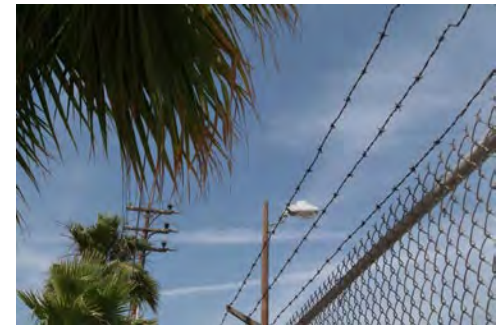
58. Carrack, from Pier A to Pier B

59. Pier B, from Carrack to Pico

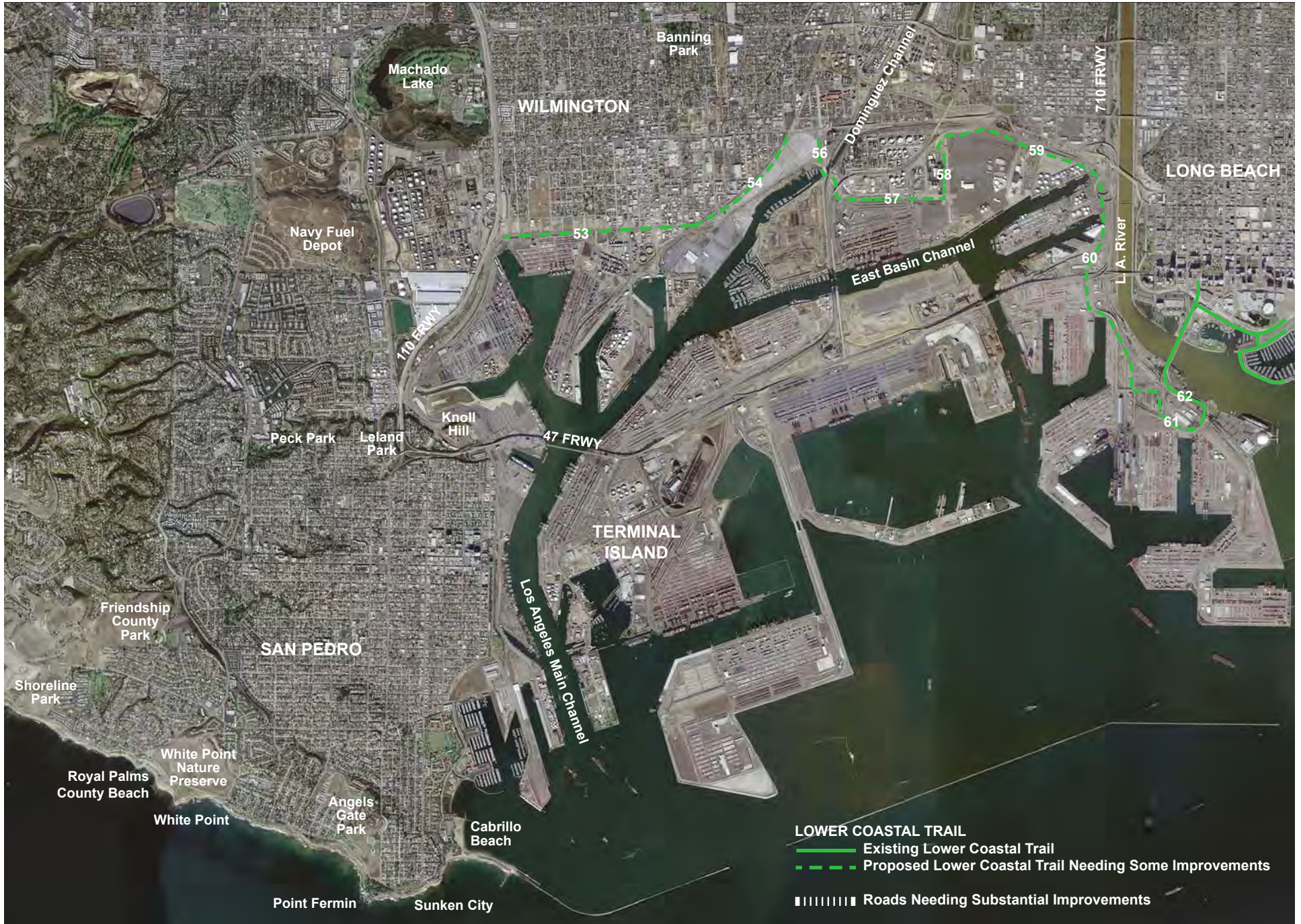
60. Pico, from Pier B to Harbor Plaza

61. Harbor Plaza, from Pico to Queens Highway

62. Queensway, from Queens Highway to Queensway Bridge



Lower Coastal Trail - Wilmington/Long Beach

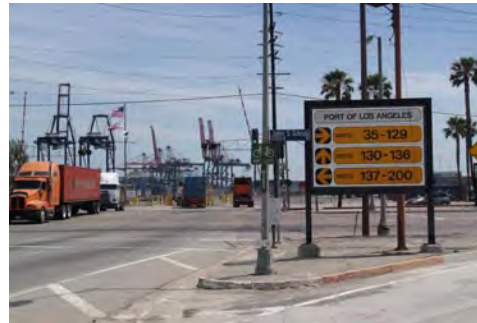


Harry Bridges Blvd. and future parkway

From Figueroa to Alameda



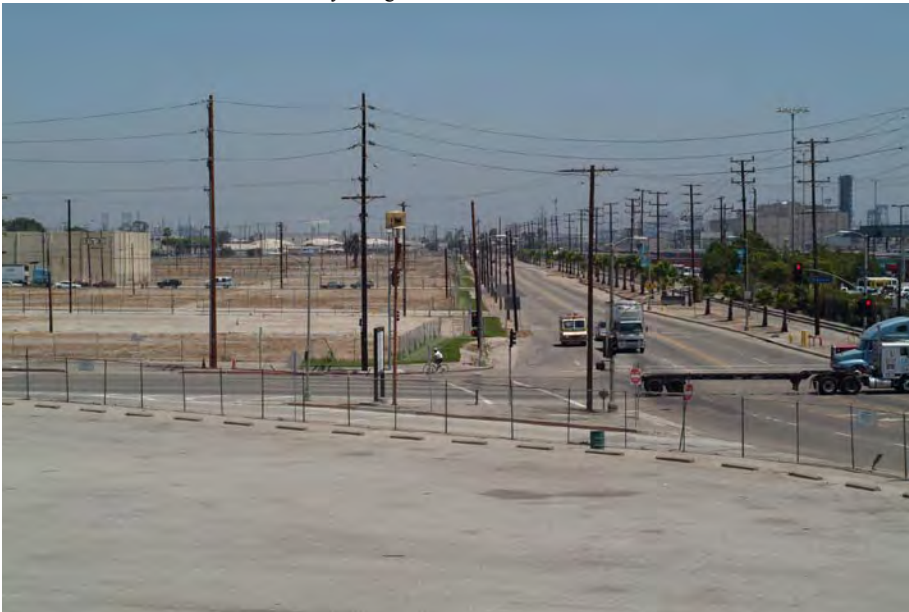
Harry Bridges at Figueroa, looking west



Harry Bridges at Figueroa, looking south



Aerial view of the vacant land on Harry Bridges



Harry Bridges as seen from 110, looking east



Bike route on Figueroa at Harry Bridges, looking north



Harry Bridges at Figueroa

Site Description:

Harry Bridges is a four-lane road with central median/turning lane. On the north side of the street, from Figueroa to Lagoon Avenue, there is vacant un-maintained land, which is flanked by 15' of irrigated lawn. The vacant land is four-blocks deep from Hawaiian to Wilmington and narrows to one block deep from Wilmington to Lagoon. This large track of land will become the future Harry Bridges Parkway. The parkway could have local-serving amenities such as playgrounds, ball fields and tot lots, as well as regional-serving amenities, such as highly developed bike and trail system that is integrated into the existing California Coastal Trail system. The parkway will also be densely landscaped to mitigate air quality issues associated with harbor activity. From Figueroa to Lagoon on the south side of the street, there is a wide setback and container storage beyond. After Lagoon on both sides of the street there are narrow sidewalks, some trees and many light industrial businesses which are built up to the property lines. There is no designated bike route. Avalon to the south leads to Banning's Landing, a local community amenity, and towards the north to downtown Wilmington. There is no signage indicating these important destinations.

Assets:

- Access to Figueroa bike route.
- Harbor Café
- Great view of harbor
- Wilmington Skills Center
- Access to Banning's Landing and the harbor
- Access to downtown Wilmington on Avalon

Constraints:

- Fractured bike/pedestrian access
- Heavy, fast moving truck traffic
- Buildings on the property line after Lagoon Avenue make future expansion of the bike path challenging in some areas

Opportunities:

- Continue bike lane/path and pedestrian access along Harry Bridges.
- Bike and pedestrian access needs to be incorporated into future parkway.

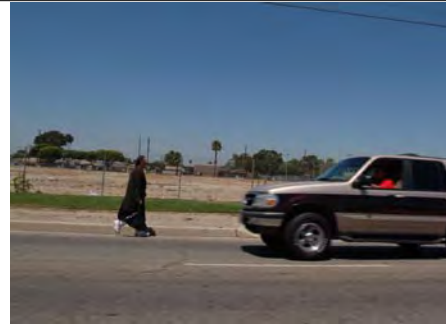
53 Harry Bridges (cont.)
From Figueroa to Alameda



Harry Bridges at Mar Vista



Harry Bridges and Wilmington, looking east



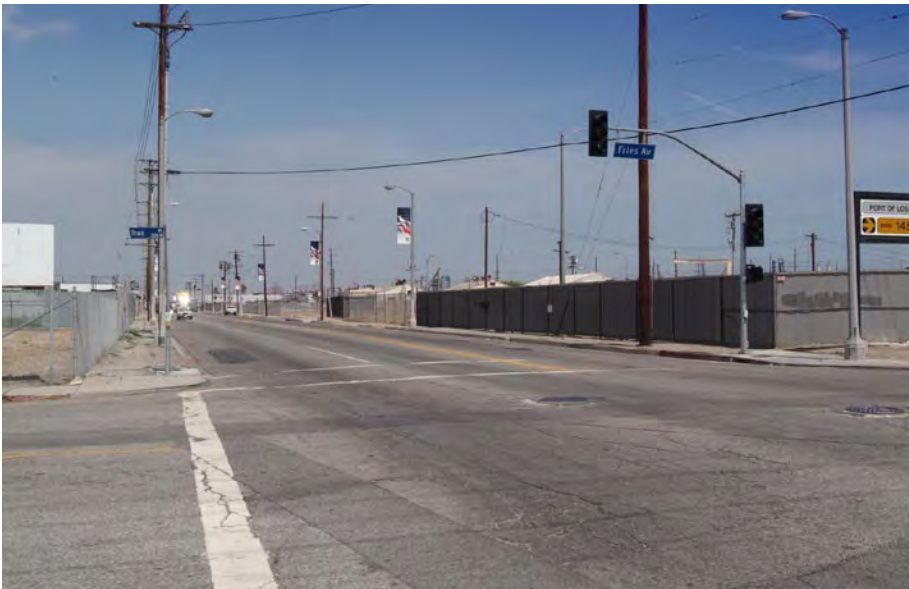
Limited pedestrian access on Harry Bridges



Harbor Cafe



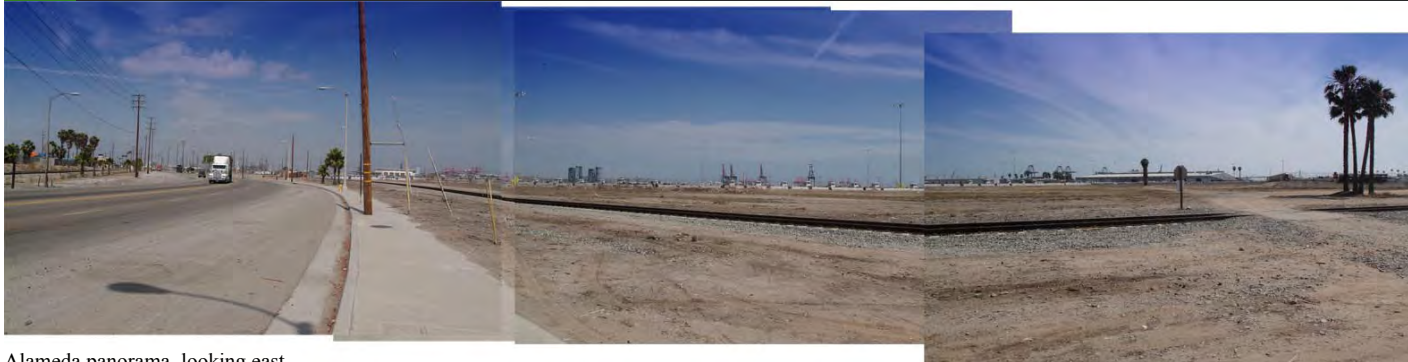
Future Harry Bridges Parkway



Harry Bridges at Fries



Harry Bridges at Broad



Alameda panorama, looking east

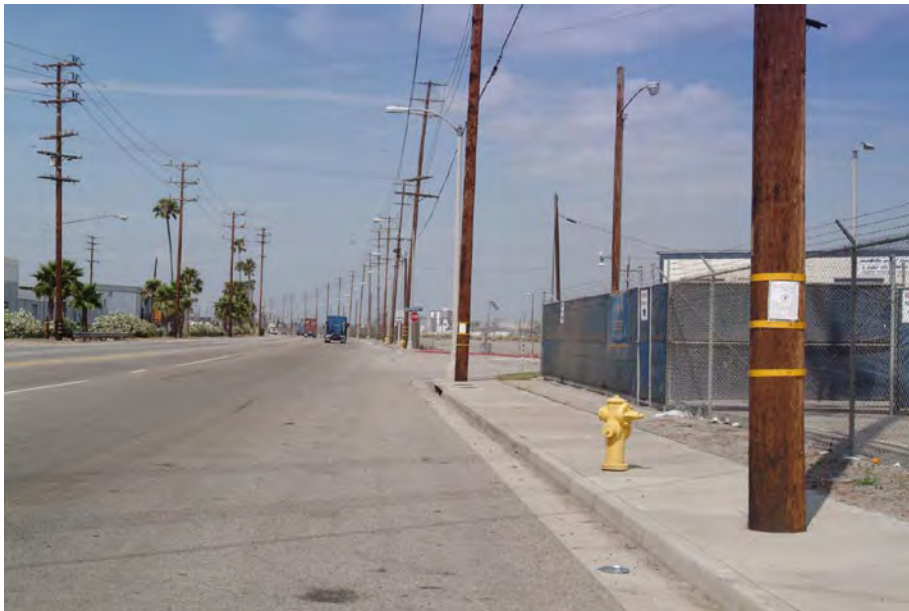


Site Description:

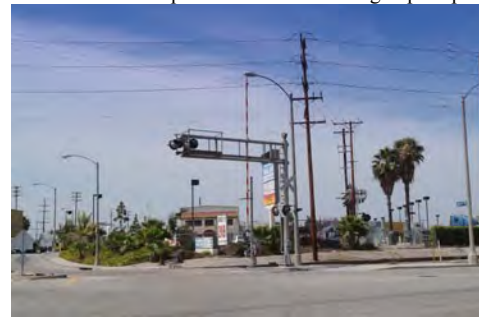
Harry Bridges turns into Alameda, a four lane road, with parking on both sides and trees next to a railroad right of way on the north side. On the south side are narrow sidewalks adjacent to a fenced-in wide empty lot and auto warehousing. There is no bike access on either side. If a pathway could be cut through the auto warehousing lots around Flint Avenue, bypassing Anaheim and Henry Ford, it could be a great bike/pedestrian shortcut to the East Channel Marinas on the Dominguez Creek. It could potentially follow the railroad tracks at the southern part of these open spaces.



Aerial view of potential shortcut through open space



Alameda at McFarland, looking northeast



Alameda at Eubank, looking northwest



Alameda at McFarland, looking southeast

Assets:

- Wide road
- Sidewalk on one side

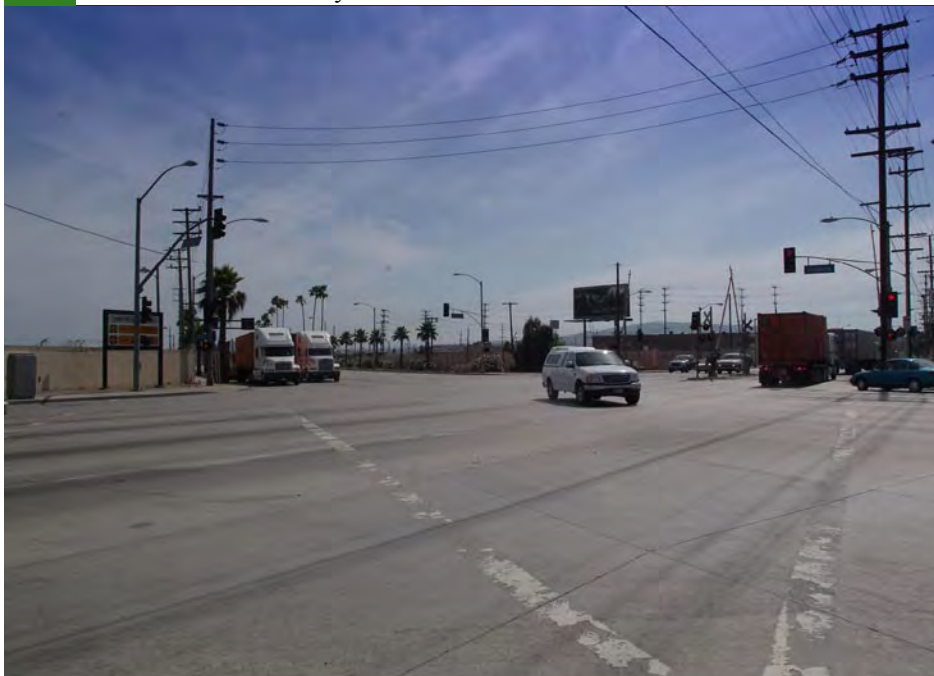
Constraints:

- Fast moving traffic
- Truck traffic

Opportunities:

- Bike/pedestrian shortcut to the East Channel Marinas on the Dominguez Creek, needs to be cut through vacant land starting at Flint or before.
- Sidewalk needs to be widened to provide better bike/pedestrian access.
- Directional signage.

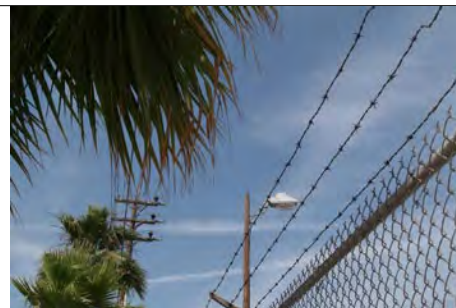
55 Anaheim
From Alameda to Henry Ford



Anaheim at Alameda, looking northeast



Anaheim at Henry Ford, looking east



Anaheim at Alameda



Anaheim at Alameda



Site Description:

From Alameda, one must take Anaheim to get to either the Queen Mary or L.A. River. This stretch of road is not currently pedestrian or bike friendly due to lack of proper striping or signage. Anaheim has four lanes of fast moving truck traffic, with a central median/turning lane and parking on both sides. The north side is flanked with auto-oriented commercial businesses and the south side has a auto warehousing lot. There are sidewalks on both sides but no bike access.

Assets:

- Commercial businesses

Constraints:

- Fast moving traffic
- Truck traffic
- Lots of traffic

Opportunities:

- Bike oriented repair and amenities
- Bike/pedestrian shortcut to the East Channel Marinas on the Dominguez Creek, needs to be cut through auto warehousing lot.
- Sidewalk needs to be widened to provide better bike/pedestrian access.
- Directional signage



Anaheim at Alameda



Anaheim at Alameda

56 Henry Ford
From Alameda to Pier A



Henry Ford at Pier A, looking northeast



Henry Ford at Pier A, looking northeast



Site Description:

Henry Ford begins as a six-lane road with a turning median and a sidewalk on one side. After crossing Dominguez Creek, it confusingly splits off in three directions and continues as a two-lane road with a sidewalk on the west side adjacent to oil fields and with an elevated freeway (47) on the east side.

Assets:

- Access to marinas

Constraints:

- Lack of designated bike route
- Narrow right-of-way

Opportunities:

- Bike/pedestrian shortcut to the marinas on the Dominguez Creek, via the semi-private road or adjacent oil production fields.
- Designated bike route.
- Directional signage.



Pier A at Henry Ford, looking east



Aerial view of Pier A and Carrack

**Site Description:**

Pier A Way to Pier B Street via Carrack is a great alternate bicycle route from Henry Ford to the Los Angeles River bike path. Continuing further along this route to Harbor Scenic via Pico is a good way to get to the very scenic parts of the harbor at the Queen Mary and to catch the Queensway Bridge bike path over the Los Angeles River to Long Beach. While it is mostly low density industrial with lots of truck traffic, the roads are wide and provide opportunities for bicycle access. The distances are too great for pedestrian ease-of-use.



Pier A



Pier A, looking east



Pier A, looking east



Pier A next to linear park at Pier B, looking east

Pier A Way is a six-lane road with a partial central median. Large scale cargo warehousing surrounds the road. It becomes deserted after it makes a jog towards the east. There is a row of palm trees on both sides and a narrow landscaped tree lawn on the south which continue until Pier B. After Pier B, the road narrows to four lanes.

Assets:

- Wide roads
- Industrial landscapes

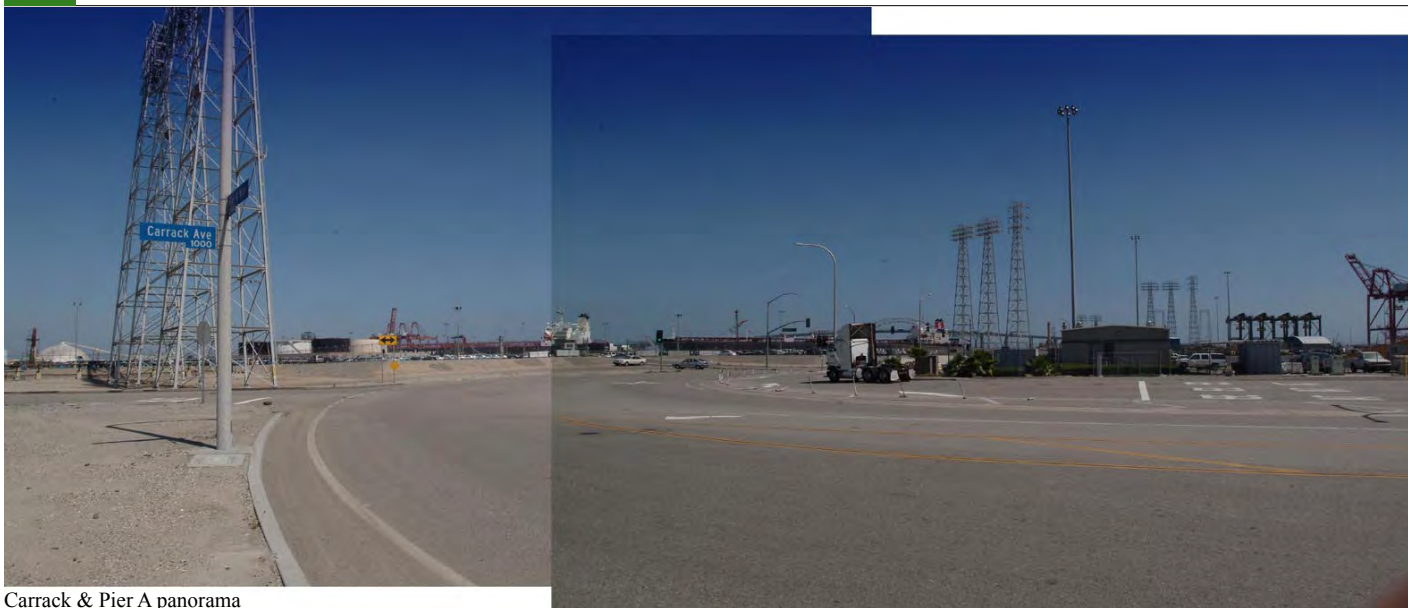
Constraints:

- Heavy industrial odors
- No formal pedestrian or bike access
- Vast distances

Opportunities:

- Bike access
- Directional signage

58 Carrack
From Pier A to Pier B



Carrack & Pier A panorama



Site Description:
Carrack is a slightly winding two-lane road which connects Pier A to Pier B. Most truck traffic takes Pier B so Carrack is not as busy. An oil production facility is on the west side of the road and vehicle storage on the east. There is no pedestrian or bike access, but there are wide shoulders.

- Assets:**
- Wide roads
 - Industrial landscapes

- Constraints:**
- Heavy industrial odors
 - No formal pedestrian or bike access
 - Vast distances

- Opportunities:**
- Bike access
 - Directional signage



Carrack, looking north



Carrack, looking north



Carrack at Pier A, looking south



Pier B, looking east



Aerial view of Pier B



Pier B



Pier B at Carrack, looking east



Pier B

**Site Description:**

Pier B is a four-lane road which narrows to two lanes after the access point to Anaheim. At this location the Lower and the Upper Coastal Trails are within a few yards of each other and signage indicating such would be recommended. Taking the Upper Coastal Trail brings one to the L.A. River and the Blue Line at Anaheim beyond. Whereas continuing along the Lower Coastal Trail, one arrives at Harbor Scenic Drive and Queen Mary. This is also the city boundaries of Wilmington and Long Beach.

Pier B Street has no sidewalks, but does have wide shoulders. There are large oil tanks and vast car storage on the south side of the street and railroad tracks on the north side of street. Pier B Street turns into Pico.

Assets:

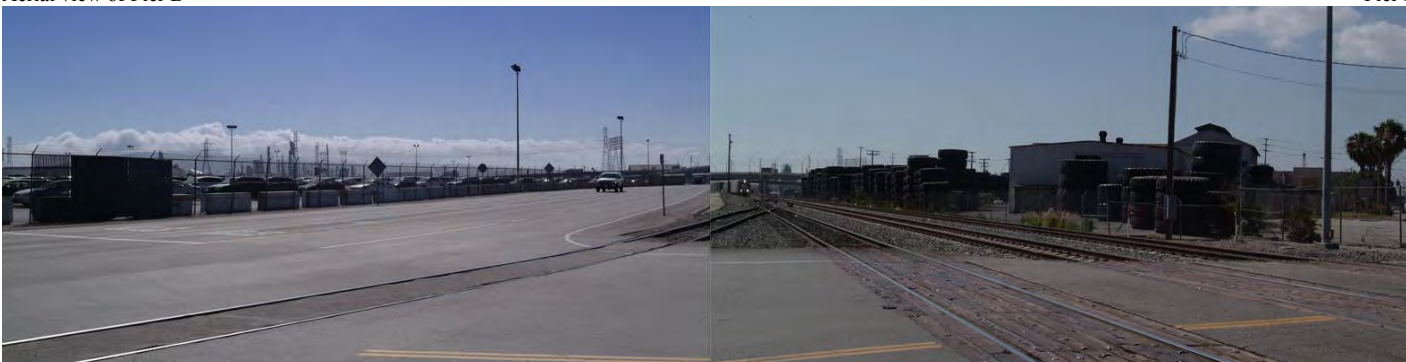
- Wide roads
- Industrial landscapes

Constraints:

- Heavy industrial smell
- No formal pedestrian or bike access
- Vast distances
- Lack of directional signage

Opportunities:

- Bike access.
- Directional signage.



Pier B at Edison, looking west

60 Pico
From Pier B to Harbor Plaza



Pico at Pier B, looking south



Pico at Pier B, looking south



Pico at Pier E, looking south



Site Description:

Pier B curves to the south and becomes Pico, a four-lane road with one turning lane. There are no sidewalks on either side. After Pier E Street, Pico becomes elevated with no crosswalks or traffic lights, but does have sidewalks. On the west side there are some commercial businesses at the beginning of Pico and container storage near the end. On the east is fast moving N. Harbor Scenic Drive.

Assets:

- Wide roads and industrial landscapes
- Queens Wharf Restaurant, Berth 44 Seafood Deli
- Whale watching tours

Constraints:

- No formal bike access
- Vast distances
- Lack of directional signage, very confusing

Opportunities:

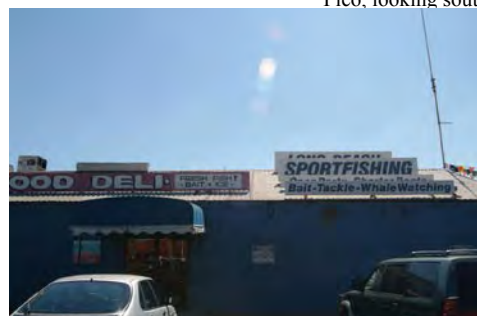
- Bike access
- Directional signage



Pico, looking south



Pico, looking south



Businesses on Pico

61 Harbor Plaza
From Pico to Queens Highway



Harbor Plaza at Pico, looking east



Aerial view of Harbor Plaza



Site Description:

Pico Avenue dead-ends at Harbor Plaza, a four-lane road with a nicely landscaped central median. There are sidewalks on both sides part of the way.

Assets:

- Access to Queen Mary, London Towne and Events Park
- Public fishing areas and great views
- Parts are nicely landscaped
- Harbor Administration Building

Constraints:

- Lack of directional signage, very confusing
- Easy to accidentally end up on freeway on-ramp
- Lack of designated bike route

Opportunities:

- Directional signage
- Bike access



Harbor Plaza at Harbor Scenic exit, looking northwest



Harbor Plaza looking south



Harbor Plaza turn, looking east



Harbor Plaza at Harbor Scenic Drive, looking east



Queensway at Events Park



Queensway at Events Park

**Site Description:**

Queensway is a two-lane road which connects Events Park of Queen Mary Seaport to the northern part of Harbor Scenic Drive at Queensway Bridge. There is a bike route through Events Park and continues along Queensway and over the bridge. There are no sidewalks.

Assets:

- Events Park
- Reef Restaurant
- Coast Long Beach Hotel
- Naga Restaurant
- Boat launch
- Access to Queensway Bridge bike path and Long Beach

Constraints:

No constraints were found at this site.

Opportunities:

- Directional signage



Queensway



Queensway bike route

Chapter 7

Upper Coastal Trail at Anaheim -Wilmington/Long Beach

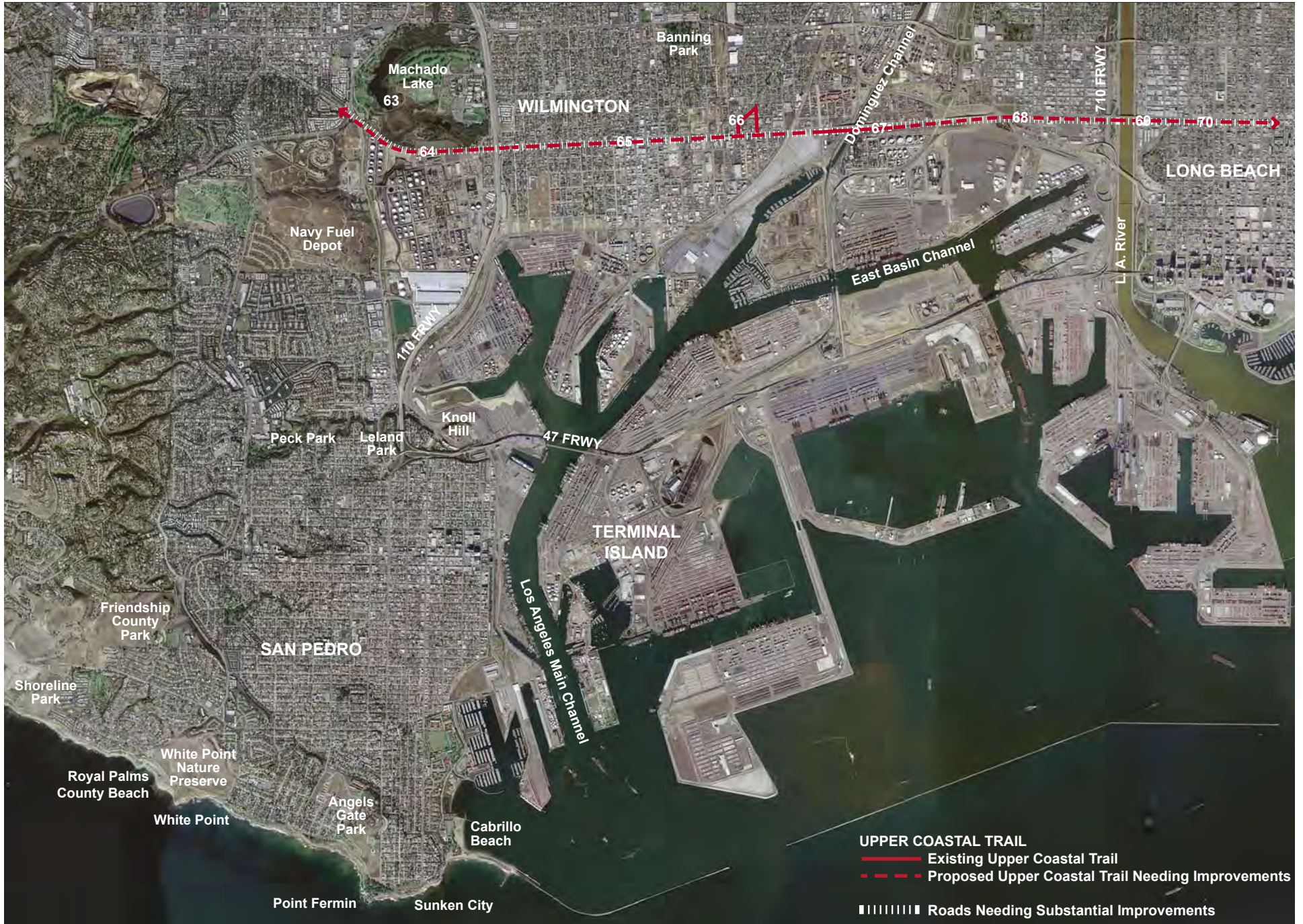
From Machado Lake to Los Angeles River at Anaheim

This chapter examines the existing and opportunity conditions from Machado Lake to the future Wilmington Greenbelt and to the Los Angeles River and the Long Beach Blue Line. This segment of the coastal trail will be known as the Upper Coastal Trail because it travels through the community centers of Wilmington and Long Beach uphill from and parallel to the Harbor and the Lower Coastal Trail. This route passes through the future extension of the Wilmington Greenbelt, which will have support facilities for regional visitors and link local communities to the harbor. One small section of this route has an existing bike lane while the rest, will require substantial improvements. Even access to the beautiful Machado Lake is difficult by non-vehicular traffic.

- 63. Machado Lake / Ken Malloy Harbor Regional Park
- 64. Anaheim, from Machado Lake/Vermont to Figueroa
- 65. Anaheim, from Figueroa to Future Wilmington Greenbelt
- 66. Wilmington Greenbelt, Anaheim at Sanford
- 67. Anaheim, from Future Wilmington Greenbelt at Sanford to Sampson
- 68. Anaheim, from Sampson to L.A. River
- 69. Anaheim at L.A. River
- 70. Anaheim, from the Los Angeles River to Blue Line at Long Beach Boulevard



Upper Coastal Trail at Anaheim - Wilmington/Long Beach





Machado Lake & Harbor Park, panorama, looking east



Harbor Park as seen from Vermont, looking east



Machado Lake



Machado Lake



Site Description:

Machado Lake is the beautiful heart of Ken Malloy Harbor Regional Park. This park is not easy to access if not driving a car. There is a day labor site at Ken Malloy Harbor Regional Park at which up to two dozen young men have been reported to ride their bikes, when surveyed by the Los Angeles County Bike Coalition.

Assets:

- Great views
- Los Angeles Harbor College
- Harbor Park Golf Course
- Picnic areas
- Playgrounds
- Jogging track

Constraints:

- Lack of easy access by non vehicular traffic
- Lack of direction and destination signage

Opportunities:

- Access by non vehicular traffic
- Direction and destination signage



Machado Lake



Day labor site at Machado Lake



Metro stop on Pacific Coast Highway



Aerial view of Machado Lake



Day labor site at Machado Lake



Aerial view of Figueroa at Machado Lake



Site Description:

Machado Lake is the beautiful heart of Ken Malloy Harbor Regional Park. As noted this park is not easy to access if not driving a car. There is a day labor site at Ken Malloy Harbor Regional Park at which up to two dozen young men have been reported to ride their bikes, when surveyed by the Los Angeles Bike Coalition.



Anaheim, west of 110 Freeway, looking west

Before the 110 Freeway, Anaheim is flanked by a few single family homes and then by a 76 refinery on the south side and the Ken Malloy Harbor Regional Park on the north side. After passing under the 110 freeway, Anaheim changes dramatically to a fine grained commercial street. From Figueroa to Vermont the road has four lanes of traffic, one turning lane and no parking lanes, sidewalks or shoulders. This is a difficult stretch of road to be on as a pedestrian or cyclist.



76 Refinery on Anaheim

Assets:

- Ken Malloy Harbor Regional Park
- Machado Lake
- Day labor site
- Access to Figueroa bike route



Anaheim, west of 110 Freeway

Constraints:

- Bicycle and pedestrian access

Opportunities:

- Bicycle and pedestrian access
- Directional and destination signage



Child Care on Anaheim, west of 110 Freeway



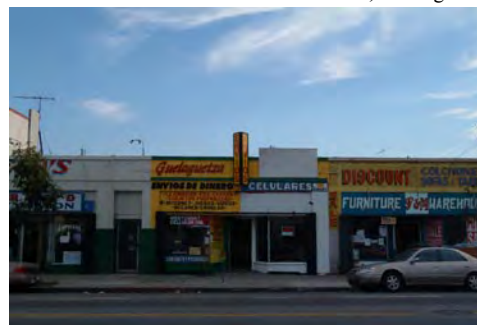
Anaheim at Avalon, looking west



Anaheim at Avalon, looking west



Anaheim at Broad, looking west



Businesses on Anaheim



Anaheim at Dominguez

Site Description:

From Figueroa to Sanford, Anaheim has four traffic lanes and two parking lanes which disappear at the intersections to become central turning lanes. There are narrow sidewalks flanked by small light industrial and auto-oriented commercial business.

From B Street to Banning, Anaheim has four traffic lanes and two parking lanes which disappear at the intersections to become central turning lanes. As one gets closer to Avalon, there are more local-servicing commercial businesses such as markets, shops, restaurants and bars as well as some intermittent multi-family homes.

From Banning to Wilmington Greenbelt, Anaheim has four traffic lanes and two parking lanes which disappear at the intersections to become central turning lanes. There are narrow sidewalks flanked by small light industrial and auto-oriented commercial business. At Neptune is St. Pete and Paul School, and at Eubank there is a large oil storage facility.

Assets:

- Commercial businesses
- Access to downtown Wilmington at Avalon
- Access to Banning's Landing at the southern end of Avalon
- Connection to Figueroa bike route

Constraints:

- Narrow sidewalks
- Lack of designated bike access

Opportunities:

- Bike route

66 **Wilmington Greenbelt**
Anaheim at Sanford



Overview of Greenbelt and Sanford



Greenbelt on Sanford



Greenbelt between Sanford and Flint



Aerial view of existing and future Wilmington Greenbelt



Site Description:

Sanford from Anaheim to Opp is a quiet two lane road with parking on both sides. There are large vacant lots and light industrial auto repair and storage facilities near Anaheim and some single family homes near Opp.

This area is to become the southern extension of the Wilmington Greenbelt, a significant local amenity that has tot lots, basketball courts and playgrounds. Currently, a community center is being built on Sanford between Opp and I Street as part of this expansion effort. The groups involved in this open space improvement hope this new park will serve both local residents and regional visitors using the California Coastal Trail. The Greenbelt will also serve as a buffer area between residential neighborhoods in East Wilmington and port related industrial facilities and transport routes to the south.

Assets:

- Vacant land

Constraints:

- Land acquisition and possible site remediation needed to create port/community buffer area and connect East Wilmington Greenbelt to California Coastal Trail along Anaheim Street.

Opportunities:

- Future open space
- Future amenities for local and regional visitors on the upper reach of the California Coastal Trail.

66 **Wilmington Greenbelt (cont.)**
Anaheim at Sanford



Overview of the harbor



Site of future Recreation Center



Sanford



Greenbelt on Sanford



Sanford at Opp



Greenbelt on Sanford



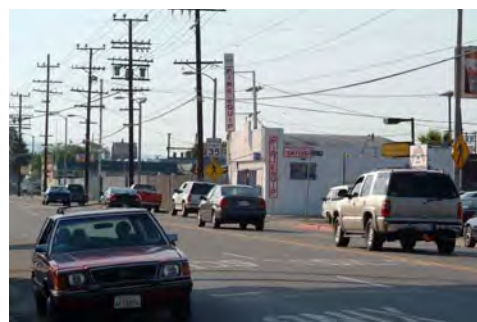
Greenbelt on Sanford

67 Anaheim

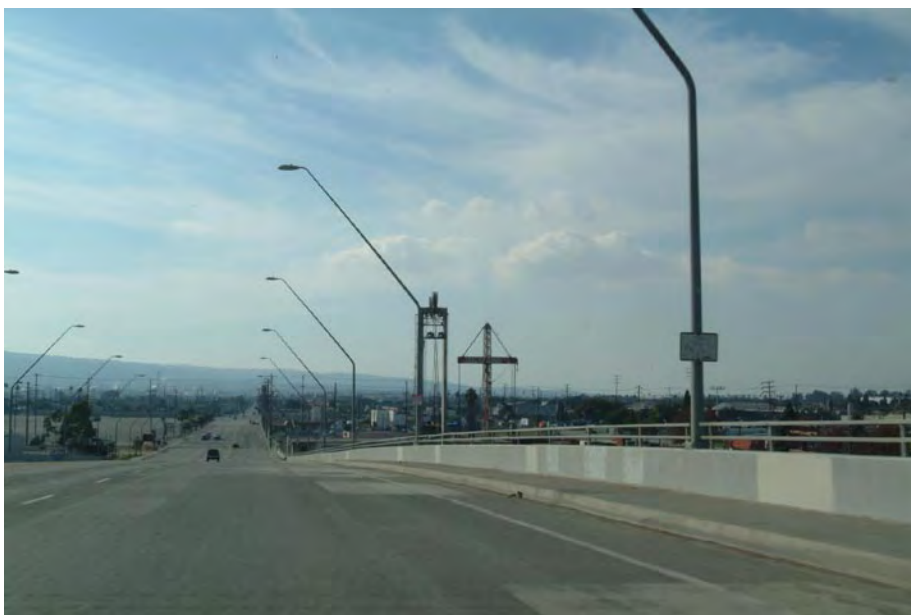
From future Wilmington Greenbelt at Sanford to Sampson



Anaheim at Cristobal, looking west



Anaheim at Flint, looking west



Anaheim over Dominguez Channel, looking west



Anaheim at Coil, looking west



Bike lane on Anaheim at Sampson

Site Description:

From the future Wilmington Greenbelt at Sanford to Alameda, Anaheim is four traffic lanes and two parking lanes which disappear at the intersections to become central turning lanes. There are narrow sidewalks flanked by small businesses and used car and truck lots.

From Alameda to Henry Ford, Anaheim has four traffic lanes, a central median/turning lane, narrow sidewalks and parking on north side only. There are small auto-oriented businesses on the north side of the street and a very large paved lot on the south.

From Henry Ford to Sampson, Anaheim crosses over the Dominguez Creek and an oil facility as an elevated four lane road with no median or parking lanes. There is a very narrow sidewalk and a bike lane. Bike lane begins at Henry Ford and goes till Sampson.

Assets:

- Commercial businesses
- Sidewalks

Constraints:

- Lack of bicycle access
- Fast traffic

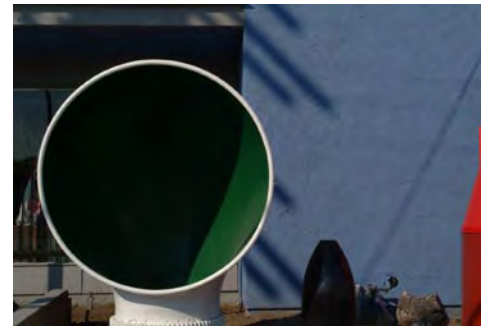
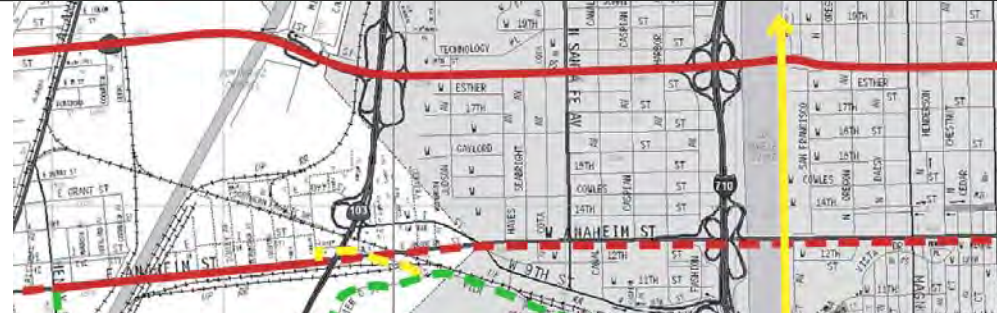
Opportunities:

- Bicycle access and amenities.
- Wider sidewalks.

68 Anaheim
From Sampson to L.A. River



Anaheim at Farragut, looking west



Marine supply store on Anaheim at Farragut

Site Description:

From Sampson to Farragut, Anaheim widens to six traffic lanes, a central median/turning lane, narrow sidewalks and parking on each side of the street. There are small auto-oriented businesses on the north side of the street and railroad tracks on the south.

From Farragut to 9th, Anaheim crosses over vacant lands and railroad tracks as an elevated six lane road with no median or parking lanes. There is a very narrow sidewalk and shoulder.

From 9th Street to Harbor, Anaheim has six traffic lanes, a central median/turning lane, narrow sidewalks and intermittent parking on each side of the street. The businesses are low-density car and boat-oriented commercial and services and there is a truckers' restaurant.

Assets:

- Access to L.A. River, Long Beach, Metro Line
- Commercial businesses
- Sidewalks

Constraints:

- Lack of bicycle access
- Fast traffic

Opportunities:

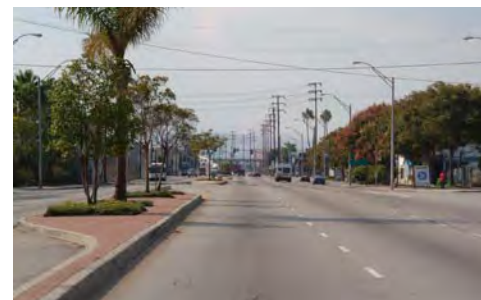
- Bicycle access and amenities
- Wider sidewalks
- Directional signage



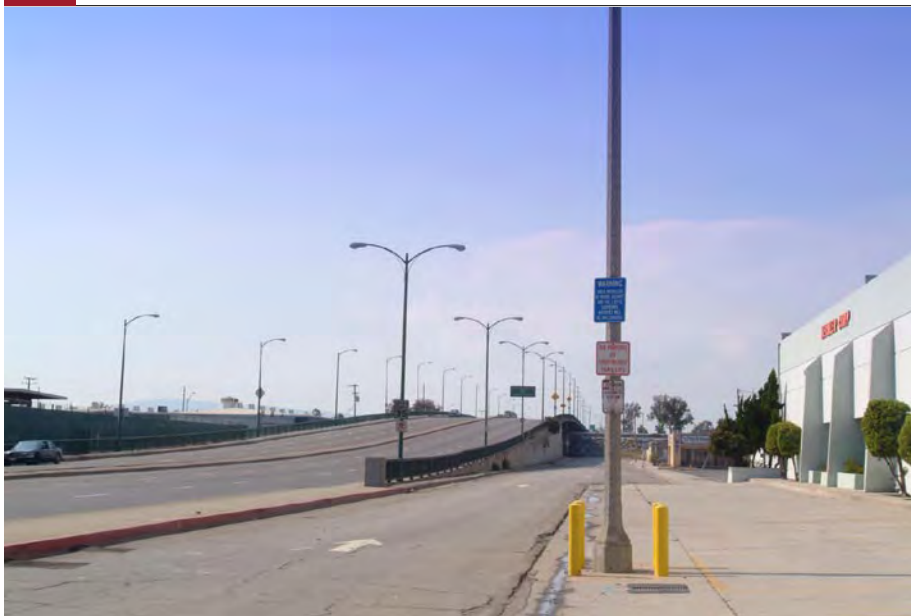
Anaheim at Seabright, looking west



24 Hour Café on Anaheim at 9th



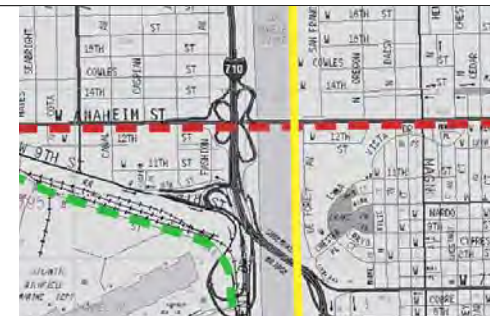
Anaheim at 9th, looking west



Anaheim at De Forest, looking west



Anaheim Street Bridge



Site Description:

There is an access point to the Los Angeles River bike path at Anaheim on the east side of the river. This bike path offers a scenic, traffic-free way to get to downtown Los Angeles, downtown Long Beach and the Queen Mary.

Assets:

- Access to bike path

Constraints:

- Dangerous intersections on Anaheim at the 710 freeway on/off-ramps over the river

Opportunities:

- Direction and destination signage at the L.A. River and L.A. River bike path
- Improved intersections at Anaheim/710 freeway.



Bike path under Anaheim Street Bridge



L.A. River bike path east Side



De Forest & L.A. River bike path



L.A. River bike path west side



Aerial view of Anaheim at Los Angeles River

69 Anaheim (cont.)
at L.A. River



Anaheim at 710 Freeway, looking west



L.A. River bike path



Anaheim at 710 Freeway, looking west



Anaheim at 710 Freeway



Anaheim at Long Beach, looking west



Anaheim at Pacific, looking southwest

**Site Description:**

From Harbor to Oregon, Anaheim crosses the Los Angeles River and the 710 Freeway as an elevated six lane road with no median or parking lanes. There is a very narrow sidewalk and shoulder.



Businesses at Anaheim & Long Beach

The Blue Line stops at Anaheim and Long Beach giving this community direct access to downtown Los Angeles, Long Beach and the L.A. River. This thriving, though slightly rundown, neighborhood has 1 and 2 story storefront commercial buildings and mini-malls with some intermittent multi-family homes and vacant lots. At Long Beach, the road has six lanes of traffic with a central median/turning lane and narrow sidewalks. Immediately before this intersection the road reduces to four lanes of traffic, a turning lane/median and parking on both sides.



Anaheim at Long Beach, looking north



Blue Line Metro Station at Anaheim & Long Beach

Assets:

- Long Beach Metro Station
- Access to downtown Los Angeles and Long Beach
- Commercial activities
- Restaurants

Constraints:

- Narrow sidewalks

Opportunities:

- Bike lanes
- Wider sidewalks



Blue Line Metro Station at Anaheim & Long Beach

Chapter 8

Upper Coastal Trail at PCH - Wilmington/Long Beach

From Machado Lake to Los Angeles River at Pacific Coast Highway

This chapter examines the existing and opportunity conditions from Machado Lake to the Los Angeles River. This segment of the coastal trail will be known as the Upper Coastal Trail because it travels through the community center of Wilmington uphill from and parallel to the Harbor, the Lower Coastal Trail and the Upper Coastal Trail at Anaheim. This route passes through by Banning Park and East Wilmington Greenbelt, which has support facilities for regional visitors and link local communities to the harbor. This route is an existing bicycle route however conditions make it difficult to navigate. Bicycles are more often seen on the sidewalk than on the road. Even access to the beautiful Machado Lake is difficult by non-vehicular traffic.



- 71. **Pacific Coast Highway**, from Machado Lake to Figueroa
- 72. **Pacific Coast Highway**, from Figueroa to Avalon
- 73. **Pacific Coast Highway**, from Avalon to Blinn, including Banning Park
- 74. **Pacific Coast Highway**, from Blinn to L.A. River



Bixby Slough/Wilmington Drain



PCH at Machado Lake, looking south



PCH at Wilmington Drain



Pacific Coast Highway at 110 freeway, looking east



PCH at 110 freeway, looking east



Aerial view of Bixby Slough/Wilmington Drain



Site Description:

Pacific Coast Highway, from Machado Lake to Figueroa is a six-lane road with a central turning lane. There is a light rail stop at the southern corner of PCH and 110 freeway, yet there is no sidewalk on the south side of PCH adjacent to Ken Malloy Park making pedestrian access difficult. There are residential units on the north side of the street until the Wilmington Drain also known as the Canada de Palos Verdes and Bixby Slough. After this drainage channel there are mostly auto-oriented commercial uses.

Assets:

- Machado Lake
- Ken Malloy Harbor Regional Park
- Harbor Park Municipal Golf Course
- Pacific Coast Bike route
- Bixby Slough/Wilmington Drain
- Light rail

Constraints:

- Fast-moving traffic
- No sidewalk next to the park

Opportunities:

- Improve non-motorized access to Machado Lake and along Pacific Coast Highway.



Pacific Coast Highway at railroad bridge, looking west



Banning Park and Museum



Site Description:

Pacific Coast Highway from Avalon to Blinn transitions from commercial to light industrial-related activities. The road has six lanes with little pedestrian activity. Banning Park is located at the south side of the road and has various cultural and sportive facilities such as museum, basketball, tennis courts, baseball field, and playground. After passing the park, the road elevates to pass over railroads; industrial and auto-related commercial activities. It elevates again over Alameda.



Banning Museum



Banning Recreation Center



PCH at railroad bridge, looking east



Pacific Coast Highway at Coil, looking east

Assets:

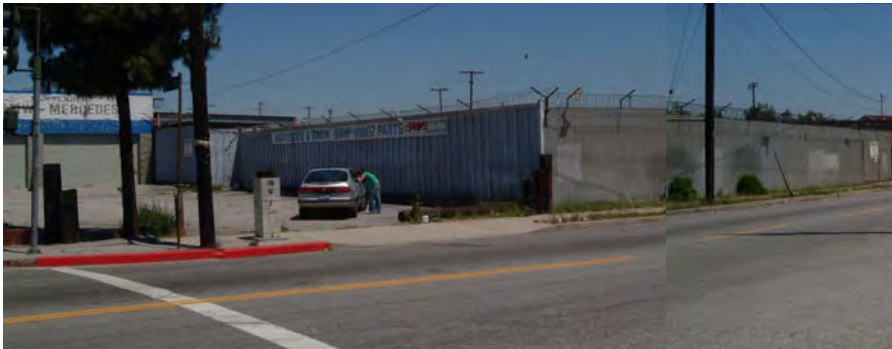
- Banning Residence Museum
- Banning Park and Recreation Center
- Banning Child Care Center
- Wilmington Senior Citizen Center
- Access to East Wilmington Greenbelt
- Wilmington Cemetery

Constraints:

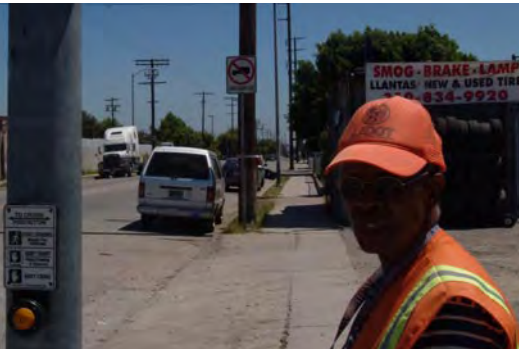
- Not pedestrian friendly

Opportunities:

- Improve non-motorized access



Pacific Coast Highway at Blinn panorama, looking south





Pacific Coast Highway at O, looking southeast



Pacific Coast Highway at Alameda, looking east

Site Description:

Pacific Coast Highway from Blinn to Hayes is a four-lane road with no sidewalks. The road is elevated between Blinn and Alameda; and between Leeds and 103 Freeway where it goes over the refinery. It is not pedestrian friendly until after Hayes.

Pacific Coast Highway, from Hayes to 710 Freeway has commercial activities on both sides until it elevates and passes over 710 Freeway and L. A. River.

Assets:

- Commercial businesses

Constraints:

- No sidewalks in some areas

Opportunities:

- Add sidewalks
- Improve bike access



Pacific Coast Highway at Santa Fe panorama, looking east



Los Angeles River at Pacific Coast Highway



Pacific Coast Highway at Los Angeles River



Entrance to L.A. River at Pacific Coast Highway

Chapter 9

Spur Roads- Wilmington/Long Beach

East Basin and Queen Mary

This chapter examines the conditions of two spur routes off the Lower Coastal Trail in Wilmington.

The first spur connects residents of Wilmington with the wonderful and unknown marinas in the East Basin of the Dominguez and Cerritos Creeks

The second spur connects the residents to the incredible views past the Queen Mary.

East Basin Spur

75. Leeward Bay, from Henry Ford to East Channel

76. Henry Ford, from Pier A to Anchorage

77. Anchorage

78. Shore

79. Peninsula

Scenic Fishing Spurs

80. Queen Mary

81. Harbor Scenic Drive, south of Queen Mary





Road to Leeway Marina and restaurant and marina; looking southwest



Aerial view of East Basin Channel



Railroad tracks next to East Basin Channel



North side of East Basin Channel

**Site Description:**

Shortly after turning on to Henry Ford there is a two-lane road which runs along the north side of East Basin Channel on Dominguez Creek. This road gives access to the Maine Leeward Bay Marina and the Chowder Barge Restaurant. If a bike/pedestrian pathway were to be created through the adjacent vacant land or along the railroad tracks, this road might be incorporated into the path system leading to the East Channel Marinas on Dominguez Creek. This shortcut would bypass the heavy congestion on Alameda, Anaheim and Henry Ford. Bikes and pedestrians would still need to use the main road to cross over Dominguez Creek at Henry Ford.

Assets:

- Chowder Barge Restaurant
- Maine Leeward Bay Marina
- Lack of congestion
- Views of marina

Constraints:

No constraints were found at this site.

Opportunities:

- Bike/pedestrian shortcut to the East Channel Marinas on the Dominguez Creek needs to pass this area.
- Directional signage.



East Basin Channel, looking south

76 Henry Ford
From Pier A to Anchorage



Henry Ford at Pier A, looking northeast



Northeast end of East Basin Channel at Henry Ford



Henry Ford at railroad and northeast end of East Basin Channel



Path next to East Basin Channel at Henry Ford



Henry Ford at Pier A, looking south



Henry Ford at oil wells land, looking south



Site Description:

Henry Ford begins as a six-lane road with a turning median and a sidewalk on one side. After crossing Dominguez Creek, it confusingly splits off in three directions and continues as a two-lane road with a sidewalk on the west side adjacent to oil fields and with an elevated freeway (47) on the east side. Just after Dominguez Creek there is a fenced-off road, which could be incorporated into the previously discussed bike/path system to the marinas along Anchorage, Shore and Peninsula. This private road continues all the way down the south side of East Basin to Island Yacht Marina. If access along this semi-private road is not possible, an alternate route adjacent to it through the oil production fields may be possible. Henry Ford ends at Anchorage.

Assets:

- Access to marinas
- Potential access to marinas along scenic semi-private road

Constraints:

- Lack of designated bike route
- Narrow right-of-way

Opportunities:

- Bike/pedestrian shortcut to the marinas on the Dominguez Creek, via the semi-private road or adjacent oil production fields.
- Designated bike route.
- Directional signage.



Anchorage, looking west



Aerial view of Anchorage



Site Description:

Anchorage, Shore and Peninsula are the roads that navigate this peninsula located at the confluence of the Cerritos and Dominguez Channels. This scenic area is an undiscovered jewel in an otherwise industrial landscape. While it is a working marina, it is also a residential community that has many amenities like basic local shopping, fishing supply stores and restaurants.



Yacht Sales on Anchorage

Anchorage is a two-lane road with marinas on the south side and oil production fields on the north side until Shore Road. Visitor parking is scattered throughout. There are no sidewalks or bike lanes, however the slow-moving traffic and pleasant atmosphere makes cycling here very pleasant.

Assets:

- Marina and channel view
- Cerritos Yacht Anchorage
- Lighthouse Yacht Landing
- Colonial Yacht Anchorage
- Newmarks Yacht Center at end of Anchorage Road
- Yacht storage



Newmark Marina at end of Anchorage



Yacht Marina on Anchorage



Colonial Yacht Anchorage

Constraints:

- Access from Anaheim
- Lack of destination signage at Henry Ford or Anaheim

Opportunities:

- Encourage more visitors to support local businesses and enjoy the terrific views and atmosphere.



Island Yacht Marina on Anchorage panorama, looking southeast

78 Shore (cont.)
North end



End of Shore Road, panorama, looking southwest



Hollywood Yacht Club at Shore



Island Yacht Marina, panorama, looking northwest



One lane road on Shore next to East Basin Channel



Oil production field adjacent to Island Yacht Marina



Island Yacht Marina



Island Yacht Marina



Entrance to Island Yacht Marina



Island Yacht Marina, panorama, looking southeast



Aerial view of private road



California Yacht Marina



Site Description:

Peninsula is a short two-lane road with marinas, restaurants, and boat storage. There are no sidewalks or bike lanes, however the slow-moving traffic and pleasant atmosphere makes cycling here very pleasant. Visitor parking is scattered throughout. Some of the road is flanked with carob trees.

Assets:

- Marina and channel view
- Yacht Haven
- San Pedro Yacht Marina
- California Café
- California Yacht Marina
- Pacific Yacht
- California Yacht Marina, (“the finest and friendliest marina in the harbor” as advertised)

Constraints:

- Access from Anaheim
- Lack of destination signage at Henry Ford or Anaheim.

Opportunities:

- Encourage more visitors to support local businesses and enjoy the terrific views and atmosphere



California Café



Newmark Marina at Anchorage & Peninsula



California Yacht Marina



Queen Mary Hotel and Russian Submarine Scorpion



Queen Mary Seaport Entrance on Queens Highway



Queen Mary Seawalk

**Site Description:**

There is a wealth of events and amenities located near the Queen Mary including the Queen Mary Hotel, Russian Submarine Scorpion, Events Park, Catalina Express and public fishing areas, as well as great views of the harbor and Long Beach. The Queen Mary is surrounded by a giant parking lot. Access can be confusing if the user's destination is not the Queen Mary.

Assets:

- Queen Mary Hotel
- Russian Submarine Scorpion
- Events Park
- Catalina Express
- Queen Mary Seawalk
- Access to Queensway Bridge bike path

Constraints:

- Lack of directional signage
- Lack of designated bike route

Opportunities:

- Directional signage.
- Bike access and amenities from Harbor Plaza.



Events Park, looking northwest



Events Park, looking southeast

81 Harbor Scenic Drive

South of Queen Mary



Harbor Scenic Drive, panorama, looking south



Site Description:

South of the Queen Mary along S. Harbor Scenic Drive, there are very impressive views. S. Harbor Scenic Drive is a four-lane road with parking and a sidewalk on the east side of the road. There are areas to stop, fish or sight see the whole length of the peninsula.



Harbor Scenic Drive, panorama, looking north

Assets:

- Public fishing area
- Great views

Constraints:

- No designated bike access; however the part of the road that has the separated lane needs to be used by bikes wishing to avoid the fast-moving traffic on Harbor

Opportunities:

- Directional signage.
- Bike access.



Harbor Scenic Drive at Pier J, looking southeast



Harbor Scenic Drive at Pier J, looking south

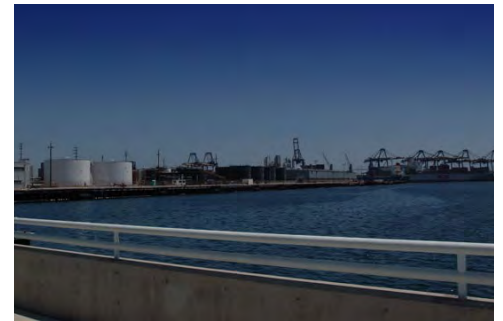


Aerial view of Harbor Scenic Drive

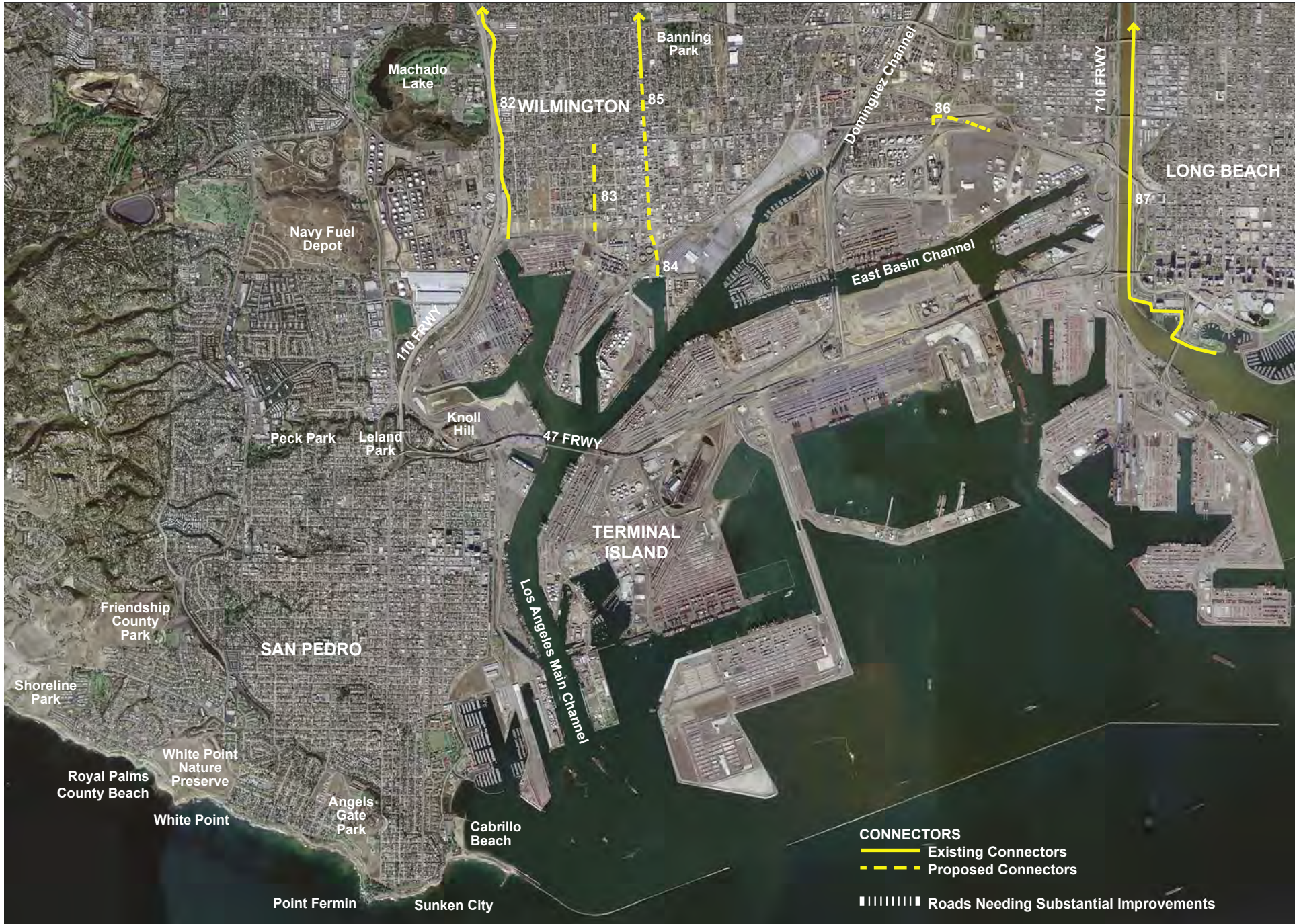
Chapter 10 Connectors - Wilmington

This chapter examines the conditions of the proposed connector roads which will link the Upper and the Lower Coastal Trails with each other, the adjacent communities and the Harbor. These connectors include some already existing routes such the Figueroa bike Route, an existing scenic routes such as the Los Angeles River Bike Path and a proposed scenic route on Avalon Street through downtown Wilmington.

- 82. **Figueroa Street**, from Harry Bridges to Pacific Coast Highway
- 83. **Neptune**, from Harry Bridges to Anaheim
- 84. **Banning's Landing**, Avalon, south of Harry Bridges
- 85. **Avalon, Wilmington Downtown**, from Harry Bridges to Pacific Coast Highway
- 86. **Anaheim Way**
- 87. **Los Angeles River**



Connectors - Wilmington/Long Beach



82 Figueroa Street

From Harry Bridges to Pacific Coast Highway



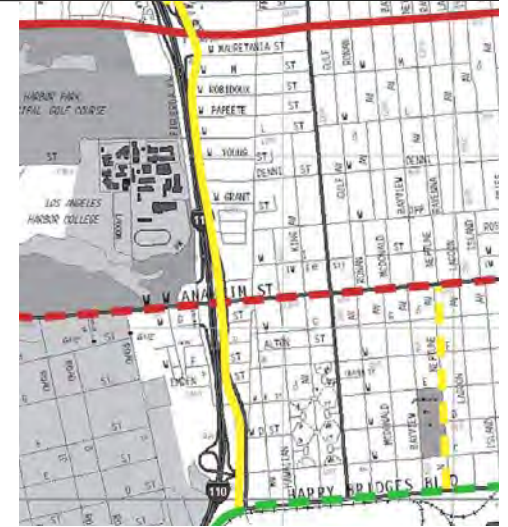
Bike route on Figueroa at Harry Bridges, looking north



Figueroa at Harry Bridges as seen from 110, looking east



Figueroa at Harry Bridges, looking south



Site Description:

Figueroa is a heavily-traveled four-lane road with two parking lanes, that runs north/south parallel and next to the 110 freeway, starting at the north end of the West basin branch of the Harbor and adjacent container terminals. Figueroa is a designated bike route. Between Harry Bridges and E Street, it is an industrial road for port-related activities. After E Street, the road becomes a residential road with single family houses on the east side.

From Anaheim to Pacific Coast Highway, a massive freeway sound wall is built on the west side of the road.

Assets:

- Designated bike route
- Connection from the community to the Harbor

Constraints:

- A lot of truck traffic

Opportunities:

- Improve physical separation between pedestrians and cars.
- Landscaping to mitigate the truck fumes.
- Improve bike-oriented educational signage for motorized vehicles



Figueroa next to 110 Freeway, looking north



Figueroa at Frigate, looking north



Figueroa Pacific Coast Highway, looking north

83 Neptune
From Harry Bridges to Anaheim



Neptune at C Street, looking north



Willhall Park



Wilmington Recreation Center



Site Description:

Neptune Avenue is a quiet road in a residential neighborhood with four lanes of traffic and two lanes of parking. At the intersection of Harry Bridges, there is a one-block deep open space on both sides of the road. Willhall Park and Wilmington Recreation Center are community gathering areas with picnic tables, basketball court, playground, skateboard park and baseball field.

Assets:

- Willhall Park and Wilmington Recreation Center
- Neptune Field
- Saint Peter & Paul School

Constraints:

- No designated bike access

Opportunities:

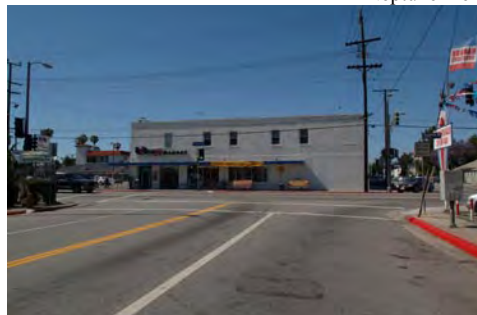
- Improve bike access and amenities to the park.



Neptune at E Street, looking north

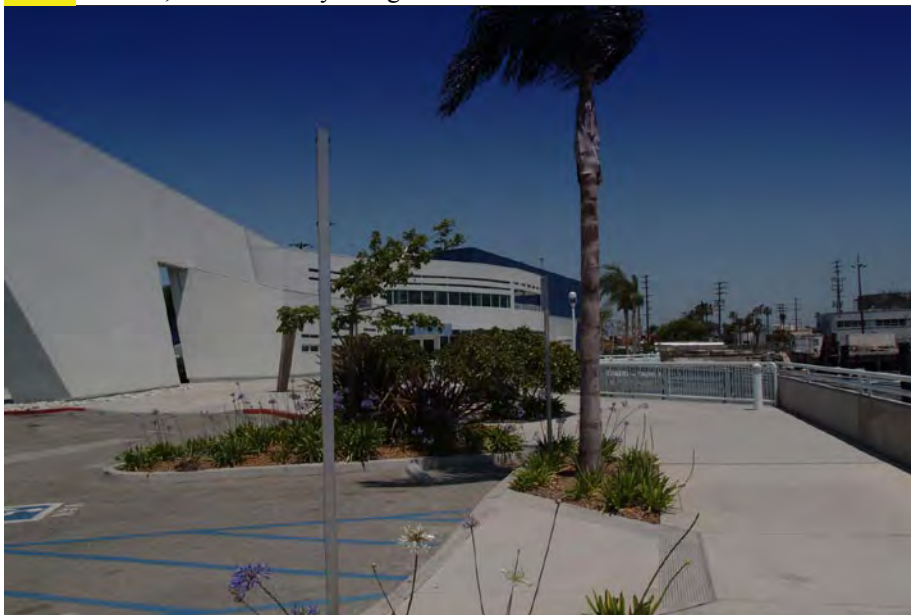


Neptune Field



Neptune at Anaheim, looking north

84 Banning's Landing
Avalon, south of Harry Bridges



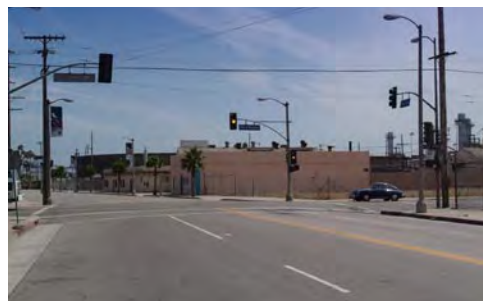
Banning's Landing Community Center



Aerial view Avalon and Banning's Landing



Avalon at Broad, looking north



Avalon at Harry Bridges, looking south



Banning's Landing Community Center



End of Avalon

Site Description:

Banning's Landing is a community center at the end of Avalon at the harbor. There are terrific views of the harbor from the outdoor plaza. Avalon leading to the Landing is a four-lane road with parking on both sides. Avalon has palm trees on the west side of the street and some mature ficus and young trees on the east. Both sides of the street have generous sidewalks most of the way. Avalon north of Harry Bridges leads to downtown Wilmington.

Assets:

- Banning's Landing Community Center
- Great view and access to harbor
- Access to downtown Wilmington

Constraints:

- Lack of destination and directional signage from Avalon and Harry Bridges
- Lack of bike path, lane or route

Opportunities:

- Destination and directional signage from Avalon and Harry Bridges.
- Increase bike amenities and access to downtown Wilmington.



Avalon at Anaheim, looking north



Avalon at D, looking west



Site Description:

Avalon in the heart of Wilmington is a four-lane road with parking on both sides and wide sidewalks. It is lined with one to two story storefronts. The density and commercial activities increase as one approached Anaheim. Nearer to Harry Bridges and Banning's Landing there is decreased density and some vacant lots. A designated bike route begins at L Street.

Assets:

- Commercial businesses
- Wilmington Square
- Post Office
- Wilmington Branch Library
- Banning Carson Adult School

Constraints:

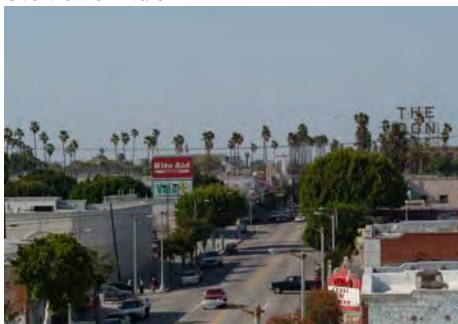
- Lack of bicycle access at south of L

Opportunities:

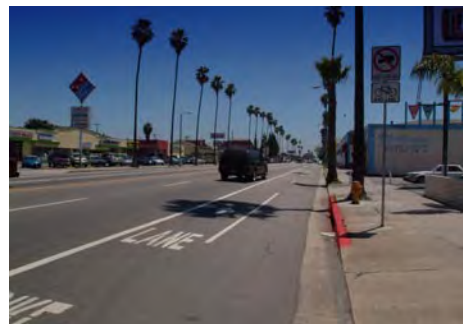
- Connect bike access to Banning's Landing



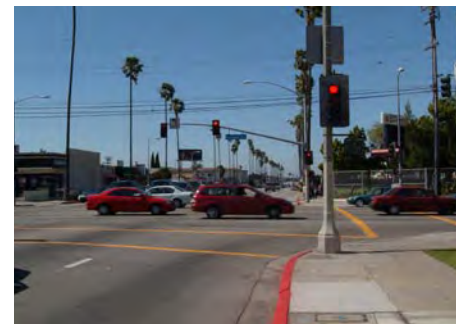
Overview of Avalon



Overview of Avalon



Avalon at Pacific Coast Highway, looking south



Avalon at Pacific Coast Highway, looking north



Anaheim Way at Pier B, looking northwest



Anaheim Way, looking northwest



Site Description:

Anaheim Way is a two-lane road with a central turning lane and is located in an isolated area next to the railroads. The road goes under both Anaheim Street and 103 Freeway and connects to Farragut Avenue which is also a two-lane road with a central turning lane. Farragut connects Anaheim Way to Anaheim Street, the Upper Coastal Trail.

Assets:

- Connects the Upper and Lower Coastal Trails

Constraints:

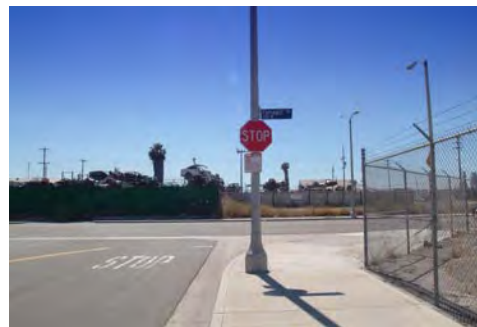
- Abundant truck traffic
- No pedestrian activity

Opportunities:

- Provide non-motorized vehicle amenities and way-find.



Anaheim Way, at Farragut, looking southwest



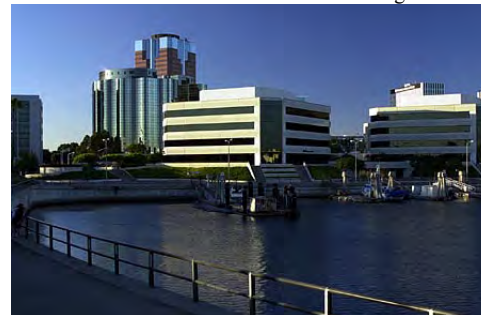
Anaheim Way at Farragut, looking west



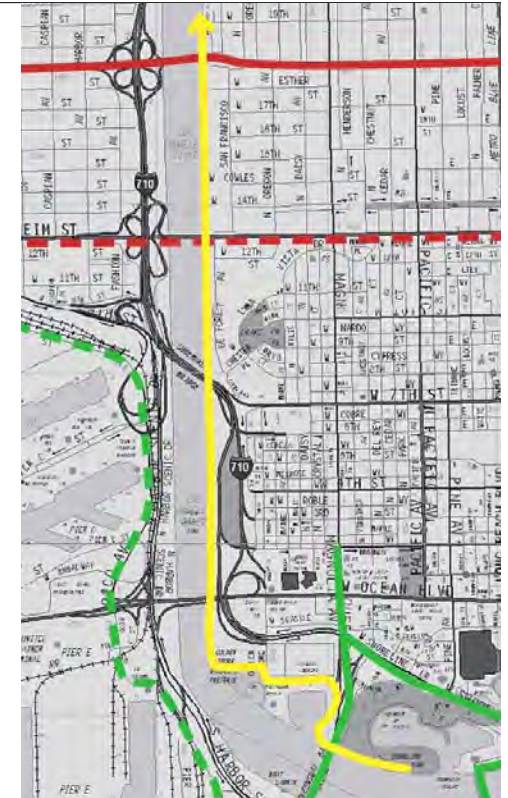
L.A. River bike path at Anaheim



Los Angeles River



Los Angeles River in Long Beach



L.A. River at Pacific Coast Highway



Homeless encampment at L.A. River and Anaheim



Bike path under Anaheim Street Bridge

Site Description:

The Los Angeles River (LARIO) trail starts as the Rio Hondo river trail at a reservoir North of El Monte. It heads south through the Whittier Narrows region and merges with the L.A. River. This trail continues southward parallel with the 710 freeway. The central section is not as scenic as the ocean front or park trails but it is less crowded and there are a number of small parks along the route. Currently the middle part of the trail is under construction and becomes a dirt path near the 105 freeway. The Los Angeles River trail ends at the ocean where it connects directly to the north end of the very scenic Shoreline Aquatic Park Bike Trail.



Cyclist on L.A. River bike path at Pacific Coast Highway



Aerial view of L.A. River

Assets:

- Connects Wilmington/Long Beach with the rest of L.A. County to the north and the Harbor to the south
- Traffic-free access
- Wildlife viewing

Constraints:

- Lack of maintenance and security
- Lack of abundant biodiversity

Opportunities:

- Improve habitat for wildlife.
- Improve bicycle security and amenities.
- Need educational signage to expand use.



Neighborhood landscaping project adjacent to river



L.A. River



L.A. River habitat at Willow



Los Angeles River - soft bottom at Willow

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