

# Appendix A Public Participation and Outreach

## LA RIVER PATH



**Attachment 1**  
**Scoping Summary Report**

**DRAFT FINAL**

**Scoping Summary Report**

**Task 6.3**

**Prepared for:**



**Prepared by:**



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## **AUTHORS**

### **Jacobs**

Charlie Hetland  
Jessica Wilkinson  
Hannah Minderhout  
Scott Carter

### **The Robert Group**

Lyndsey Nolan

### **Lee Andrews Group**

**Katherine Padilla & Associates**



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## ACRONYMS AND ABBREVIATIONS

ADA	Americans With Disabilities Act
ADT	average daily trips
AQMD	Air Quality Management District
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
LA River	Los Angeles River
LEP	limited English proficiency
Metro	Los Angeles County Metropolitan Transportation Authority
MRCA	Mountains Recreation Conservation Authority
NOP	Notice of Preparation
OPR	State of California Office of Planning and Research
ROW	right-of-way
SCH	State Clearinghouse
USACE	United States Army Corps of Engineers



## INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) is preparing a Draft Environmental Impact Report (EIR) for the LA River Path Project (Project). The Draft EIR will inform decision makers and the general public of potential significant environmental impacts of the Project and possible ways to minimize potential impacts, as required by the California Environmental Quality Act (CEQA). Metro conducted a 45-day public scoping period between October 23, 2019, and December 6, 2019. Scoping is the process of determining the scope, focus, and content of an EIR. For the purposes of this Scoping Summary Report, scoping comprises Metro’s legally required notification and subsequent comments received related to agency scoping and public outreach conducted by Metro for the Project.

Metro invited public agencies, interested individuals and organizations, and Native American tribes to comment on the scope of the Draft EIR. Metro held scoping meetings to present Project objectives and description, alternatives to be studied, impacts to be evaluated, and evaluation methods to be used. The Notice of Preparation (NOP) for the Project is provided in Appendix 1-1.

Metro anticipates releasing the Draft EIR for public review and comment in 2024, followed by in-person and virtual public hearings to gather community input and comments on the Draft EIR and technical studies.

Section 1.1 discusses the NOP released for the Project.

Section 1.2 provides an overview of the Project, including location, history, alternatives, and objectives.

Sections 1.3 and 1.4 describe the purpose and organization of this scoping report, respectively.

### 1.1 Notice of Preparation

Consistent with CEQA Section 15082, Metro filed an NOP for the Project Draft EIR on October 23, 2019, with the State of California Office of Planning and Research (OPR) State Clearinghouse (SCH) and the Los Angeles County Clerk. The NOP provided notice for responsible agencies to transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 45 days of receiving the NOP from the Lead Agency (Metro). The NOP also invited public participation in the EIR scoping process and announced scheduled scoping meetings. Upon receipt of the NOP, the SCH assigned SCH No. 2019100443 to the Project. The NOP and supplemental documents, such as the mailing list and multi-media postings, are provided in Appendix 1.

## 1.2 Project Overview

### 1.2.1 Project Location

The Project is an approximately 8-mile active transportation path proposed along the LA River from Elysian Valley, through Downtown Los Angeles and the City of Vernon, to the City of Maywood. The proposed active transportation path would provide connections between Downtown Los Angeles; the surrounding communities of Elysian Valley, Cypress Park, Elysian Park, Lincoln Heights, Chinatown, the Arts District, Little Tokyo, the Industrial District, Boyle Heights, and East Los Angeles; and the cities of Vernon and Maywood (Figure 1-1). The surrounding area is currently underserved with limited pedestrian and bicycling infrastructure connecting the communities. Land uses adjacent to and within the Project corridor include single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational uses that include the Los Angeles State Historic Park, health and medical facilities, educational institutions, utility infrastructure, flood control facilities, and transportation facilities.

### 1.2.2 Project History

Numerous studies of the LA River have identified the Project as a need, and Metro is coordinating with other studies and planning efforts, such as these:

- The 2007 City of Los Angeles *Los Angeles River Revitalization Master Plan*, which aimed at revitalizing all 51 miles of the river channel, including providing pedestrian and bicycle facilities
- The 2016 US Corps of Engineers (USACE) *Los Angeles River Ecosystem Restoration Feasibility Study* of an 11-mile stretch of the LA River north of Griffith Park through Elysian Valley to Downtown Los Angeles. In 2022, this project received \$28 million in funding under the Infrastructure Investments and Jobs Act
- The nonprofit River LA's *Greenway 2020* initiative with the goal of completing the path along the length of the river
- The Los Angeles County 2022 *LA River Master Plan* plans to synchronize goals and plans for revitalizing the LA River

In June 2014, the Metro Board of Directors directed staff to perform a feasibility study to close the 8-mile gap between Elysian Valley and the City of Vernon connecting the existing paths along the LA River. In response, Metro prepared the *Los Angeles River Bike Path Gap Closure Feasibility Study* (Feasibility Study) to assess the engineering feasibility, neighborhood connectivity, safety, environmental and permitting requirements, hydraulic impacts, real estate, maintenance and operations, and preliminary cost estimates of the Project. The Feasibility Study found that the Project is feasible and would help serve the transportation needs of communities neighboring the Project corridor as well as the region. In September 2016, after completion of the Feasibility Study, the Metro Board approved the Project to advance into conceptual design. This included the preparation of technical studies about the Project corridor's existing conditions, and community outreach to understand the community's needs and desires.



Figure 1-1. Project Location Map as Presented During the Public Scoping Period

Source: Metro 2019

The Project has been included in several local and regional plans:

- Metro's 2016 *Active Transportation Strategic Plan* and 2020 *Long Range Transportation Plan*
- The Southern California Association of Governments *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* Connect SoCal
- The 2012 *Los Angeles County Bicycle Master Plan*
- The Los Angeles Department of City Planning *Mobility Plan 2035* (General Plan Element, includes the 2010 Bicycle Plan)

### 1.2.3 Project Description and Alternatives

The Project is an approximately 8-mile active transportation path proposed along the LA River from Elysian Valley through Downtown Los Angeles and the City of Vernon to the City of Maywood. The northern limit of the Project is the terminus of the Los Angeles River Greenway Trail at Riverside Drive, and the southern limit is at Atlantic Boulevard where the LA River Bicycle Path begins in the City of Maywood. The Project would close the gap between the LA River Greenway Trail and the LA River Bicycle Path to serve existing communities, meet future demand, and improve regional connectivity. When complete, this transportation and recreational facility will provide a seamless 32-mile traffic-separated regional path for walking, rolling, and bicycling from the San Fernando Valley to the City of Long Beach along the LA River. The Project is fully funded through Measure M, with an anticipated projected opening date around 2029. Currently \$365 million in Measure M funds are allocated for this Project, for design, environmental clearance and construction.

The Draft EIR will analyze three possible alignment alternatives. These three alternatives are generally located along the LA River and use a combination of path types, such as elevated<sup>1</sup>, top-of-bank<sup>2</sup>, and incised<sup>3</sup>. Access points would be located along and adjacent to both sides of the river and would connect the path to existing and proposed future on-street bicycle networks, and to serve people walking and taking transit by including connections to Union Station, and to the Metro E Line and A Line (Blue Line) stations.

- Proposed Project (previously Alternative A) would cross the river approximately 6 times and would add approximately 10 new access points (Figure 1-2).
- Option 1 (previously Alternative B) would cross the river approximately 7 times and would add approximately 12 new access points (Figure 1-3).
- Option 2 (previously Alternative C) would cross the river approximately 7 times and would add approximately 11 new access points (Figure 1-4).

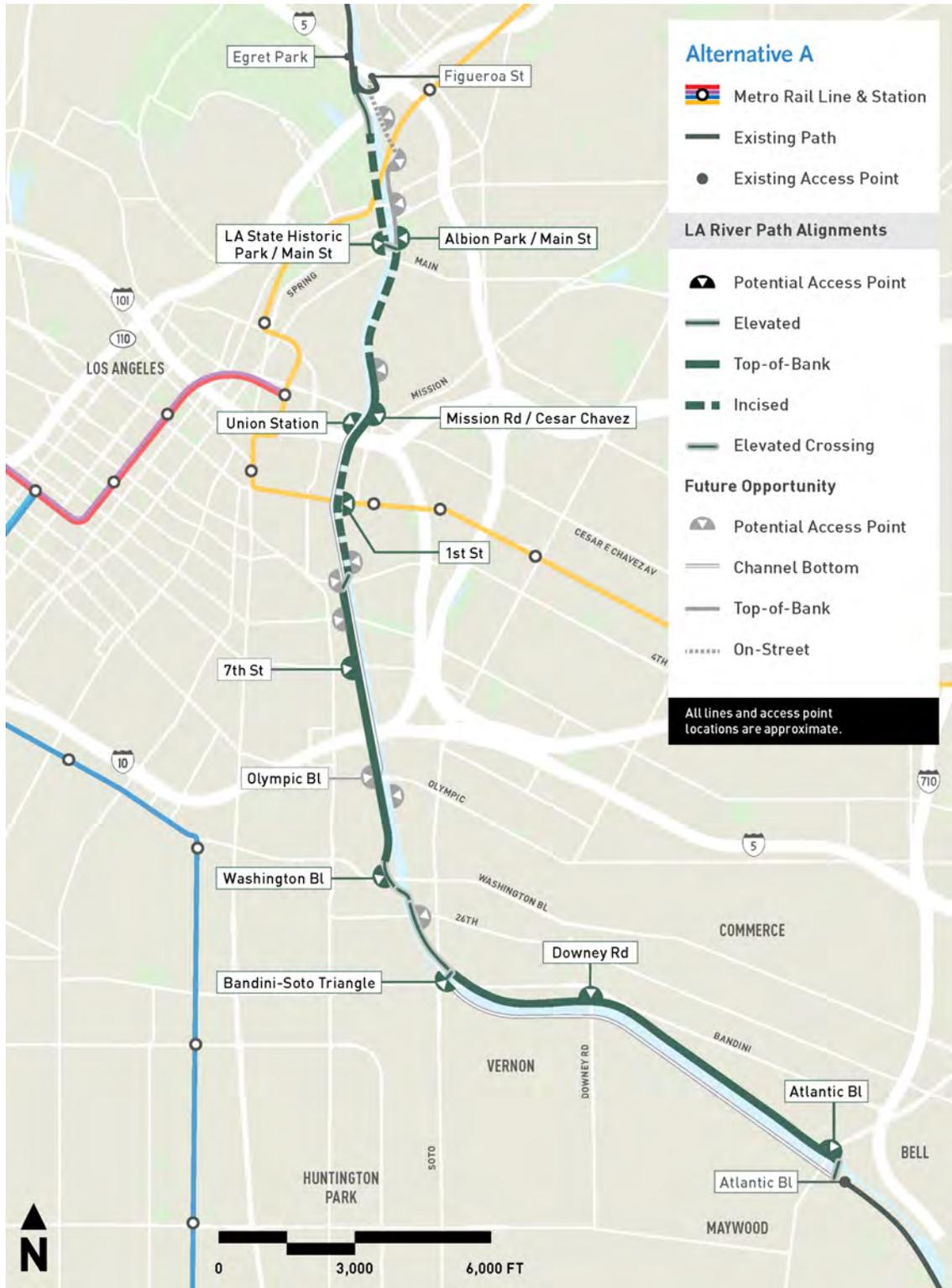
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<sup>1</sup> An elevated path type is a path supported by piers and foundations that are anchored in two potential ways: on the top-of-bank, or in the channel.

<sup>2</sup> A top-of-bank path type is located at the top of the channel wall and uses available space at grade for the path. This also includes 1-4a cantilevered path type that uses a structure that hangs over the top of the channel wall but is supported at the top-of-bank.

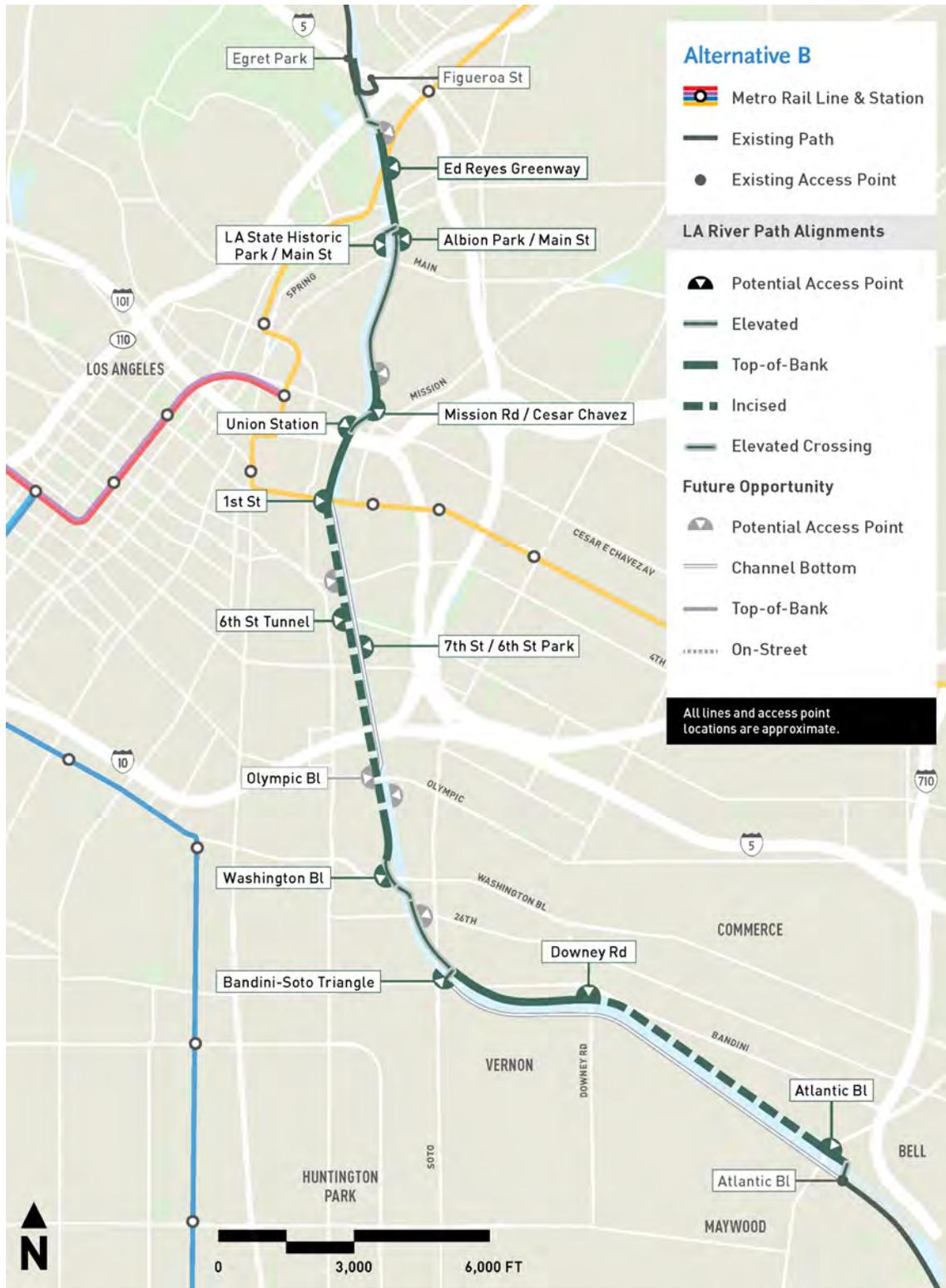
<sup>3</sup> An incised path type is a path cut into the channel wall of the river.

Figure 1-2. Proposed Project (previously Alternative A) as Presented During the Public Scoping Period



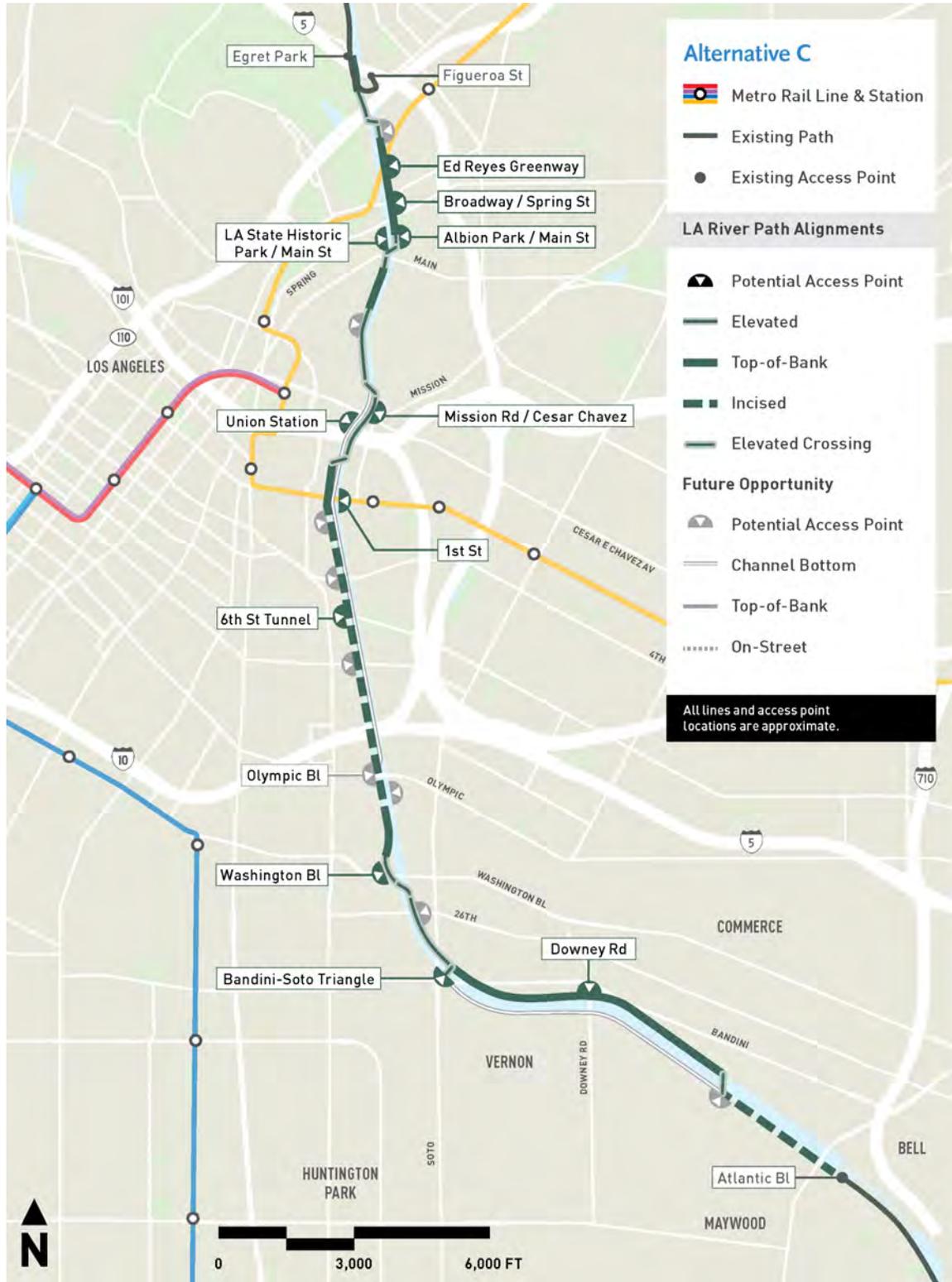
Source: Metro 2019

Figure 1-3. Option 1 (previously Alternative B) as Presented During the Public Scoping Period



Source: Metro 2019

Figure 1-4. Option 2 (previously Alternative C) as Presented During the Public Scoping Period



Source: Metro 2019

These alternatives share many common access points and path types, but each alternative has unique characteristics. The three alternatives, including design options, will be described and evaluated in the Draft EIR. In this regard, the Draft EIR may include, but is not limited to, variations in river crossings and locations, variations in access points and locations, design options for path types, associated refinements, and ancillary improvements in collaboration with Metro's local partners.

### 1.2.4 Project Objectives

The Project would create a safe and world-class active transportation path along the LA River between Elysian Valley and City of Maywood that enhance and provide recreational opportunities, livability, regional and local connectivity, an outstanding user experience, access to economic opportunity, and separation from vehicular traffic for people of all ages and abilities. This new transportation facility would contribute to improved health, economic, environmental, transportation, and equity issues. Objectives of the Project include:

- Improving safety for pedestrians and bicyclists from existing conditions
- Increasing access from local neighborhoods to employment centers, regional destinations, resources, and amenities, including healthcare services
- Reducing vehicle miles traveled by allowing people to walk and bicycle on a dedicated, vehicle-separated path through and within Los Angeles County, thereby reducing trip lengths and expanding travel choices
- Improving access to opportunity for historically under-invested communities, especially in low-income households earning less than \$60,000 per year and Black, Indigenous, or People of Color (BIPOC) marginalized communities
- Creating a path that feels safe, comfortable, and is a world-class transportation corridor open to people of all ages and abilities
- Creating a path that meets the needs of both recreational and utilitarian users

## 1.3 Purpose of Scoping Summary Report

The purpose of this Scoping Summary Report is to summarize the legally required notification and subsequent comments received related to agency scoping as well as the public outreach conducted by Metro for the Project.

In accordance with the State CEQA Guidelines Section 15082, Metro prepared an NOP to inform agencies and interested parties that an EIR will be prepared for the Project. The purpose of an NOP is to provide sufficient information about a project and its potential environmental impacts to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR, including mitigation measures that should be considered and alternatives that should be addressed.

Scoping is the process used by Metro to seek agency feedback on the EIR scope. The scoping process emphasizes early consultation with resource agencies, tribal governments, and other state and local agencies whose approval of the Project will be required for Project completion.

Metro also used the scoping process to solicit stakeholder and public feedback, as described in CEQA Section 15083.

Metro is the CEQA Lead Agency and invited all public agencies, Native American tribes, and interested individuals and organizations to comment on the scope of the Draft EIR.

Scoping for this Project served these purposes:

- Formally begin the environmental process
- Obtain from responsible or trustee agencies the significant environmental issues and reasonable alternatives and mitigation measure that the responsible or trustee agencies will need to have explored in the Draft EIR
- Obtain stakeholder and public input regarding the Project scope

Comments received during scoping period are part of the public record as documented in this Scoping Summary Report. Comments received during the scoping period will be reviewed and considered by Metro and will be used in determining the appropriate scope of analysis to be addressed in the EIR.

## 1.4 Scoping Report Organization

This Scoping Summary Report includes five main sections and several appendices:

- **Section 1:** Introduces the report, describes the purpose of scoping, and provides an overview of the Project.
- **Section 2:** Provides information on the scoping notification requirements and Metro's scoping outreach.
- **Section 3:** Provides a summary of agency roles and meeting with responsible and trustee agencies.
- **Section 4:** Provides a summary of the public scoping meetings.
- **Section 5:** Provides a summary of comments received.
- **Section 6:** Provides an overview of the next steps in the environmental process.
- Appendices:
  - A – Notification Materials
    - A-1: Notice of Preparation
    - A-2: Distribution mailing list for NOP
    - A-3: Advertisements, blogs, eblasts, flyers, mailers, social media posts, and website information
    - A-4: Map of flyer distribution area
  - B – Earned Media (Articles in the *University Times*, *Los Angeles Downtown News*, *Boyle Heights Beat*, and *Los Feliz Ledger*)

- C – Comments
  - C-1: Comment Table
  - C-2: Original Comments Received
- D – Agency and Public Participation
  - D-1: Agency Meeting Sign-In Sheet
  - D-2: Public Meeting Sign-In Sheet
- E – Scoping Meeting Materials (Public meeting materials [agendas, presentations, boards, factsheets, mail comment cards, speaker cards, and other factsheets])
  - E-1: Agendas
  - E-2: Presentation
  - E-3: Boards
  - E-4: Factsheets
  - E-5: Mail Comment Cards
  - E-6: Speaker Cards
  - E-7: Other Factsheets

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## SCOPING OUTREACH

Metro conducted a 45-day scoping period for the Project from October 23, 2019 through December 6, 2019. Metro used a variety of methods to communicate with the public and public agencies to notify them of the NOP and invite public agencies, Native American tribes, and interested individuals and organizations to comment on the scope of the Draft EIR.

Section 2.1 provides an overview of scoping notification requirements.

Section 2.2 outlines Metro's Public Participation Plan.

Section 2.3 describes newspaper advertisements.

Section 2.4 describes mailings and other notification methods.

Section 2.5 describes Metro's blog articles for the Project.

Section 2.6 describes earned media for the Project.

Metro Scoping Notification Requirements Per CEQA (Title XIV, 15082), a Lead Agency is required to provide a NOP for preparation of a Draft EIR to potential responsible and trustee agencies (see Section 3.1 for more information about responsible and trustee agencies). To expedite consultation with the responsible and trustee agencies, the Lead Agency may hold an agency meeting to determine the scope and content of the environmental information that the responsible or trustee agency may require. Metro conducted one agency scoping meeting (described in Section 3.2). Per CEQA requirements, Metro notified county and city agencies within and adjacent to the Project corridor, as well as responsible agencies and public agencies that have legal jurisdiction with respect to the Project, and other organizations or individuals that requested notice.

Although not required by CEQA, CEQA Section 15083 addresses early public consultation, which may also be called scoping. Metro conducted four public scoping meetings to solicit input on the Draft EIR scope from interested organizations, stakeholders, and members of the public. Additional details on those meetings are provided in Section 3 (Public Scoping Meeting) and Section 4 (Scoping Comment Period Results).

### Metro's Public Participation Plan

In alignment with Metro's *Public Participation Plan*, Title IV, Environmental Justice and Limited English Proficiency (LEP), accommodations were made to expand participation during the public scoping process.

Scoping notices were developed and distributed through several methods including mail delivery, e-mail, social media, posts on the Project website, and direct door-to-door outreach at key community locations. All materials were developed in English and Spanish, and other communication materials were also developed in Chinese and Japanese. The opportunity to request translation assistance was available at each of the four scoping meetings to ensure all

language needs were met. Additionally, scoping meeting notices included the Metro LEP phone number, which gives stakeholders the ability to make Metro aware of any language and/or Americans with Disabilities Act (ADA) accommodations required for attendance at any of the scoping meetings. Wheelchair access and parking accommodations were provided at each meeting. No specific requests were made for language or ADA accommodations, however a Spanish-language interpreter with simultaneous interpretation equipment was present at each of the four meetings, and a Japanese-language interpreter was present at one scoping meeting held in Little Tokyo, given the demographics of the areas suggesting the need for these services. Additionally, Spanish-speaking staff attended each of the four scoping meetings to provide language support as needed.

Targeted community outreach efforts were completed in various neighborhoods adjacent to the Project to ensure participation of LEP and Environmental Justice communities. Direct door-to-door outreach at key community locations in Elysian Valley, Cypress Park, Lincoln Heights, Boyle Heights, Chinatown, Downtown Los Angeles, Little Tokyo, and the cities of Maywood and Vernon was conducted to share and distribute the meeting notice with those community-based institutions closest to the Project corridor. Metro also engaged community leaders who participate in the Project's Community Roundtable to share the meeting notice with their networks and constituents. Roundtable members represent a variety of neighborhood groups, community-based organizations, business associations, and other stakeholder groups neighboring the Project corridor.

Metro accepted public comments on the NOP for 45 days, from October 23 to December 6, 2019. Throughout the scoping comment period, interested parties were able to provide their input via mail, e-mail, voicemail, and an online comment form. Additionally, public scoping meetings were conducted on November 12, 13, 14, and 16, 2019. The meetings were held at transit-accessible community venues: Boyle Heights Senior Center in Boyle Heights, St. Francis Xavier Chapel in Little Tokyo/Arts District, Maywood Elementary School in City of Maywood, and Cypress Park Recreation Center in Cypress Park. The first three meetings were held from 6:00 p.m. to 8:00 p.m. on weeknights, and the fourth meeting was held on a Saturday between 10:00 a.m. to 12:00 p.m. in an effort to create more accessible meeting options. All meetings used identical agenda and presentation information. Interested parties were able to provide their input at the public scoping meetings orally, as transcribed by a court reporter, and by using written comment cards.

## 2.1 Newspaper Advertisements

As part of Metro's outreach efforts, notification of public scoping meetings was conducted in areas potentially affected by the Project. Metro published notices of scoping meetings in the newspapers of general circulation in the affected areas as required by *California Government Code* Section 6061. The eight publications listed in Table 2-1 were selected because they had the highest circulation in the communities located adjacent to the Project. All advertisements are provided in Appendix 1-3.

**Table 2-1. List of Newspaper Advertisements of Public Scoping Meetings**

Publication	Date
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<i>Asian Journal</i>	October 23, 2019
<i>Daily News</i>	October 23, 2019
<i>Downtown News</i>	October 28, 2019
<i>Eastside Journal</i>	October 24, 2019
<i>LA Opinión</i>	October 23, 2019
<i>Los Angeles Sentinel</i>	October 24, 2019
<i>Rafu Shimpo</i>	October 23, 2019
<i>World Journal</i> (Chinese Daily News)	October 23, 2019

## 2.2 Mailing and Other Notification Methods

Although not required by CEQA, a variety of noticing methods were implemented in advance of the public scoping meetings to maximize public awareness. All forms of noticing provided meeting details (dates, times, locations, and in-language services), along with contact information for accessing additional Project details. Each notice also provided information on the public comment period deadline and the various ways the public could submit comments for consideration in the Draft EIR.

The various outreach methods employed by Metro include the following:

- Posted meeting information and materials, Project information, and comment form on the Metro website (<https://www.metro.net/projects/lariverpath/>)
- Mailed notices via the US Postal Service in bilingual formats (English/Spanish, English/Japanese, and English/Chinese)
- Distributed electronic noticing via e-mail (eblast) to the Project’s distribution list
- Posted the NOP and notification of scoping meetings to the Metro website Project page (<https://www.metro.net/projects/lariverpath/>)
- Hand-distributed 35,000 flyers via a third-party flyer-distribution organization in the following neighborhoods (map in Appendix 1-4): Cypress Park, Elysian Valley, Downtown Los Angeles, Chinatown, Lincoln Heights, Boyle Heights, and the cities of Vernon and Maywood
- Distributed 5,000 flyers at popular community destinations in each of the following neighborhoods:
  - Elysian Valley: Women’s Center for Creative Work, La Colombe Café, Spoke Bicycle Café, Dorris Place Elementary School, Waxpaper
  - Cypress Park: Cypress Recreation Center, Rio de Los Angeles State Park, LA River Center & Gardens, and various nonprofit organizations such Friends of the LA River (FoLAR), Mujeres de la Tierra, Northeast Trees, Sotomayor Learning Academies
  - Lincoln Heights: Downey Recreation Center, Lincoln Heights Youth Center Complex, Lincoln Heights Senior Center, Lincoln Heights Recreation Center, Stronghold Climbing Gym, Youngnak Presbyterian Church

- Boyle Heights: Benjamin Franklin Library, Boyle Heights City Hall, Hollenbeck Station, Casa 0101, Lot to Spot, La Monarca (First Street/Boyle Avenue, Chicago Street/Cesar E Chavez Avenue), Felicitas & Gonzalo Mendez High School, Pueblo del Sol Community Center, Proyecto Pastoral, Dolores Mission Church, Boyle Heights Youth Tech Center, Hollenbeck Park, Variety Boys and Girls Club, State Street Recreation Center, Wabash Recreation Center, East LA Community Corporation, Evergreen Recreation Center, Boyle Heights Senior Center, Roosevelt Community Adult School, Theodore Roosevelt High School, Boyle Heights Sports Center, Weingart East Los Angeles YMCA, Robert Louis Stevenson Library, Ramon Garcia Recreation Center, Lou Costello Jr. Recreation Center
- Chinatown: Chinatown Service Center, Chinatown Business Improvement District, Los Angeles State Historic Park, Chinatown Library, Alpine Recreation Center, Castelar Elementary, LA Conservation Corps
- Little Tokyo: Little Tokyo Service Center, Little Tokyo Library, Museum of Contemporary Art Geffen Contemporary, Koban Center, Japanese American Cultural & Community Center, Café Dulce, St. Francis Xavier Church Japanese Catholic Center, Nishi Hongwanji Buddhist Temple, Zenshujji Soto Mission
- Downtown Los Angeles: La Plaza de Cultura y Artes, El Pueblo de Los Angeles Historical Monument, Los Angeles Public Library—Central Branch
- Arts District: Southern California Institute of Architecture, One Santa Fe Apartments, Bulletproof Coffee, Groundworks Coffee, Corner Store, Art Share L.A., La Kretz Innovation Campus
- City of Vernon: Vernon Branch Library, Vernon City Hall, Holy Angels Church of the Deaf, Eatery Complex North (Green Olive, El Primo, What’s Sub)
- City of Maywood: Maywood Elementary School, Southeast Rio Vista YMCA, Riverfront Park, Maywood City Hall, First Baptist Church of Maywood, Maywood Chavez Library
- City of Bell: Bell Library
- City of Huntington Park: Huntington Park Parks and Recreation/State Park, Huntington Park City Hall, Huntington Park Library
- Purchased geo-targeted Facebook advertisements to provide public meeting notifications. The only purpose of Metro’s Facebook advertisements was to inform the public of the scoping meetings. Several public responses to these Metro Facebook posts, sometimes unrelated, were not considered as official scoping comments, but are documented for reference in Appendix 1-3. Facebook advertisements targeted the following communities:
  - City of Maywood
    - Advertisement Reach: 34,774 people within a 3-mile radius of the meeting viewed the advertisement
    - Total event responses on Facebook: 174
  - Cypress Park
    - Advertisement Reach: 22,066 people within a 3-mile radius of the meeting viewed the advertisement

- Total event responses on Facebook: 244
  - Little Tokyo/Arts District
    - Advertisement Reach: 32,030 people within a 3-mile radius of the meeting viewed the advertisement
    - Total event responses on Facebook: 267
  - Boyle Heights
    - Advertisement Reach: 35,710 people within a 3-mile radius of the meeting viewed the advertisement
    - Total event responses on Facebook: 265
- Metro Marketing
  - Created Facebook event pages for the four public scoping meetings for people to RSVP
  - Created Facebook Live videos to advertise the four public scoping meetings
  - Created a YouTube video providing a Project overview
  - Created and printed 48,500 bilingual English/Spanish public scoping meeting notifications
  - Produced 15 English and Spanish presentation boards
  - Created bilingual meeting flyers in Japanese/English and Chinese/English
  - Created and printed 1,000 bilingual English/Spanish fact sheets

In addition to the scoping meetings, mailings, and other notification methods, Metro conducted targeted outreach to specific groups and interested stakeholders, including conducting presentations to various community groups, business groups, government councils, elected officials, and neighborhood councils in the general Project vicinity, including participation in a Maywood Elementary School “Coffee with the Principal” with parents and teachers.

## 2.3 Blog Articles

Metro published articles on the Project through their blog websites *The Source* and *El Pasajero* as another notification method. *The Source* is a blog that shares articles to inform the riders and motorists of Los Angeles County of Metro’s service and projects that are being funded by fares, tolls, and taxpayer dollars. Similarly, Metro’s *El Pasajero* provides similar articles to Spanish readers. The following is a summary of each blog article about the Project.

The *El Pasajero* article “Reuniones comunitarias sobre el Proyecto del Camino del Rio L.A” provided scoping meeting details, links to the NOP, and Project details in Spanish. The article provided specific timeframe information in which the public can submit their comments, brief descriptions and figures for each alternative, and a link to more detail for each of the three alternatives.

*The Source* article “Upcoming Scoping Meetings for LA River Path Project” provided a link to the NOP and information on how to submit comments. The article also provided scoping meeting details including date, time, location, and a link to detailed alternatives information. The article also provided information to the public about what to expect at the scoping meeting and how to submit a comment.

### 2.4 Earned Media

News stories regarding the Project details, scoping meetings, and where to send comments for the Project were publicized in the Cal State University LA *University Times*, *Los Angeles Downtown News*, *Boyle Heights Beat*, and *Los Feliz Ledger* (provided in Appendix 2). These articles included supportive statements and public concerns, some of which were voiced at public meetings.

On October 25, 2019, the *Los Feliz Ledger* article “Public Comment Period Begins for Los Angeles River Bike Path Extension” explained that three alternatives are being analyzed and provided a link to a video with information about the various path types. This article also contained information on submitting comments online, by e-mail, or by attending a public scoping meeting.

On November 12, 2019, the *Boyle Heights Beat* article “Metro Seeks Public Comment on Proposed LA River Path Project” informed readers of scoping meeting dates, times, and locations for the public to review and comment on the three alternatives. The article also provided a link to submit online comments.

On November 12, 2019, the *Los Angeles Downtown News* article “Weigh in on the L.A. River Path” emphasized the importance of community feedback and provided information on the public scoping meetings, Project cost, and Measure M funding. On November 20, 2019, the Cal State University LA *University Times* article “Can the LA River Path Improve Air Quality and Commutes?” emphasized community excitement about the LA River Path with regard to improved connectivity, recreation, air quality, and providing a space to gather and enjoy nature and art.

On December 4, 2019, the *Los Angeles Downtown News* article “Last Week for L.A. River Path Comments” provided Project schedule information. This article explained the timeline for submitting comments, and the importance of the public comments. The article also provided information on Project cost and Measure M funding.

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## AGENCY SCOPING

### 3.1 Agency Notification

Pursuant to CEQA (Title XIV, 15082), after a Lead Agency determines that an EIR is required for a project, the Lead Agency shall immediately send notice of that determination by certified mail or an equivalent procedure to each responsible agency, OPR, and

Once notified, these entities are asked to provide the Lead Agency with specific detail about the scope and content of the environmental information related to the responsible or trustee agency's area of statutory responsibility that must be included in the Draft EIR. The information shall be specified in writing and shall be communicated to the Lead Agency by certified mail or equivalent procedure no later than 30 days after the date of receipt of the notice of the Lead Agency's determination. The Lead Agency shall request similar guidance from appropriate federal agencies (Title XIV, 15082).

CEQA (Title XIV, 15082) requires the Lead Agency provide notice of at least one scoping meeting to any county or city that borders on a county or city within which the project is located, unless otherwise designated annually by agreement between the Lead Agency and the county or city.

#### 3.1.1 Lead Agency

A Lead Agency, as defined in CEQA (Title XIV, 15367), is the public agency that has the principal responsibility for carrying out or approving a project. The Lead Agency will decide whether an EIR or a negative declaration will be required for the project and is responsible for preparation of the appropriate environmental review document. Metro is the Lead Agency under CEQA for the Project.

#### 3.1.2 Responsible Agencies

A Responsible Agency, as defined in CEQA (Section 15381) is a public agency that has responsibility for carrying out or approving a project for which a Lead Agency is preparing an EIR. The Project identified the following potential responsible agencies, each of which is anticipated to be required to process various permits or approvals following completion of the EIR:

- USACE (Federal)
- Federal Emergency Management Agency (Federal) California Department of Fish and Wildlife (State)
- Regional Water Quality Control Board (State)

- California Department of Transportation, District 7 (State)
- California State Lands Commission (State)California Public Utilities Commission (State)
- California State Water Resources Control Board (State)
- California State Historic Preservation Officer (State)
- Los Angeles Regional Water Quality Control Board (Regional)
- Los Angeles County Department of Public Works (Local, including Los Angeles County Flood Control District)
- Los Angeles County Fire Department (Local)City of Vernon (Local)

Responsible Agencies are charged with responding to an NOP by identifying the significant environmental effects that it believes could result from the project. The Responsible Agency should specify the scope and content of the environmental information that is germane to the Responsible Agency’s statutory responsibilities in connection with the Project.

### 3.1.3 Trustee Agencies

A Trustee Agency is a state agency that has jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. A Trustee Agency may also be a Responsible Agency if it has discretionary authority over a project. The Project includes the following trustee agencies:

- California Department of Fish and Wildlife
- California State Lands Commission
- California Department of Parks and Recreation

## 3.2 Agency Scoping Meeting

An agency scoping meeting was held on November 6, 2019, at Metro Headquarters. The meeting provided responsible agencies, trustee agencies, and other stakeholder agencies or special jurisdictions (interested agencies who are not responsible or trustee agencies) an opportunity to receive Project updates and provide comments regarding scope and content of the environmental information related to the responsible or trustee agency’s area of statutory responsibility. A list of agency scoping meeting participants is included in Table 3-1; a total of 12 representatives from 8 agencies participated in the scoping meeting. Comments provided by agencies during the scoping period are provided in Appendix 3, and a sign-in sheet from the agency meeting is provided in Appendix 4-1. Summary information about comments received from agencies are provided in Section 5.

**Table 3-1. Agency Scoping Meeting Participants**

Agency	Participant	Title
City of Los Angeles Bureau of Engineering (BOE)	Chris Adams	Environmental Specialist

City of Los Angeles Department of Transportation	Lameese Chang	Transportation Planner
City of Los Angeles Mayor's Office	Edward Belden	LARiverWorks Special Projects
	Julia Salinas	Transportation Manager
City of Los Angeles Recreation and Parks	Paul Davis	Environmental Supervisor
	Elena Maggioni	Environmental Specialist
Los Angeles County Department of Public Health	Vince Gallegos	Environmental Health Specialist
Los Angeles County Department of Public Works	Mario Rodriguez	Project Manager
	Eric Baul	Civil Engineer
Mountains Recreation Conservation Authority (MRCA)	Brian Baldauf	Chief of Watershed Planning
Southern California Regional Rail Authority (Metrolink)	Ron Mathieu	Planning Manager
	Danielle Dirksen	Planner



## PUBLIC SCOPING MEETINGS

Metro conducted four public scoping meetings in City of LA communities of Boyle Heights, Little Tokyo/Arts District, and Cypress Park, and City of Maywood during the 45-day scoping period. Meeting notification is discussed in Section 2.

Section 4.1 describes public scoping meetings and materials used, while Section 4.2 summarizes public participation at the meetings. Section 4.3 shows participation by government agencies, elected officials, and special districts at public scoping meetings.

### 4.1 Meetings

A list of public scoping meetings is included in Table 4-1 and meeting materials are included in Appendix 5 and further described in this section. Comments submitted during the scoping period are provided in Appendix 3, and summary information about comments received are provided in Section 5.

**Table 4-1. List and Details of Public Scoping Meetings**

Public Scoping Meeting 1	Public Scoping Meeting 2
Tuesday, November 12, 2019 6:00 pm – 8:00 pm <b>Boyle Heights Senior Center, Auditorium</b> 2839 E 3rd St., Los Angeles, CA 90033	Wednesday, November 13, 2019 6:00 pm – 8:00 pm <b>St. Francis Xavier Church Japanese Catholic Center</b> 222 S. Hewitt St., Los Angeles, CA 90012
Public Scoping Meeting 3	Public Scoping Meeting 4
Thursday, November 14, 2019 6:00 pm – 8:00 pm <b>Maywood Elementary School</b> 5200 Cudahy Ave., Maywood, CA 90270	Saturday, November 16, 2019 10:00 am–12:00 pm <b>Cypress Park and Recreation Center, Auditorium</b> 2630 Pepper Ave., Los Angeles, CA 90065

All four public scoping meetings used the same format, which consisted of an open house and brief presentation on the Project and scoping process, followed by public comment during which individuals from the public could stand or sit in front of a microphone and provide oral comments for the record. Photos from each public scoping meeting are shown on Figure 4-1. For those choosing not to speak publicly, comment cards were also available to submit written comments, and court reporters were available to receive direct verbal comments in a one-on-one setting. Time was provided before and after each meeting so members of the public could peruse boards set up around the room displaying Project information and ask questions of Project staff.

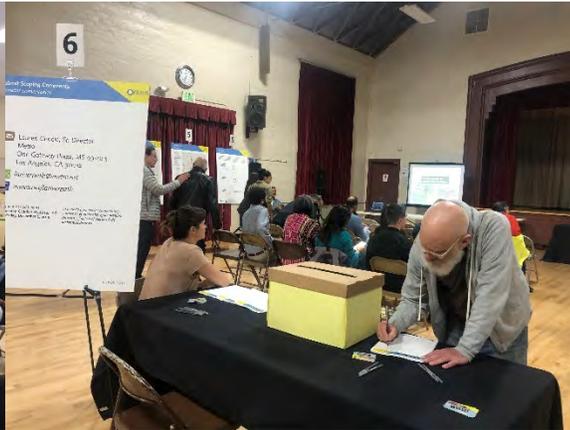
Materials provided at the meetings included Project fact sheets, display boards, comment cards, and speaker cards. Other fact sheets not specific to the Project were also available to

address more general questions or concerns from the public about the environmental review process and gentrification/displacement. Copies of these materials are included in Appendix 5. All materials provided at the meetings, including the presentation and Project video, were also made available on the Project website ([metro.net/projects/lariverpath/](http://metro.net/projects/lariverpath/)).

**Figure 4-1. Public Scoping Meeting Photos**



*Public Scoping Meeting 1  
Boyle Heights Senior Center Auditorium  
November 12, 2019*



*Public Scoping Meeting 2  
St. Francis Xavier Church Japanese Catholic Church  
November 13, 2019*



*Public Scoping Meeting 3  
Maywood Elementary School  
November 14, 2019*



*Public Scoping Meeting 4  
Cypress Park and Recreation Center Auditorium  
November 16, 2019*

## 4.2 Public Participation

A total of 88 people attended four public scoping meetings in November 2019. A total of 43 written and oral comments were received at these meetings. Table 4-2 provides the number of participants and comments submitted at each meeting. Redacted scans of sign-in sheets from each of the meetings are provided in Appendix 4. Representatives from the following stakeholder groups also attended one or more of the meetings:

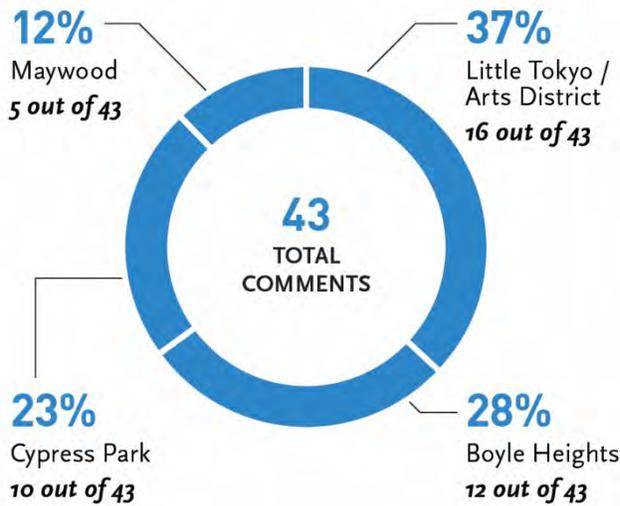
- Active San Gabriel Valley (Active SGV)
- Aliso Street Manufactured Gas Plant (MGP) Historical Society
- Arts District Community Council
- Boyle Heights Neighborhood Council
- Cypress Park Neighborhood Council
- Concerned Off-Road Bicyclist Association
- CoMotion LA
- Develop Skills & Transcend Limits Arts
- East Yard Communities for Environmental Justice
- FoLAR
- Gateway Cities Service Council
- Historic Cultural Neighborhood Council
- Hollydale Cycling
- Los Angeles Waterkeeper (LAW)
- Los Angeles Union Station Historical Society (LAUSHS)
- LA River Artists & Business Association
- Little Tokyo Community Council
- Little Tokyo Business Association
- Jitensha Little Tokyo
- Noisefree.org
- Proyecto Pastoral
- Savoy Homeowners Association
- St. Francis Xavier Chapel Japanese Catholic Center
- The Nature Conservancy
- Trails4All
- Walk Bike Long Beach
- West Hollywood Bicycle Coalition

**Table 4-2. Public Participation by Meeting**

Public Scoping Meeting	Date	Public Participants	Comments		
			Oral	Written	Total
1. Boyle Heights	Tuesday, November 12, 2019	20	8	4	12
2. Little Tokyo/Arts District	Wednesday, November 13, 2019	28	7	9	16
3. City of Maywood	Thursday, November 14, 2019	17	5	0	5
4. Cypress Park	Saturday, November 16, 2019	23	6	4	10
Totals		88	26	17	43

Comments received at the four public scoping meetings have been broken down by percentage for each public scoping meeting location (Figure 4-2).

Figure 4-2. Percent of Comments Received at Each Public Scoping Meeting



### 4.3 Government Agencies, Elected Officials, and Special Districts Participation

Government agencies, elected officials, and special districts were also invited to attend any of the four public scoping meetings. Table 4-3 identifies the various representatives at each of the public scoping meetings. Agency participation information is provided in Appendix 4.

Table 4-3. List of Government Agencies, Elected Officials, and Special Districts Participation at Public Scoping Meetings

Meeting	Agency Participation
1. Boyle Heights	<ul style="list-style-type: none"> <li>▪ MRCA</li> <li>▪ Office of Los Angeles County Supervisor Hilda Solis, 1st District</li> </ul>
2. Little Tokyo/Arts District	<ul style="list-style-type: none"> <li>▪ MRCA</li> <li>▪ Office of Los Angeles County Supervisor Hilda Solis, 1st District</li> </ul>
3. City of Maywood	<ul style="list-style-type: none"> <li>▪ Office of United States Congresswoman Lucille Roybal-Allard, 40th District</li> <li>▪ Office of California State Assemblymember Anthony Rendon, 63rd District</li> <li>▪ City of Maywood Councilmember Heber Marquez</li> </ul>

# 05

## AGENCY AND PUBLIC SCOPING COMMENT RESULTS

Metro received a total of 148 written and oral comments during the public scoping period. Appendix 3 contains a table showing all comments received (Appendix 3-1) and original public scoping comments as available to reproduce (Appendix 3-2). Written comments were accepted via e-mail, Metro’s website comment form, US mail, comment card from public scoping meetings, and other written comments. Oral comments were captured through the Project’s voicemail and a court reporter was available to transcribe comments at the four public scoping meetings. Each comment was assigned a Comment ID.

Section 5.1 identifies comments according to method and source. Section 5.2 identifies comments provided by agencies and summarizes the content of comments, while Section 5.3 does the same for stakeholder groups and Section 5.4 summarizes general themes of comments received from individual members of the public. Section 5.5 evaluates comments received based on references to Project objectives, Project alternatives, and Project features; and Section 5.6 analyzes comments received based on references to environmental categories to be addressed in the Draft EIR.

### 5.1 Comments Received by Method and Source

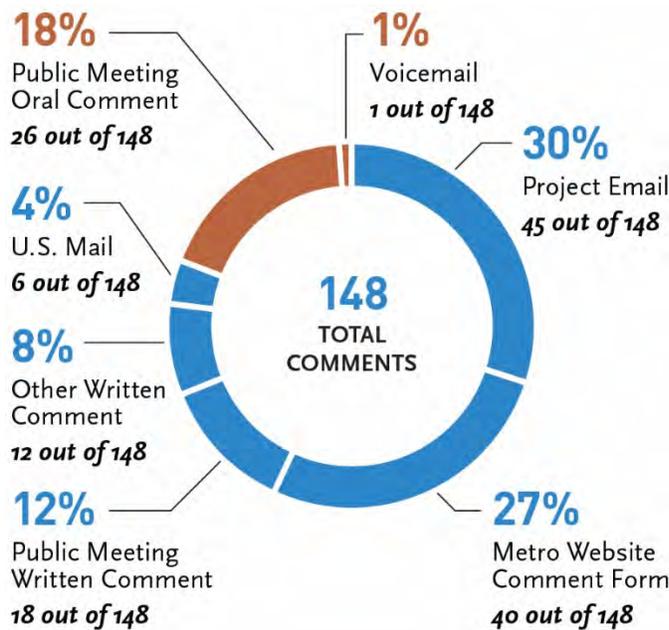
#### 5.1.1 Comment Method

Metro received a total of 148 comments during the public scoping period. Comments were received through five written and two oral (spoken) methods:

<b>Written Comments: 121 Total</b>	▪ E-mail, including letters attached to e-mails: 45
	▪ Metro website comment form: 40
	▪ US Mail: 6
	▪ Written comment from public scoping meetings: 18
	▪ Other written comment: 12
<b>Oral Comments: 27 Total</b>	▪ Project voicemail: 1
	▪ Oral comment at public scoping meetings: 26

Figure 5-1 illustrates these comment methods by percentage.

Figure 5-1. Percentage of Comments by Method

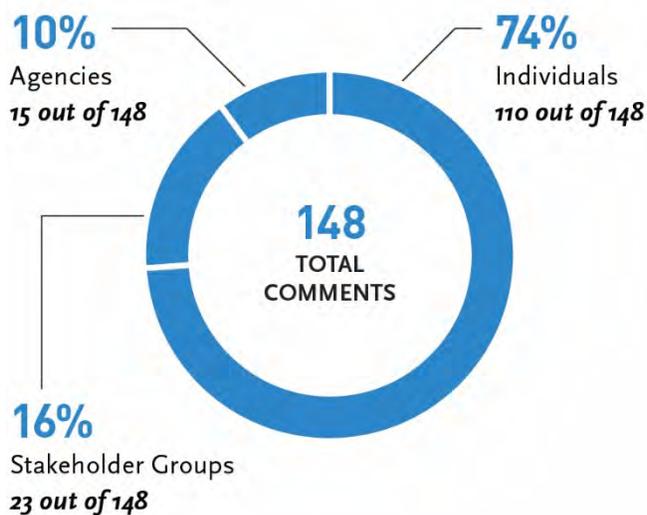


### 5.1.2 Comment Source

Metro received comments from: public transportation agencies, elected officials, and special districts; stakeholder groups, consisting of community organizations, neighborhood councils, advocacy groups, and others; and individual members of the public.

Figure 5-2 illustrates these comment sources by percentage.

Figure 5-2. Percentage of Comments by Source



## 5.2 Summary of Comments Received from Agencies and Special Districts

Metro received 14 comments from agencies and special districts during the 45-day comment period (Table 5-1). Appendix 3 contains a table showing all comments received (Appendix 3-1) and original public scoping comments as available to reproduce (Appendix 3-2).

**Table 5-1. Commenting Agencies**

Agency	Date Submitted	Comment ID(s)
California Department of Fish and Wildlife	11/5/2019	7
Caltrans (District 7 Office of Regional Planning)	12/5/2019	115
Caltrans (District 7 Division of Environmental Planning)	12/5/2019	113
City of Los Angeles Board of Public Works	10/29/2019	2
City of Los Angeles Bureau of Engineering	11/6/2019	9
	12/6/2019	122
Gateway Cities Council of Governments	12/6/2019	146
Los Angeles County Department of Public Works	12/4/2019	103
Los Angeles Police Department	10/29/2019	3
	12/4/2019	97
Mountains Recreation and Conservation Authority	12/5/2019	119
Native American Heritage Commission	11/1/2019	5
South Coast Air Quality Management District (AQMD)	11/19/2019	65
Southern California Regional Rail Authority (Metrolink)	12/6/2019	136

Per CEQA requirements, responsible and trustee agencies were provided with enough information on the Project and potential environmental effects of the Project to provide a meaningful response/comment related to their areas of statutory responsibility. Sections 5.2.1 to 5.2.12 summarize the content of comments submitted by agencies.

### 5.2.1 California Department of Fish and Wildlife

- Request for details regarding any additional infrastructure that may be built along or across the river, such as new or widened bridges
- Request for details regarding newly painted lines and altered traffic patterns on preexisting bridges

### 5.2.2 Caltrans District 7

- Recommendation for a co-operative agreement between Metro and Caltrans, prepare a Project Study Report-Project Report and obtain an encroachment permit
- Recommendations to include bicycle data in the Draft EIR, such as expected average daily trips (ADT), current ADT on the existing paths north and south of the Project, and

expected number of users and trips during peak hours, off-peak hours, weekdays, and weekends

- Recommendations to maximize connectivity to surface streets and sidewalks, provide wayfinding signage to highlight river access, as well as to enhance safety for pedestrians and cyclists near freeway on/off-ramps, and for detours during construction
- Advisements about various permit and approval requirements, including for any crossings at or near freeways, for any encroachments on Caltrans right-of-way (ROW), and for oversized-transport vehicles on state highways

### 5.2.3 City of Los Angeles Board of Public Works

- Referred correspondence to the Bureau of Engineering

### 5.2.4 City of Los Angeles Bureau of Engineering

- Request to include Sixth Street tunnel access point in all three alternatives

### 5.2.5 Gateway Cities Council of Governments

- Request to consider and evaluate increased access points commensurate with southeastern Los Angeles County population density and access to parks, open space, and recreation opportunities
- Request to evaluate mosquito mitigation and public health impacts
- Request to coordinate on access points with appropriate agencies/jurisdictions/planning documents, including the West Santa Ana Branch Transit Corridor Project, the City of Vernon, City of Commerce, and the Gateway Cities Council of Governments (Gateway Cities COG)
- Request to align with Gateway Cities COG's Strategic Transportation Plan Active Transportation Element

### 5.2.6 Los Angeles County Department of Public Works

- Recommendation to coordinate with Los Angeles County Flood Control District regarding stream gaging facility, flood permit, use agreement, and operations and maintenance document
- Recommendation to follow LA River Master Plan design guidelines
- Recommendation to address potential impacts and mitigations on homeless population

### 5.2.7 Los Angeles Police Department

- No objection to the Project portions within the City of Los Angeles

### 5.2.8 Mountains Recreation and Conservation Authority

- Recommendation to include directional bike path lanes and additional pedestrian walkway as well as ongoing community programming

- Recommendation to include additional access points along the path and connectivity to nearby open spaces

### 5.2.9 Native American Heritage Commission

- Recommendation to consult with California Native American tribes to protect tribal cultural resources
- Identification of tribal consultation under Assembly Bill (AB) 52

### 5.2.10 South Coast Air Quality Management District

- Recommendations that Metro quantify criteria pollutant emissions and compare the results to South Coast AQMD's regional and localized threshold of significance, to determine air quality impacts
- Recommendation that Metro use the AQMD's CEQA Air Quality handbook as guidance when preparing the air quality analysis for the Project
- Recommendation that Metro identify any potential adverse air quality impacts that could occur from all Project phases and all air pollutant sources related to the Project and all feasible mitigation measures go beyond what is required by law be used during Project construction and operation to minimize these impacts

### 5.2.11 Southern California Regional Rail Authority (Metrolink)

- Recommendation that any design alternative must not encroach over or onto railroad ROW, to include barriers to prevent trespassing on railroad ROW (including the provision of graphic materials to be used throughout the Project to reflect this barrier), that no access points may cross the railroad at-grade, and that no new atgrade crossings shall be constructed
- Advisement that at no point during or after construction should there be drainage into the railroad ROW
- Recommendation to install lighting that will not interfere with train engineer's vision

## 5.3 Summary of Comments Received from Stakeholder Groups

During the 45-day scoping period, Metro received 23 comments from members of 16 stakeholder groups, consisting of community organizations, neighborhood councils, advocacy groups, and others. Each comment was given a unique ID, and the full text of the comments provided are included in Appendix 3. Table 5-2 lists the comments received from stakeholder groups. Table 5-2. Commenting Stakeholder Groups

Stakeholder Group	Date(s) Submitted	Comment ID(s)
Aliso Street Manufactured Gas Plant Historical Society	11/12/2019	14
	11/12/2019	24
	11/13/2019	39

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Arts District Community Council	12/6/2019	121
	11/12/2019	17
Boyle Heights Neighborhood Council	11/12/2019	18
	11/12/2019	20
	11/12/2019	21
CoMotion LA	12/5/2019	112
Concerned Off-Road Bicyclist Association	12/5/2019	111
East Yard Communities for Environmental Justice	11/14/2019	49
Historic Cultural Neighborhood Council	11/14/2019	38
	11/14/2019	50
Los Angeles River Artists & Business Association	12/4/2019	96
Los Angeles Union Station Historical Society	11/16/2019	58
Los Angeles Waterkeeper	12/6/2019	125
Little Tokyo Community Council	11/27/2019	93
	12/4/2019	104
Noisefree.org	11/16/2019	56
	11/16/2019	57
The Nature Conservancy	11/26/2019	89
Trails4All	11/14/2019	46
	12/6/2019	135
Walk Bike Long Beach	11/26/2019	91
West Hollywood Bicycle Coalition	11/14/2019	51

Sections 5.3.1 through 5.3.16 summarize the content of comments provided by stakeholder groups. Appendix 3 contains a table showing all comments received (Appendix 3-1) and original public scoping comments as available to reproduce (Appendix 3-2)

### 5.3.1 Aliso Street Manufactured Gas Plant Historical Society

- Concern about users' potential exposure to hazardous materials near the former site of the Aliso Street MGP

### 5.3.2 Arts District Community Council

- Recommendation to build in-channel or incised alignment
- Concerns about costs related to the Project alternatives and multiple bridges, as well as discrepancies with the 2016 LA River Bike Path Gap Closure Feasibility Study
- Recommendation to study impacts of the three Project alternatives on *LA River Master Plan*, as well as health impacts for active transportation users (including being close to high voltage and rail, and mode shift)

- Recommendation to compare economic model of daily cost-per-user with cost of each alternative and cost of a bottom of channel alternative

### 5.3.3 Boyle Heights Neighborhood Council

- General support for the Project
- Recommendation to include additional Boyle Heights access points to ensure access for seniors and children
- Concern about wheelchair access and mosquitoes

### 5.3.4 CoMotion LA

- Concerns that top-of-bank path types will preclude revitalization efforts
- Concerns about too many right-angle turns and the likely costs associated with the complex crossing in all three alternatives that would run from the north end of Washington Boulevard to south of 26th Street

### 5.3.5 Concerned Off-Road Bicyclists Association

- General support for the Project
- Recommendation to prioritize path options to enable near year-round use
- Recommendation to include bicycle skills park and/or pump track

### 5.3.6 East Yard Communities for Environmental Justice

- Recommendation to incorporate strategies that protect community stability
- Concerns about displacement, air quality, historical-environmental racism

### 5.3.7 Historic Cultural Neighborhood Council

- General support for the Project
- Recommendation to include additional access points and greening elements
- Recommendation to consult with Native American tribes indigenous to the area
- Concern about existing air quality, especially in Downtown Los Angeles

### 5.3.8 LA River Artists and Business Association

- Recommendation to build in-channel or incised alignment
- Concerns about costs related to the Project alternatives and multiple bridges, as well as discrepancies with the 2016 LA River Bike Path Gap Closure Feasibility Study
- Recommendation to study impacts of the three Project alternatives on the *LA River Master Plan*, as well as health impacts for active transportation users (including being close to high voltage and rail, and mode shift)

- Recommendation to compare economic model of daily cost-per-user with cost of each alternative and cost of the in-channel alternative

### 5.3.9 Los Angeles Union Station Historical Society

- General support for the Project
- Concern about air quality and nearby toxic waste site

### 5.3.10 Los Angeles Waterkeeper

- Recommendation to ensure the Project is integrated with other plans and does not impede implementation of other revitalization efforts along the river
- Recommendation to study feasibility of providing access to the river itself
- Recommendation to include enhanced signage and wayfinding, provide sufficient trash receptacles, and rethink barrier types and usage so as not to discourage river path usage

### 5.3.11 Little Tokyo Community Council

- Recommendations to include public art that honors the history and culture of Little Tokyo, as well as maximizing the number of access points and connectivity for Little Tokyo

### 5.3.12 Noisefree.org

- General concerns not related to the Project

### 5.3.13 The Nature Conservancy

- Recommendations to maximize green elements and habitat enhancement for biodiversity, and to include stormwater capture

### 5.3.14 Trails4All

- Recommendation to include equestrian access points and facilities

### 5.3.15 Walk Bike Long Beach

- General support for the Project
- Recommendation to include robust wayfinding signage and public art

### 5.3.16 West Hollywood Bicycle Coalition

- Recommendation for river crossings to use existing bridges wherever possible to minimize Project cost and construction delay, and to improve access for existing users of those streets
- Recommendation that all river crossings that use existing bridges have bicycle and pedestrian facilities added if not already present

## 5.4 Summary of Comments Received from the Public

In addition to the 38 comments received from agencies and stakeholder groups, Metro received 110 comments from individual members of the public, including 12 comments from individual members of the public that participated as part of Maywood Elementary School's "Coffee with the Principal", during the 45-day scoping period. Sections 5.4.1 to 5.4.15 summarize comments provided by members of the public by general categories, or themes. Comments in their entirety are provided in Appendix 3.

### 5.4.1 Access

Several commenters expressed the importance of maximizing the number of access points along the Project corridor and ensuring that each neighboring community receives a fair share of access points. In particular, many community members from Boyle Heights, Little Tokyo, and Arts District expressed a desire to ensure multiple access points in their respective neighborhoods are provided. Some commenters also mentioned their preference for access from Lincoln Heights, Cypress Park, Cudahy, and Downtown.

In terms of specific access points, several commenters mentioned the need for access at Arroyo Seco and more access points in Boyle Heights at First Street (both sides) and Sixth Street, as well more access points in Vernon at Atlantic Boulevard (both sides) and Downey Road.

Several commenters highlighted the need for the Project to provide year-round access. Others emphasized the importance of ensuring access for those with different abilities and mobility needs, including children, seniors, equestrian users, and those with disabilities.

### 5.4.2 Air Quality

Many commenters raised concerns about air quality along the LA River Path, given its proximity to multiple freeways, railroads, and industrial areas. Some also noted that in certain areas such as Vernon, foul odors are present along the river. These commenters suggested incorporating design elements that improve air quality for path users and mitigate odors to the extent possible.

### 5.4.3 Amenities

Several commenters expressed the desire for various amenities such as exercise equipment, family-friendly playgrounds, benches, fountains, and restrooms.

### 5.4.4 Bottom of Channel

Several commenters identified their preference for a bottom of channel alternative. Specifically, the commenters discussed the minimal number of rain days in Los Angeles will result limited path closures, therefore supporting a bottom of channel alternative. Commenters also support a bottom of channel alternative because of the potential for lower construction cost, and improved safety for commuters using the LA River Path. Commenters also expressed the

advantages of a bottom of channel alternative such as safety for users by providing clearances from overhead power lines and the railroads leading to Union Station.

### 5.4.5 Community Engagement and Outreach

Several commenters noted their appreciation of Metro's engagement and outreach efforts, while other commenters felt not enough outreach or notification of the scoping meetings was done. Some also encouraged Metro to continue engaging communities as the Project moves forward.

### 5.4.6 Connectivity

Several commenters emphasized the importance of providing connectivity between the Project and on-street bicycle and pedestrian network and transit, so that the path serves as a continuation of the larger transportation network. Specifically, some noted the benefits of the Project connecting to Union Station, Metro A Line Washington Station, and Metro A and E Line Little Tokyo/Arts District Station. They also mentioned the importance of connecting to the Arroyo Seco Bike Path and the Rio Hondo Confluence.

Some commenters urged Metro to ensure connectivity to parks and open spaces (both existing and planned), including Sixth Street Park, Ed P. Reyes Greenway, Los Angeles State Historic Park, Rio de Los Angeles Park, Cudahy River Park, and Vernon Park.

### 5.4.7 Costs and Construction

Several commenters expressed concern about the cost of the Project, especially in relation to what they viewed as over-engineering.

Several commenters specifically noted that the number of new bridges would exhaust the budget more quickly, would make for an inefficient route, and should be avoided; other commenters contended that the crossings were necessary to ensure equitable access for all adjacent communities.

### 5.4.8 Gentrification and Displacement

Some commenters expressed concern that the Project will spur upscale development and lead to gentrification and displacement of long-time river-adjacent residents. Some also urged Metro to work with cities and other agencies to identify mitigation strategies that river-front communities could use to craft land use ordinances to benefit existing low-income communities.

Similarly, some commenters raised equity concerns and questioned what communities would be able to benefit from the Project in the long term if it were to increase gentrification in historically lower-income communities of color in Boyle Heights, Cypress Park, and Maywood.

#### 5.4.9 Green Infrastructure and Sustainability

Several commenters encouraged Metro to maximize the incorporation of green infrastructure, including trees, native plants, stormwater capture, parks and open spaces, habitat/biodiversity enhancement, and restoration of the Los Angeles River.

#### 5.4.10 Homeless Population

Many commenters acknowledged the current housing and homelessness crisis, and in particular the existing high homeless population, as presenting some challenges to the Project. Commenters expressed the importance of planning for the safety of path users and the well-being of the homeless population. Some specifically pointed out the need for Metro to proactively coordinate with other agencies to address negative effects on the existing homeless population living along the river.

#### 5.4.11 Operations and Maintenance

Several commenters identified the need for maintenance of the Project in terms of the infrastructure and its general upkeep. Some commenters stressed the importance of establishing standards that do not require the path to be closed for extended periods of time during maintenance and repairs of the LA River Path itself. Other commenters identified litter and dumping as an issue and that sufficient waste bins would need to be available along the path.

#### 5.4.12 Project Coordination

Several commenters urged Metro to coordinate with other agencies and/or organizations, such as the Tongva Tribe, Trails4All, Lower Los Angeles River Revitalization Working Group, Los Angeles Department of Transportation, and Los Angeles Police Department.

#### 5.4.13 Project Support

Several commenters stated that the Project will enhance connectivity and safety for commuters and recreational users alike, and others anticipated opportunities to reconnect with and revitalize the river, as well as bolster community identity, culture, and history.

#### 5.4.14 Public Art and Cultural Preservation

Several commenters stressed the importance of honoring the history and culture of neighborhoods along the river and there was a recommendation for creation of a cultural center along the path. Many commenters urged Metro to identify opportunities to work with communities to include public art along the path that acknowledged the unique history of each adjacent neighborhood through community murals and informational plaques.

### 5.4.15 Safety and Security

Several commenters highlighted the importance of designing for safe interactions between cyclists, pedestrians, and users other shared mobility devices, such as electric scooter and e-bikes. Providing sufficient path width and striped areas for safe interaction between cyclists and pedestrians were commonly suggested ideas. In addition, a few commenters noted that with the increased presence and use of shared mobility devices, legible signage should be posted to limit the use of electric mobility devices.

Several commenters also identified the following safety and security topics:

- The importance of ensuring that access points, where cyclists and motorists would interact, are designed to enable safe merging
- Concern about environmental safety hazards, especially those associated with toxic waste sites and nearby industrial areas
- The need to protect the safety of all path users, particularly women, by providing sufficient lighting at night and community safety liaison officers
- The importance of maintaining continuous path visibility
- Hours of operation of the path, and how these would be monitored and/or enforced  
Inquiring as to what safety measures will be implemented along the path

### 5.4.16 Wayfinding

Many commenters identified the need to maximize awareness and use of the path by posting abundant wayfinding signage along the path, in adjacent communities, and near access points.

## 5.5 Comments Evaluated by Project Objectives, Project Alternatives, and Project Features

In addition to the themes identified during analysis of the scoping comments described in Section 5.4, scoping comments were evaluated based on references to Project objectives; Project alternatives; and Project features, including access points, bridge/river crossings, and path types.

### 5.5.1 Project Objectives

Comments received during the scoping period relative to Project objectives listed in the NOP for the Project are described in this section. In general, comments do not explicitly state the objective; however, their content was inferred to relate to Project objectives if enough context was provided. For example, if a comment addressed the topic of safety, it was determined to relate to the first objective, improving safety for pedestrians and bicyclists. For the purposes of this analysis, the Project objectives are numbered 1 through 6, as follows:

1. Improving safety for pedestrians and bicyclists from existing conditions

2. Increasing access from local neighborhoods to employment centers, regional destinations, resources, and amenities, including healthcare services
3. Reducing vehicle miles traveled by allowing people to walk and bicycle on a dedicated, vehicle-separated path through and within Los Angeles County, thereby reducing trip lengths and expanding travel choices
4. Improving access to opportunity for historically under-invested communities, especially in low-income and minority communities
5. Creating a path that feels safe, comfortable, and is a world-class transportation corridor open to people of all ages and abilities
6. Creating a path that meets the needs of both recreational and utilitarian users

Analysis of the comments received relative to Project objectives revealed that many commenters referenced the first objective, improving safety for pedestrians and bicyclists from existing conditions. Table 5-3 identifies the rationale for alignment with a particular objective.

**Table 5-3. Summary of Scoping Comment Totals by Project Objectives**

Objective	Rationale for Alignment to Objective
1. Improving safety for pedestrians and bicyclists from existing conditions	Many commenters referenced the first objective for the following reasons: <ul style="list-style-type: none"> <li>▪ Ensuring that safe routes to access points are designed</li> <li>▪ Ensuring that the path concurrently meet the safety needs of pedestrians and bicyclists</li> <li>▪ Recommending designing separate pedestrian and bicyclist paths for additional safety</li> <li>▪ Voicing concerns regarding adequate lighting, user visibility, emergency response facilities (blue lights), and existing and future homeless population along the path</li> <li>▪ Expressing support of improving safety for users</li> <li>▪ Noting that bridge and street connections pose a potential safety risk for users</li> </ul>
2. Increasing access from local neighborhoods to employment centers, regional destinations, resources, and amenities, including healthcare services	Several commenters referenced the second objective for the following reasons: <ul style="list-style-type: none"> <li>▪ Ensuring that the number of access points for local neighborhoods is maximized</li> <li>▪ Ensuring that access points connect to Downtown Los Angeles, Arts District, Little Tokyo, and West Los Angeles</li> <li>▪ Requesting access points be located near local businesses in Elysian Park</li> </ul>
3. Reducing vehicle miles traveled by allowing people to walk and bicycle on a dedicated, vehicle-separated path through and within Los Angeles County, thereby reducing trip lengths, and expanding travel choices	Some commenters referenced the third objective for the following reasons: <ul style="list-style-type: none"> <li>▪ Requesting that access points be located near transit hubs and bike facilities</li> <li>▪ Requesting that the river path connect to the existing Arroyo Seco Bike Path</li> <li>▪ Emphasizing that changes to the river path must prioritize transportation improvements</li> </ul>

	<ul style="list-style-type: none"> <li>Supporting increased mobility provided by the river path</li> </ul>
4. Improving access to opportunity for historically under-invested communities, especially in low-income and minority communities	<p>Some commenters referenced the fourth objective for the following reason:</p> <ul style="list-style-type: none"> <li>Ensuring that access points serve the underserved communities of Lincoln Heights, Boyle Heights, and South Los Angeles</li> </ul>
5. Creating a path that feels safe, comfortable, and is a world-class transportation corridor open to people of all ages and abilities	<p>Some commenters referenced the fifth objective for the following reasons:</p> <ul style="list-style-type: none"> <li>Ensuring that access points are accommodated for seniors, children, and are ADA accessible</li> <li>Suggesting the addition of facilities for users (restrooms, water fountains, information kiosks)</li> <li>Expressing concern that right-angle turns along the path are unsafe and uncomfortable for bicyclists</li> </ul>
6. Creating a path that meets the needs of both recreational and utilitarian user	<p>Some commenters referenced the sixth objective for the following reasons:</p> <ul style="list-style-type: none"> <li>Suggesting design of separate pedestrian and bicyclist paths for a better overall user experience</li> <li>Advocating for green spaces and trees along the river path</li> <li>Requesting design of the river path to accommodate equestrian communities</li> <li>Suggesting incorporation of viewing platforms</li> </ul>

### 5.5.2 Project Alternatives

Of 148 comments received, approximately 14% (21) referenced one or more Project alternatives (Proposed Project, Option 1 and Option 2 [previously Alternatives A, B, and C]), for a total of 29 references to Project alternatives. Table 5-4 summarizes the comments received for each alternative.

**Table 5-4. Summary of Scoping Comments Addressing the Project Alternatives**

Alternative	Opinion	Number	Reasons
Proposed Project (previously Alternative A)	Prefer	7	Cost effectiveness, connectivity to key destinations, increased sense of safety and security
	Do Not Prefer	2	Lack of equity for disadvantaged communities
	<b>Total</b>	<b>9</b>	
Option 1 (previously Alternative B)	Prefer	8	Connectivity to key destinations, and good locations for access points
	Do Not Prefer	4	High costs and lack of connectivity to recreation in the river
	<b>Total</b>	<b>12</b>	
Option 2 (previously Alternative C)	Prefer	7	Good locations for access points, equitable for disadvantaged communities, increased sense of safety and security, connectivity to key destinations
	Do Not Prefer	1	Lack of connectivity to Los Angeles State Historic Park
	<b>Total</b>	<b>8</b>	

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<b>Total Comment References Related to Preference for Project Alternatives</b>	<b>29<sup>a</sup></b>
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<sup>a</sup> Some comments referred to more than one Project alternative, resulting in 29 references to Project alternatives from 21 comments.

### 5.5.3 Project Features

Of 148 comments received, approximately 20% (30) referenced one or more Project features, including access points, bridges/river crossings, or path type, as discussed in the sections below, for a total of 35 references to Project features.

#### 5.5.3.1 Access Points

Of 35 references to Project features, approximately 46% (16) refer to adding more access points or modifying the proposed access points. The majority of the comments regarding access points were for the Project to consider including additional access points, specifically in Boyle Heights and Vernon. Other comments identified specific locations for access points or modifications such as First Street, Sixth Street tunnel, Arroyo Seco, Atlantic Boulevard, and District Boulevard.

#### 5.5.3.2 Bridges/River Crossings

Of 35 references to Project features, approximately 17% (6) refer to the proposed bridges/river crossings. An equal number of comments supported, opposed, and recommended modifying the proposed bridges/river crossings. The comments in support expressed the benefit of connecting both sides of the river with bridges/river crossings. The comments opposing bridges/river crossing expressed concerns about the costs and constructability of this Project feature, as well as concerns that it will discourage use of the path. The comments identifying modifications to the bridges/river crossings were related to potential impacts to the river and avoidance of 90-degree bridge connections to the path alignment.

#### 5.5.3.3 Path Type

Of 35 references to Project features, approximately 37% (13) refer to the proposed path types for the Project. Eight comments support elevated and/or top-of-bank path types. Three comments want to modify the path types to provide separation of bicyclists, pedestrians, and/or equestrians. In addition, four comments advocated for a path at the bottom of the channel.

## 5.6 Comments Analyzed by Environmental Category

Public comments were analyzed by the environmental categories they addressed. Of 148 comments received, approximately 54% (81) made reference to one or more environmental categories, for a total of 120 references to environmental categories. Table 5-5 breaks down the number of these comments into various environmental categories being evaluated as part of the environmental review.

Table 5-5. Comments Received by Topic

Environmental Category <sup>a</sup>	Environmental Category Description	Reasons
Air quality	iAir quality impacts as a result of the Project in the communities near the proposed alternatives and access points	<ul style="list-style-type: none"> <li>▪ Inquiring about air pollution mitigation</li> <li>▪ Voicing concerns regarding the poor air quality for the river path location</li> <li>▪ Ensuring that AQMD and CEQA are enforced for the Project</li> <li>▪ Inquiring about how the Project will improve air quality in the area</li> <li>▪ Suggesting that air quality be constantly monitored along the path</li> </ul>
Biological resources	Impacts to biological resources (plants and animals) and ecosystems (habitats) along the proposed alignments and access points	<ul style="list-style-type: none"> <li>▪ Requesting that surrounding wildlife not suffer detrimental damages</li> </ul>
Cultural resources	Potential historic, cultural, or archeological impacts of the proposed alignments and access points	<ul style="list-style-type: none"> <li>▪ Recommending incorporating the surrounding community culture into the path</li> <li>▪ Ensuring that historical bridges are included in the environmental scope</li> </ul>
Equity	Environmental impacts or issues and the equal treatment and involvement of all people regardless of race, color, national origin, or income	<ul style="list-style-type: none"> <li>▪ Ensuring that access point locations for communities must be equitable</li> <li>▪ Inquiring how the river path will equally benefit all communities</li> </ul>
Greenhouse gas emissions	Greenhouse gas emission resulting from the Project	<ul style="list-style-type: none"> <li>▪ Encouraging the Project to meet the state policy goals of reducing greenhouse gases</li> </ul>
Growth-inducing impacts	Ways in which the Project could result in economic or population growth, either directly or indirectly	<ul style="list-style-type: none"> <li>▪ Requesting consideration of commercial/business users of the LA River Path</li> </ul>
Hazards and hazardous materials	Hazardous materials near the proposed alternatives and access points	<ul style="list-style-type: none"> <li>▪ Requesting that a "risk to health assessment" be completed from the Cesar E Chavez Avenue Viaduct to the US-101 Freeway</li> <li>▪ Stating health concerns regarding potential hazardous material along the Project site</li> <li>▪ Inquiring how Metro plans to clean up the existing hazardous waste located along the path</li> </ul>
Hydrology/ water quality	Impacts to water quality and flooding impacts as a result of the Project	<ul style="list-style-type: none"> <li>▪ Requesting a study of storm water runoff</li> </ul>
Land use/ planning	Current and proposed land uses and planned projects near the proposed alternatives and access points	<ul style="list-style-type: none"> <li>▪ Voicing concern regarding long-term use of the river potentially being a wildland or soft dirt environment.</li> </ul>
Noise	Noise and vibration impacts from the proposed alternatives and access points	<ul style="list-style-type: none"> <li>▪ Voicing concern that the noise does not disrupt residents</li> </ul>
Population/ housing	Potential impacts to population and housing adjacent to the Project	<ul style="list-style-type: none"> <li>▪ Voicing concern for displacement of current residents once the path is completed</li> </ul>

Environmental Category <sup>a</sup>	Environmental Category Description	Reasons
Public services	Public services impacts, as well as safety and security on the proposed alternatives and at access points	<ul style="list-style-type: none"> <li>▪ Requesting that no new housing be allowed along the river path</li> <li>▪ Voicing concern regarding the homeless populating along the river</li> <li>▪ Voicing concern as to how safety and security will be ensured for users along the path</li> <li>▪ Inquiring as to what safety measures will be implemented along the path</li> </ul>
Recreation	Recreation and parklands near the proposed alternatives and access points	<ul style="list-style-type: none"> <li>▪ Requesting that access points be located near recreational spaces</li> <li>▪ Requesting that Metro take future recreation zones into consideration when planning the Project</li> </ul>
Transportation/ traffic	Transportation, traffic circulation, and parking impacts from the proposed alternatives and access points	<ul style="list-style-type: none"> <li>▪ Ensuring that the path will provide an attractive alternative to motorized vehicle transportation</li> <li>▪ Ensuring that the EIR focus on impacts to modes of travel that will use the path</li> <li>▪ Requesting that, if required, safe bike path detours during construction are designed</li> <li>▪ Requesting that the path's connectivity with streets and existing bike facilities is maximized</li> </ul>
Tribal cultural resources	Potential tribal cultural or archeological impacts of the proposed alignment options and access points	<ul style="list-style-type: none"> <li>▪ Requesting that the Tonga community be contacted</li> </ul>
<b>Total Comment References Related to Environmental Categories</b>		



# 06

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## NEXT STEPS IN ENVIRONMENTAL REVIEW PROCESS

The comments and questions Metro received during the scoping comment period will be used to inform the scope and content of the Draft EIR prepared by Metro for the Project.

Metro anticipates releasing the Draft EIR for public review and comment in 2024, followed by a public hearing(s) to gather community input and comments on the Draft EIR (Figure 6-1). The Project team will continue to engage the community through information sessions, tours, and among other community events and activities in the coming months to continue gathering community feedback about the Project.

Figure 6-1. Environmental Timeline



**Attachment 1**  
Notification Materials

**Attachment 1a**  
Notice of Preparation

## NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

**DATE:** OCTOBER 23, 2019  
**TO:** AGENCIES, ORGANIZATIONS, AND INTERESTED PARTIES  
**SUBJECT:** NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT  
**PROJECT TITLE:** LA RIVER PATH PROJECT  
**FROM:** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

**PROJECT LOCATION AND ENVIRONMENTAL SETTING:** The LA River Path (Project) is a proposed walking and bicycling path along an approximately 8-mile stretch of the Los Angeles River from Elysian Valley through downtown Los Angeles and the City of Vernon to the City of Maywood. The proposed pedestrian and bicycle path would provide connections to and between downtown Los Angeles, including the Arts District, Little Tokyo, Civic Center, El Pueblo District/Union Station, and the Wholesale District; the surrounding communities of Elysian Valley, Cypress Park, Elysian Park, Lincoln Heights, Chinatown, and Boyle Heights; and the cities of Vernon and Maywood (see Figure 1). The surrounding area is currently underserved with limited pedestrian and bicycling infrastructure connecting the communities. Land uses within the Project area include single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational uses including the Los Angeles State Historic Park, health and medical facilities, educational institutions, flood control facilities, and transportation facilities.

**PROJECT INITIATION:** Metro has initiated a Draft Environmental Impact Report (EIR) for the proposed Project pursuant to the California Environmental Quality Act (CEQA). Metro is the lead agency for the proposed Project. The purpose of this NOP is to alert interested agencies and parties to the preparation of the Draft EIR, invite public participation in the EIR scoping process, and announce the public scoping meetings.

**PROJECT OBJECTIVES:** The proposed Project would create a safe and world-class active transportation corridor along the Los Angeles River between Elysian Valley and City of Maywood that enhances and provides recreational opportunities, livability, regional and local connectivity and provides an outstanding user experience, access to economic opportunity, and separation from vehicular traffic for people of all ages and abilities. This new transportation facility would contribute to improved health, economic, environmental, transportation, and equity issues across the study area. Objectives of the proposed Project include:

- Improving safety for pedestrians and bicyclists from existing conditions;
- Increasing access from local neighborhoods to employment centers, regional destinations, resources, and amenities, including healthcare services;

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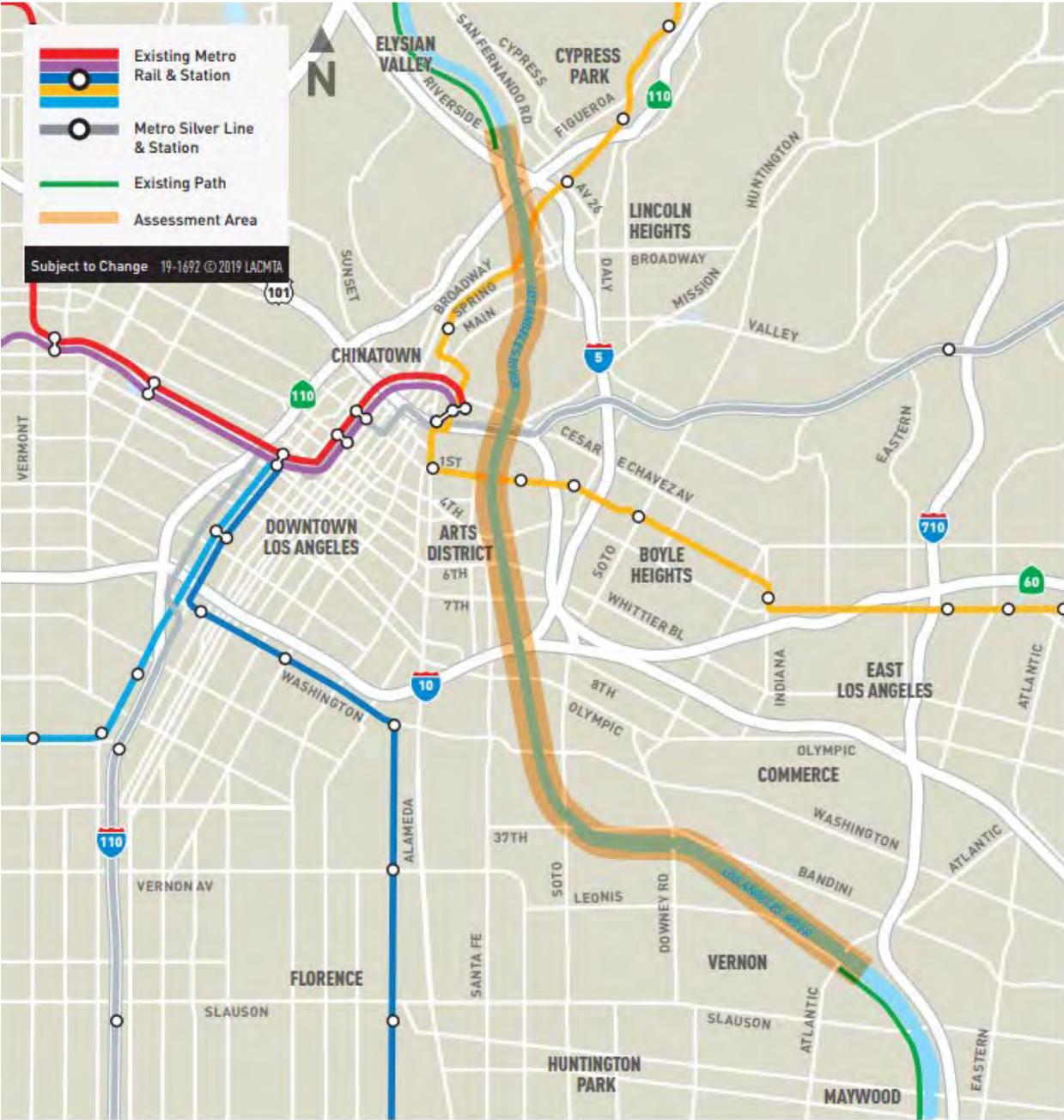
OCT 23 2019

Page 1

LOS ANGELES, COUNTY CLERK

- Reducing vehicle miles traveled by allowing people to walk and bicycle on a dedicated, vehicle separated path through and within Los Angeles County, thereby reducing trip lengths, and expanding travel choices;
- Improving access to opportunity for historically under-invested communities, especially in low-income and minority communities;
- Creating a path that feels safe, comfortable, and is a world-class transportation corridor open to people of all ages and abilities;
- Creating a path that meets the needs of both recreational and utilitarian users.

Figure 1. Proposed Project Location Map

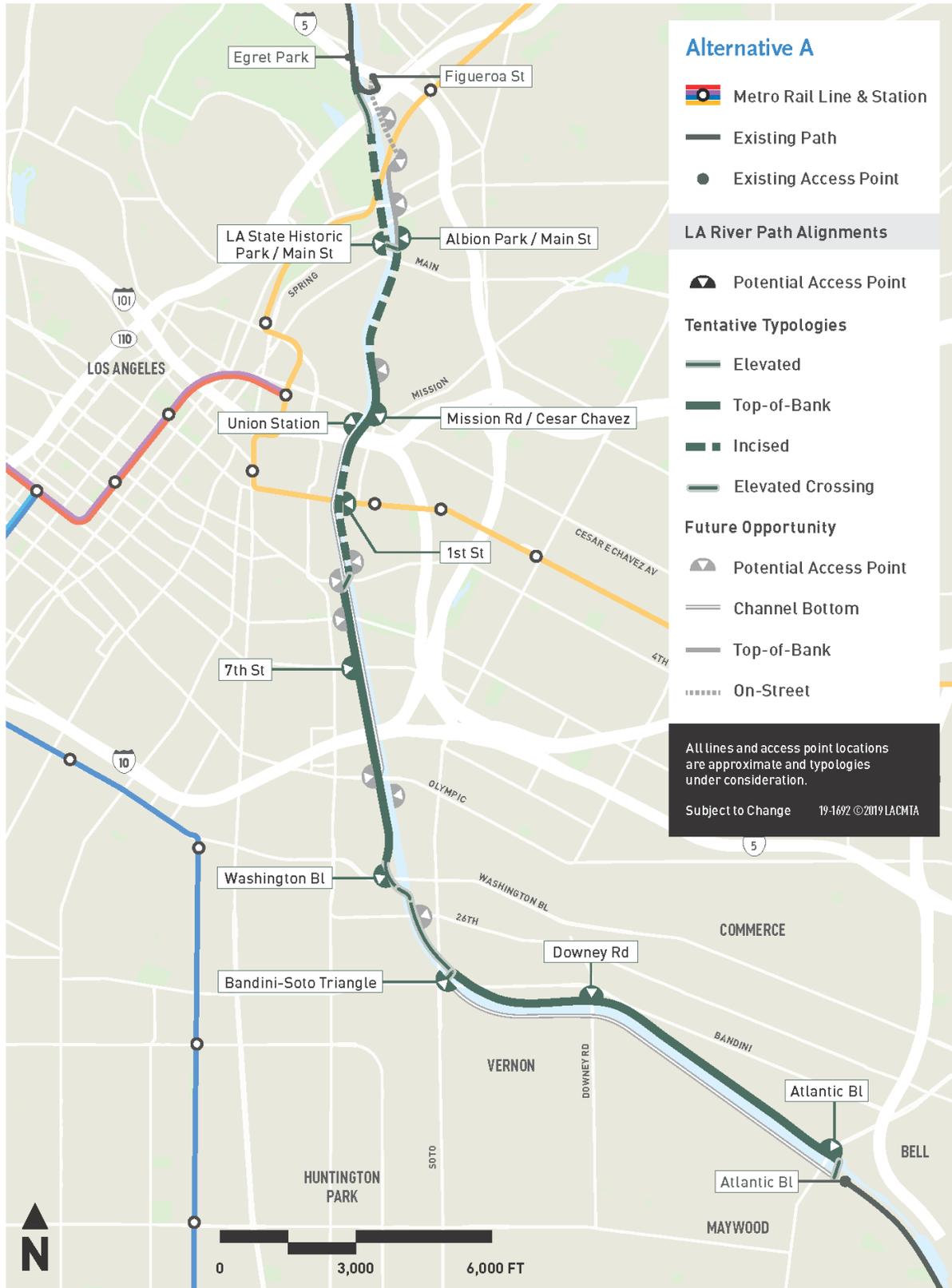


Source: Metro, 2019

**PROJECT DESCRIPTION:** The LA River Path Project is an approximately 8-mile bicycle and pedestrian path proposed along the Los Angeles River from Elysian Valley through downtown Los Angeles and the City of Vernon to the City of Maywood. The northern limit of the project area is the terminus of the Los Angeles River Greenway Trail at Riverside Drive and the southern limit is at Atlantic Boulevard where the Los Angeles River Bicycle Path begins in the City of Maywood. The proposed Project would close the longest remaining gap in the LA River Path to serve existing communities, meet future demand, and help increase the value and benefits of the two existing paths to the north and south of the Project. When complete, this transportation and recreational facility will provide a seamless 32-mile traffic-separated regional corridor for walking, rolling, and bicycling from the San Fernando Valley to the City of Long Beach along the Los Angeles River. The proposed Project is a Measure M project with a projected opening by 2027. Currently, \$365 million in Measure M funds are allocated for this Project.

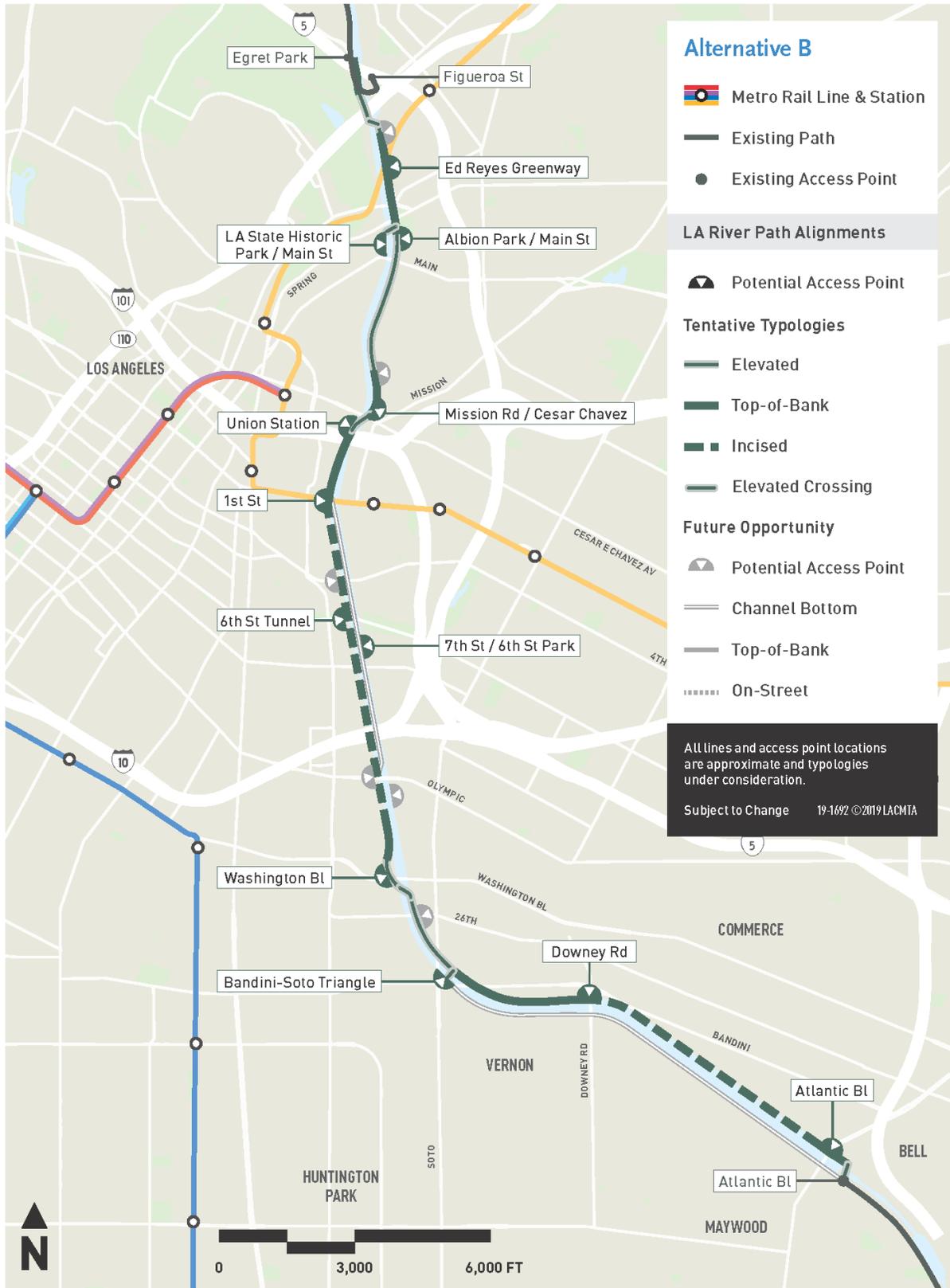
The Draft EIR will analyze three possible alignment alternatives. These three alternatives are generally located along the Los Angeles River and utilize a combination of top-of-bank/cantilevered, elevated, and incised path typologies. Access points would be located along and adjacent to both sides of the river and would connect the path to existing and proposed future on-street bicycle networks, and provide connections to serve people walking and taking transit including connections to Union Station, and Metro Gold and Blue Line Stations. Access points are significant capital investments and physical structures that extend beyond Los Angeles River channel. Alternative A would cross the river approximately six times and would add approximately 10 new access points (see Figure 2). Alternative B would cross the river approximately seven times and would add approximately 12 new access points (see Figure 3). Alternative C would cross the river approximately seven times and would add approximately 11 new access points (see Figure 4). These alternatives contain many common access points and path types, but contain minor distinctions that are unique to each one. Stakeholder coordination, design options and refinements, and impact evaluation of the proposed Project are ongoing. As a result, Project design iterations are anticipated. It is anticipated that the Draft EIR may include, but is not limited to, variations in river crossings and locations, variations in access points and locations, design options for path typologies, refinements to the proposed Project, and ancillary improvements in collaboration with Metro's local partners.

Figure 2. Alternative A



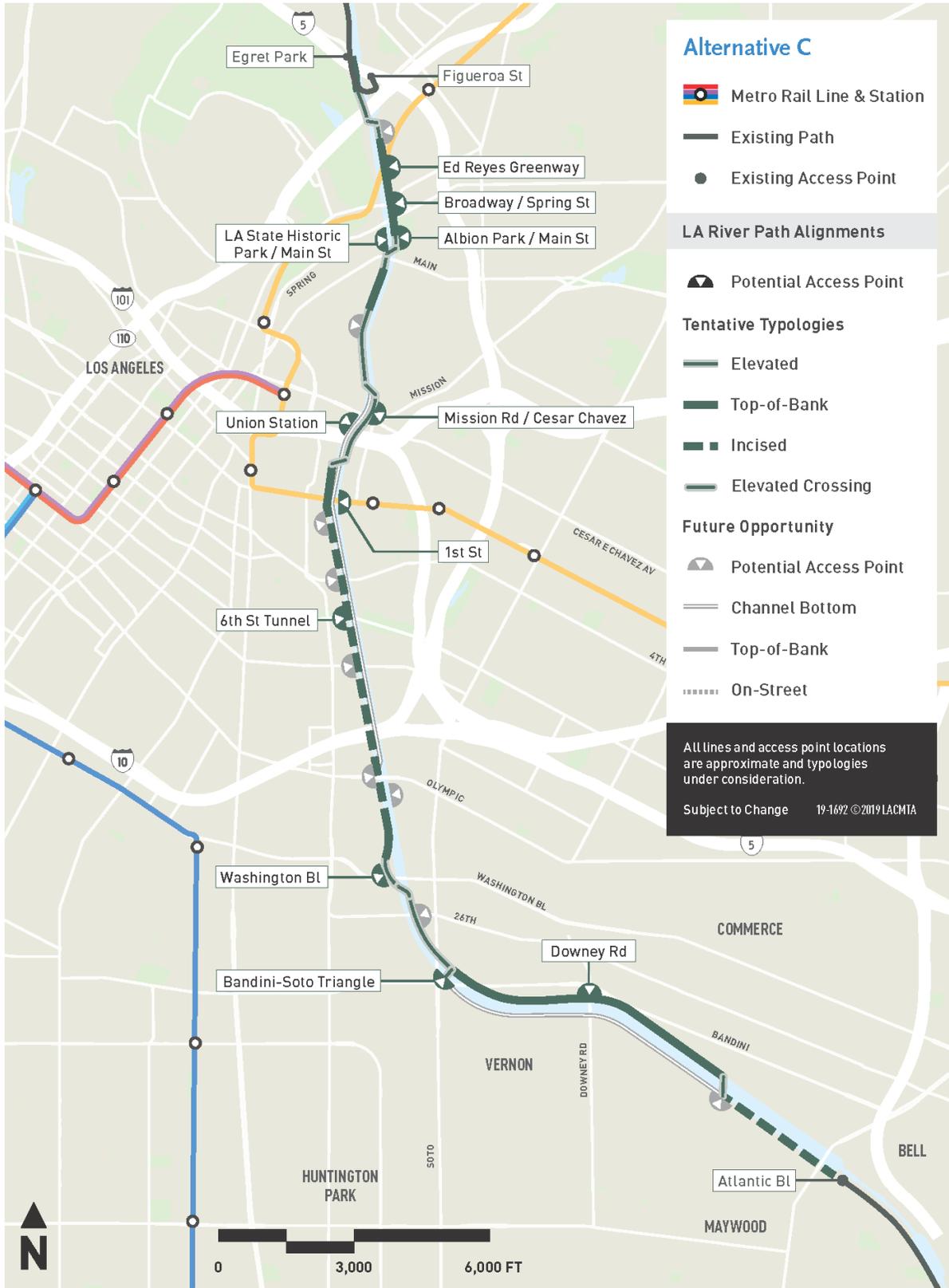
Source: Metro, 2019

**Figure 3. Alternative B**



Source: Metro, 2019

Figure 4. Alternative C



Source: Metro, 2019

**PROBABLE ENVIRONMENTAL EFFECTS:** The purpose of the Draft EIR is to environmentally evaluate, identify, and disclose the potential impacts of the Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Growth-Inducing Impacts
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation would be identified in the Draft EIR. More information about the Project is available at <https://www.metro.net/projects/lariverpath/>.

**SCOPING MEETINGS:** Public scoping meetings to accept comments on the scope of the Draft EIR will be held on the following dates and times:

<p><b>Scoping Meeting # 1</b>            Tuesday, November 12, 2019            6:00 - 8:00 pm</p> <p>Boyle Heights Senior Center,            Auditorium            2839 E 3<sup>rd</sup> St., Los Angeles, CA            90033</p>	<p><b>Scoping Meeting # 2</b>            Wednesday, November 13, 2019            6:00 - 8:00 pm</p> <p>St. Francis Xavier Church Japanese            Catholic Center            222 S. Hewitt St., Los Angeles, CA            90012</p>
<p><b>Scoping Meeting # 3</b>            Thursday, November 14, 2019            6:00 - 8:00 pm</p> <p>Maywood Elementary School            5200 Cudahy Ave., Maywood, CA            90270</p>	<p><b>Scoping Meeting # 4</b>            Saturday, November 16, 2019            10:00 am - 12:00 pm</p> <p>Cypress Park and Recreation Center,            Auditorium            2630 Pepper Ave., Los Angeles, CA            90065</p>

The scope of the Draft EIR, including the goals and objectives, Project area and description, and the potential environmental impacts to be evaluated will be presented at the public scoping meetings. All Metro meetings are held in facilities compliant with the Americans with Disabilities Act (ADA). Spanish translation and Spanish-speaking staff will attend all the

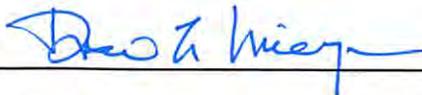
scoping meetings. ADA accommodations and other language translations are available by calling 213.418.3423 at least 72 hours before the meeting.

**COMMENT DUE DATE:** Written comments on the scope of the Draft EIR, including the goals and objectives, Project area and description, potential impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period beginning on October 23, 2019 through December 6, 2019. Comments will be accepted at the public scoping meetings and written or electronic (e-mail) comments may be sent to Metro on or before December 6, 2019 at the addresses below.

**ADDRESS:** Written or electronic (e-mail) comments may be sent to the following addresses:

Lauren Cencic, Sr. Director  
Metro  
One Gateway Plaza, Mail Stop: 99-22-5  
Los Angeles, CA 90012  
e-mail at [lariverpath@metro.net](mailto:lariverpath@metro.net)

Date 10/17/2019

Signature 

Title David Mieger, Interim Senior Executive Officer

**Attachment 1b**  
Notice of Preparation Mailing Distribution

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**Attachment 1c**  
Advertisements and other Notifications

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## DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

**ASIAN JOURNAL (L.A.)**

On the following dates:

10/23/2019

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

**30th day of October 2019**



Signature

**3304552**

*"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"*



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**Metro**

### PAUNAWA SA PAGHAHANDA NG ISANG DRAFT ULAT NG EPEKTO SA KAPALIGIRAN (ENVIRONMENTAL IMPACT REPORT)

Ang Los Angeles County Metropolitan Transportation Authority (Metro) ay ang nangungunang ahensya sa ilalim ng California Environmental Quality Act (CEQA) para sa paghahanda ng isang Draft Environmental Impact Report (EIR) para sa iminungkahing LA River Path (Project). Ang iminungkahing proyekto ay isang daanan ng mga naglalakad at nagbisisikleta sa kahabaan ng humigit-kumulang sa 8 milya ng Los Angeles River mula sa Elysian Valley hanggang sa downtown ng Los Angeles at Lungsod ng Vernon hanggang sa Lungsod ng Maywood. Nanghihingi ang Metro ng mga pananaw ng mga interesadong tao at ahensya hinggil sa saklaw at mitalanan ng impormasyon sa kapaligiran, kabilang ang mga komentong nauukol sa mga responsibilidad sa batas ng ahensya na may kaugnayan sa iminungkahing Proyekto. Ang mga karagdagang impormasyon tungkol sa Proyekto, kabilang ang Paunawa ng Paghahanda (Notice of Preparation [NOP]), ay makukuha sa <https://www.metro.net/projects/lanverpath/>.

**MGA SCOPING MEETING:** Ang mga pampublikong scoping meeting na tatanggap ng mga komento sa saklaw ng Draft EIR ay gaganapin sa mga sumusunod na petsa, oras at lokasyon:

Unang Scoping Meeting: Martes, Nobyembre 12, 2019, 6:00 - 8:00 pm. Boyle Heights Senior Center Auditorium, 2839 E. 3rd St., Los Angeles, CA 90033.

Ikalawang Scoping Meeting: Miyerkules, Nobyembre 13, 2019, 6:00 - 8:00 pm. St. Francis Xavier Church Japanese Catholic Center, 222 S. Hewitt St., Los Angeles, CA 90012.

Ikatlong Scoping Meeting: Huwes, Nobyembre 14, 2019, 6:00 - 8:00 pm. Maywood Elementary School, 5200 Cudahy Ave., Maywood, CA 90270.

Ikaapat na Scoping Meeting: Sabado, Nobyembre 16, 2019, 10:00 am - 12:00 pm. Cypress Park and Recreation Center, Auditorium, 2630 Pepper Ave., Los Angeles, CA 90065.

Ang saklaw ng Draft EIR, kasama ang mga mithin at layunin, lugar ng Proyekto at paglalarawan, at ang mga potensyal na epekto sa kapaligiran na susunin ay ipapakita sa mga pampublikong scoping meeting. Ang lahat ng mga pagpupulong ng Metro ay ginaganap sa mga pasilidad na sumusunod sa mga Batas sa Amerikanong may Kapansanan (Americans with Disabilities Act [ADA]). Ang pagsasalin sa Espanyol at kawani na nagsasalita ng Espanyol ay dadalo sa lahat ng mga pagpupulong ng mga scoping meeting. Ang mga accommodation sa ADA at iba pang mga pagsasalin ng wika ay magagamit sa pamamagitan ng pagtawag sa 213.418.3423 nang hindi bababa sa 72 oras bago ang pagpupulong.

**TAKDANG PETA SA MGA KOMENTO:** Ang mga nakasulat na komento sa saklaw ng Draft EIR, kasama ang mga mithin at layunin, lugar ng Proyekto at paglalarawan, mga potensyal na epekto na susunin, at ang mga pamamaraan na gagamitin sa pagsusuri, ay tatanggapin sa panahon ng komento simula sa Oktubre 23, 2019 hanggang Disyembre 6, 2019. Tatanggapin ang mga komento sa mga pampublikong scoping meeting at ang mga nakasulat o electronic.

(e-mail) na mga komento ay maaaring ipadala sa Metro sa o bago ang Disyembre 6, 2019 sa address sa ibaba.

**ADDRESS:** Ang mga nakasulat o electronic (e-mail) na komento ay maaaring ipadala sa mga sumusunod na address:

Lauren Cenoc, Sr. Director  
Metro

One Gateway Plaza, Mail Stop 99-22-5

Los Angeles, CA 90012

Email sa [lanverpath@metro.net](mailto:lanverpath@metro.net)

CNS-3304552#

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## DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

**WORLD JOURNAL (CHINESE DAILY NEWS)**

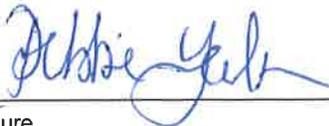
On the following dates:

10/23/2019

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

**5th day of November 2019**



Signature

**3304551**

*"The only Public Notice which is justifiable  
from the standpoint of true economy and the public interest,  
is that which reaches those who are affected by it"*



\* A 0 0 0 0 0 5 2 6 8 8 2 5 \*



**Metro**

### 編寫環境影響報告草案的通知

根據《加利福尼亞州環境質量法案》(CEQA)的規定，洛杉磯縣大都會交通管理局(Metro)是負責為提議的洛杉磯河道(項目)編寫《環境影響報告(EIR)草案》的牽頭機構。提議的姓名是一條沿洛杉磯河大約8英里長的步行和騎自行車的路線，從Elysian山谷到洛杉磯市中心，從Vernon市到Maywood市。Metro正在徵求有關人員和機構對環境信息的範圍和內容的意見，包括機構在提議的項目中的法定責任密切相關的機構意見。關於該項目的更多信息，包括《編寫通知》(NOP)，請上網查看：<https://www.metro.net/projects/lariverpath/>

範圍界定會議：將在下列日期、時間和地點舉行公開範圍界定會議，接受關於EIR草案範圍的意見：

範圍界定會議 1：2019年11月12日週二，晚上6時至8時。Boyle Heights 耆英中心禮堂。2839 E. 3rd St., Los Angeles, CA 90033。

範圍界定會議 2：2019年11月13日週三，網上6時至8時。St. Francis Xavier 教堂日本天主教中心。222 S. Hewitt St., Los Angeles, CA 90012。

範圍界定會議 3：2019年11月14日週四，晚上6時至8時。Maywood小學。5200 Cudahy Ave., Maywood, CA 90270。

範圍界定會議 4：2019年11月16日週六，上午10時至中午12時。Cypress 公園娛樂中心禮堂。2630 Pepper Ave., Los Angeles, CA 90065。

EIR草案的範圍，包括目標和目的、項目區域和說明，以及將評估的潛在環境影響，將在公開範圍界定會議上介紹。所有Metro會議都是在符合《美國殘疾人法》(ADA)的設施中舉行的。西班牙語翻譯和說西班牙語的工作人員將參加所有範圍界定會議。至少在開會之前提前72小時撥打213.418.3423提出要求，可以提供ADA便利設施和其他語言翻譯。

接受意見的截止日期：關於EIR草案的範圍的書面意見，包括目標和目的、項目區域和說明，將評估的潛在環境影響，以及將使用的評估方法，將在2019年10月23日開始到2019年12月6日結束的徵求意見期間結束。將在公共範圍界定會議上接受意見，並且在2019年12月6日或之前，可以把書面或電子(電子郵件)發送到下列地址。

地址：可以把書面或電子(電子郵件)發送到下列地址：

Lauren Cencic, 高級總監  
Metro  
One Gateway Plaza, Mail Stop: 99-22-5  
Los Angeles, CA 90012  
電子郵箱：[lariverpath@metro.net](mailto:lariverpath@metro.net)

CNS-3304551#

# CALIFORNIA NEWSPAPER SERVICE BUREAU

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CNS 3304547

## COPY OF NOTICE

Notice Type: BID NOTICE INVITING BIDS  
Ad Description LA River Path

To the right is a copy of the notice you sent to us for publication in the DAILY NEWS LOS ANGELES. Please read this notice carefully and call us with any corrections. The Proof of Publication will be filed with the County Clerk, if required, and mailed to you after the last date below. Publication date(s) for this notice is (are):

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THE INTER-CITY EXPRESS, OAKLAND	(510) 272-4747





**Metro**

**NOTICE OF PREPARATION OF A DRAFT  
ENVIRONMENTAL IMPACT REPORT**

Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency under the California Environmental Quality Act (CEQA) for preparation of a Draft Environmental Impact Report (EIR) for the proposed LA River Path (Project). The proposed Project is a walking and bicycling path along an approximately 8-mile stretch of the Los Angeles River from Elysian Valley through downtown Los Angeles and the City of Vernon to the City of Maywood. Metro is soliciting the views of interested persons and agencies as to the scope and content of the environmental information, including agency comments germane to the statutory responsibilities of the agency in connection with the proposed Project. More information about the Project, including the Notice of Preparation (NOP), is available at <https://www.metro.net/projects/lariverpath/>.

**SCOPING MEETINGS:** Public scoping meetings to accept comments on the scope of the Draft EIR will be held on the following dates, times and locations:

Scoping Meeting # 1: Tuesday, November 12, 2019, 6:00 – 8:00 pm. Boyle Heights Senior Center Auditorium. 2839 E. 3rd St., Los Angeles, CA 90033.

Scoping Meeting # 2: Wednesday, November 13, 2019, 6:00 – 8:00 pm. St. Francis Xavier Church Japanese Catholic Center. 222 S. Hewitt St., Los Angeles, CA 90012.

Scoping Meeting # 3: Thursday, November 14, 2019, 6:00 – 8:00 pm. Maywood Elementary School. 5200 Cudahy Ave., Maywood, CA 90270.

Scoping Meeting # 4: Saturday, November 16, 2019, 10:00 am – 12:00 pm. Cypress Park and Recreation Center, Auditorium. 2630 Pepper Ave., Los Angeles, CA 90065.

The scope of the Draft EIR, including the goals and objectives, Project area and description, and the potential environmental impacts to be evaluated will be presented at the public scoping meetings. All Metro meetings are held in facilities compliant with the Americans with Disabilities Act (ADA). Spanish translation and Spanish-speaking staff will attend all the scoping meetings. ADA accommodations and other language translations are available by calling 213.418.3423 at least 72 hours before the meeting.

**COMMENT DUE DATE:** Written comments on the scope of the Draft EIR, including the goals and objectives, Project area and description, potential impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period beginning on October 23, 2019 through December 6, 2019. Comments will be accepted at the public scoping meetings and written or electronic (e-mail) comments may be sent to Metro on or before December 6, 2019 at the address below.

**ADDRESS:** Written or electronic (e-mail) comments may be sent to the following addresses:

Lauren Cencic, Sr. Director  
Metro  
One Gateway Plaza, Mail Stop: 99-22-5  
Los Angeles, CA 90012  
Email at: [lariverpath@metro.net](mailto:lariverpath@metro.net)

CNS-3304547#

# CALIFORNIA NEWSPAPER SERVICE BUREAU

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CNS 3304548

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Notice Type: BID NOTICE INVITING BIDS  
Ad Description LA River Path

To the right is a copy of the notice you sent to us for publication in the DOWNTOWN NEWS. Please read this notice carefully and call us with any corrections. The Proof of Publication will be filed with the County Clerk, if required, and mailed to you after the last date below. Publication date(s) for this notice is (are):

10/28/2019

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SAN JOSE POST-RECORD, SAN JOSE	(408) 287-4866
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THE INTER-CITY EXPRESS, OAKLAND	(510) 272-4747





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Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency under the California Environmental Quality Act (CEQA) for preparation of a Draft Environmental Impact Report (EIR) for the proposed LA River Path (Project). The proposed Project is a walking and bicycling path along an approximately 8-mile stretch of the Los Angeles River from Elysian Valley through downtown Los Angeles and the City of Vernon to the City of Maywood. Metro is soliciting the views of interested persons and agencies as to the scope and content of the environmental information, including agency comments germane to the statutory responsibilities of the agency in connection with the proposed Project. More information about the Project, including the Notice of Preparation (NOP), is available at <https://www.metro.net/projects/lariverpath/>.

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Lauren Cencic, Sr. Director  
Metro  
One Gateway Plaza, Mail Stop: 99-22-5  
Los Angeles, CA 90012  
Email at: [lariverpath@metro.net](mailto:lariverpath@metro.net)

CNS-3304548#

# CALIFORNIA NEWSPAPER SERVICE BUREAU

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NWA# 3304546

### COPY OF NOTICE

Notice Type: BID NOTICE INVITING BIDS

Ad Description  
LA River Path

To the right is a copy of the notice you sent to us for publication in the EASTSIDE JOURNAL. Please read this notice carefully and call us with any corrections. The Proof of Publication will be filed with the County Clerk, if required, and mailed to you after the last date below. Publication date(s) for this notice is (are):

10/17/2019

The charge(s) for this order is as follows. An invoice will be sent after the last date of publication. If you prepaid this order in full, you will not receive an invoice.

Publication	\$462.00
Total	\$462.00



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**Metro**

**NOTICE OF PREPARATION OF A DRAFT  
ENVIRONMENTAL IMPACT REPORT**

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**ADDRESS:** Written or electronic (e-mail) comments may be sent to the following addresses:

Lauren Cencic, Sr. Director  
Metro  
One Gateway Plaza, Mail Stop: 99-22-5  
Los Angeles, CA 90012  
Email at: [lariverpath@metro.net](mailto:lariverpath@metro.net)

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**PROOF OF PUBLICATION**

(2015.5C.C.P)

**La Opinión**

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Tel: (213)896-2260 • Fax: (213)896-2238

**STATE OF CALIFORNIA**

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

**October 23**

all in the year 20 **19**

I certified (or declared) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

**23** day of **October**, 20 **19**

*Rosa Berumen*  
Signature

AVD #017 Controlled  
Rev. 03/12

This space is for the County Clerk's filing Stamp

Proof of publication:

**M Metro**

**AVISO DE PREPARACIÓN DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL**

La Autoridad Metropolitana de Transporte del Condado de Los Angeles (Metro) es la agencia principal bajo la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés) para la preparación de un Anteproyecto de Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para el Sendero del Río LA (Proyecto). El Proyecto propuesto es un sendero para caminar y andar en bicicleta a lo largo de un tramo de aproximadamente 8 millas del Río Los Angeles desde Elysian Valley a través del centro de Los Angeles y la Ciudad de Vernon a la Ciudad de Maywood. Metro está solicitando opiniones de las personas y agencias interesadas en cuanto al alcance y contenido de la información ambiental, incluyendo los comentarios de la agencia relevantes a las responsabilidades estatutarias de la agencia en relación con el Proyecto propuesto. Más información acerca del Proyecto, incluyendo el Aviso de Preparación (NOP, por sus siglas en inglés), está disponible en <https://www.metro.net/projects/lariverpath/>.

**REUNIONES DE ALCANCE:** Las reuniones de alcance público para aceptar comentarios sobre el alcance del Anteproyecto EIR se llevarán a cabo en las siguientes fechas, horas y ubicaciones:

Reunión de Alcance # 1: Martes 12 de noviembre de 2019, 6:00 – 8:00 pm. Auditorio del Boyle Heights Senior Center. 2839 E. 3rd St., Los Angeles, CA 90033.

Reunión de Alcance # 2: Miércoles 13 de noviembre de 2019, 6:00 – 8:00 pm. Iglesia de San Francisco Javier Centro Católico Japonés. 222 S. Hewitt St., Los Angeles, CA 90012.

Reunión de Alcance # 3: Jueves 14 de noviembre de 2019, 6:00 – 8:00 pm. Escuela Primaria Maywood. 5200 Cudahy Ave., Maywood, CA 90270.

Reunión de Alcance # 4: Sábado 16 de noviembre de 2019, 10:00 am – 12:00 pm. Auditorio de Cypress Park y Centro de Recreación. 2630 Pepper Ave., Los Angeles, CA 90065.

El alcance del Anteproyecto EIR, incluyendo las metas y objetivos, el área del Proyecto y descripción, y los posibles impactos potenciales a ser evaluados serán presentados en las reuniones de alcance público. Todas las reuniones de Metro se llevan a cabo en instalaciones que cumplen con la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés). La traducción al español y el personal de habla hispana asistirán a todas las reuniones de alcance. Las adaptaciones de ADA y traducciones están disponibles llamando al 213.418.3423 al menos 72 horas antes de la reunión.

**FECHA LÍMITE DE COMENTARIOS:** Los comentarios escritos sobre el alcance del Anteproyecto EIR, incluyendo metas y objetivos, área del Proyecto y descripción, posibles impactos a ser evaluados, y las metodologías a ser utilizadas de en la evaluación, serán aceptados durante el periodo de comentarios que comienza el 23 de octubre de 2019 hasta el 6 de diciembre de 2019. Los comentarios serán aceptados en las reuniones de alcance público y los comentarios escritos o electrónicos (correo electrónico) pueden enviarse a Metro en o antes del 6 de diciembre de 2019 a la dirección de abajo.

**DIRECCIÓN:** Los comentarios escritos o electrónicos (correo electrónico) pueden enviarse a las siguientes direcciones:

Lauren Cencic, Sr. Director  
Metro  
One Gateway Plaza, Mail Stop: 99-22-5  
Los Angeles, CA 90012  
Correo electrónico al: [lariverpath@metro.net](mailto:lariverpath@metro.net)

CNS-3304549#

105-76371-1



3800 S CRENSHAW BLVD, LOS ANGELES, CA 90008  
Telephone (323) 299-3800 / Fax (323) 299-3896

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LOS ANGELES, CA - 90012

CNS#: 3305180

**PROOF OF PUBLICATION**

(2015.5 C.C.P.)

State of California )  
County of LOS ANGELES ) ss

Notice Type: BID - NOTICE INVITING BIDS

Ad Description:  
LA River Path

I am a citizen of the United States and a resident of the State of Calif over the age of eighteen years, and not a party to or interested in the entitled matter. I am the principal clerk of the printer and publisher of ANGELES SENTINEL, a newspaper published in the English langua city of LOS ANGELES, and adjudged a newspaper of general circula defined by the laws of the State of California by the Superior Court of County of LOS ANGELES, State of California, under date of 08/25/11 No. 430764. That the notice, of which the annexed is a printed copy, published in each regular and entire issue of said newspaper and no supplement thereof on the following dates, to-wit:

10/24/2019

Executed on: 10/29/2019  
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature



\* A 0 0 0 0 0 5 2 6 2 2 9 6 \*

Email



**Metro NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT**

Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency under the California Environmental Quality Act (CEQA) for preparation of a Draft Environmental Impact Report (EIR) for the proposed LA River Path (Project). The proposed Project is a walking and bicycling path along an approximately 8-mile stretch of the Los Angeles River from Elysian Valley through downtown Los Angeles and the City of Vernon to the City of Maywood. Metro is soliciting the views of interested persons and agencies as to the scope and content of the environmental information, including agency comments germane to the statutory responsibilities of the agency in connection with the proposed Project. More information about the Project, including the Notice of Preparation (NOP), is available at <https://www.metro.net/projects/lariverpath/>.

SCOPING MEETINGS: Public scoping meetings to accept comments on the scope of the Draft EIR will be held on the following dates, times and locations:

Scoping Meeting # 1: Tuesday, November 12, 2019, 6:00 – 8:00 pm. Boyle Heights Senior Center Auditorium. 2839 E. 3rd St., Los Angeles, CA 90033.

Scoping Meeting # 2: Wednesday, November 13, 2019, 6:00 – 8:00 pm. St. Francis Xavier Church Japanese Catholic Center. 222 S. Hewitt St., Los Angeles, CA 90012.

Scoping Meeting # 3: Thursday, November 14, 2019, 6:00 – 8:00 pm. Maywood Elementary School. 5200 Cudahy Ave., Maywood, CA 90270.

Scoping Meeting # 4: Saturday, November 16, 2019, 10:00 am – 12:00 pm. Cypress Park and Recreation Center, Auditorium. 2630 Pepper Ave., Los Angeles, CA 90065.

The scope of the Draft EIR, including the goals and objectives, Project area and description, and the potential environmental impacts to be evaluated will be presented at the public scoping meetings. All Metro meetings are held in facilities compliant with the Americans with Disabilities Act (ADA). Spanish translation and Spanish-speaking staff will attend all the scoping meetings. ADA accommodations and other language translations are available by calling 213.418.3423 at least 72 hours before the meeting.

COMMENT DUE DATE: Written comments on the scope of the Draft EIR, including the goals and objectives, Project area and description, potential impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period beginning on October 23, 2019 through December 6, 2019. Comments will be accepted at the public scoping meetings and written or electronic (e-mail) comments may be sent to Metro on or before December 6, 2019 at the address below.

ADDRESS: Written or electronic (e-mail) comments may be sent to the following addresses:

Lauren Cencic, Sr. Director  
Metro  
One Gateway Plaza, Mail Stop: 99-22-5  
Los Angeles, CA 90012  
Email at: [lariverpath@metro.net](mailto:lariverpath@metro.net)

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## DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

**RAFU SHIMPO**

On the following dates:

10/23/2019

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

**19th day of November 2019**



IRENE ANDAL

Signature

**3304550**

*"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"*



Metro

環境影響報告書草案の作成通知

ロサンゼルス郡都市交通局（メトロ）はカリフォルニア州環境品質法（CEQA）の下で、提案中のロサンゼルス河川道筋（本プロジェクト）のための環境影響報告書草案の作成を行う主導担当局です。提案中の本プロジェクトは、エリシアン谷からロサンゼルス川のダウンタウンやバーノン市からメイウッド市までのロサンゼルス川沿いの全長約6マイルの遊歩・自転車道です。メトロは、提案中の本プロジェクトに関連する当局の法的な責任に密接な関係のある各局のコメントを含めて、環境情報の範囲と内容について、関心のある方々や諸機関の意見を求めています。本プロジェクトについての追加情報は、作成通告（NOP）を含めて、以下のウェブサイトをご覧ください：<https://www.metro.net/projects/lariverpath/>

スコーピング会合: EIR草案のスコープに対するコメントをいただくための公開スコーピング会合は以下の日付、時間、場所で開催されます。

スコーピング会合 # 1: 2019年11月12日火曜日、午後6時～8時。Boyle Heights Senior Center Auditorium, 2839 E. 3rd St., Los Angeles, CA 90033.

スコーピング会合 # 2: 2019年11月13日水曜日午後6時～8時。St. Francis Xavier Church Japanese Catholic Center, 222 S. Hewitt St., Los Angeles, CA 90012.

スコーピング会合 # 3: 2019年11月14日木曜日午後6時～8時。Maywood Elementary School, 5200 Cudahy Ave., Maywood, CA 90270.

スコーピング会合 # 4: 2019年11月16日土曜日午前10時～正午。Cypress Park and Recreation Center, Auditorium, 2630 Pepper Ave., Los Angeles, CA 90065.

EIR草案のスコープは、到達目標や目的、本プロジェクト地域やその説明、および評価すべき可能性のある環境影響を含めて、公開スコーピング会合で発表されます。メトロの全会合は、障害を持つ米国人法（ADA）を順守する施設にて開かれます。全スコーピング会合には、スペイン語翻訳とスペイン語を話す職員が出席します。ADA対応やその他の言語翻訳については、会合の少なくとも72時間前までに、電話213.418.3423まで連絡をお願いします。

コメントの締切り日: 到達目標や目的、本プロジェクト地域やその説明、評価すべき可能性のある環境影響、および評価に使われるべき方法論を含めて、EIR草案のスコープに対する書面によるコメントは2019年10月23日～12月6日までの期間に受け付けます。コメントは公開スコーピング会合の時にも承ります。書面や電子メールによるコメントは下記の住所に2019年12月6日までに必着でお願いします。

住所: 書面あるいは電子メールによるコメントは、以下の住所に送付してください:

Lauren Cencic, Sr. Director  
Metro

One Gateway Plaza, Mail Stop: 99-22-5  
Los Angeles, CA 90012

Email at: [lariverpath@metro.net](mailto:lariverpath@metro.net)

CNS-3304550#

# Reuniones comunitarias sobre el proyecto del Camino del Río L.A.

BY MARIA LUISA ARREDONDO , OCTOBER 24, 2019

L.A. River Path Project



Metro dio a conocer el miércoles el **Aviso de Preparación (NOP)** ([http://media.metro.net/projects\\_studies/lariverpath/Final\\_Executed\\_NOP-lariver\\_path.pdf](http://media.metro.net/projects_studies/lariverpath/Final_Executed_NOP-lariver_path.pdf)) para el **Proyecto del Camino del Río LA** (<https://www.metro.net/projects/lariverpath/>) con lo que se inició la fase de revisión ambiental del proyecto. Esta consistirá en un periodo de 45 días en los que Metro recibirá comentarios del público sobre el proyecto, desde el miércoles 23 de octubre hasta el viernes 6 de diciembre.

Estas son las maneras en la que el público puede entregar sus comentarios:

- Asistiendo a una de nuestras reuniones comunitarias, que darán la oportunidad a los asistentes de escuchar más sobre el proyecto y ofrecer sus comentarios orales o escritos. En estas reuniones se hablará sobre los objetivos del proyecto, las tres alternativas, el proceso de análisis ambiental y el calendario. Pueden ver los detalles de las reuniones abajo o en [este enlace](#).
- Los comentarios por escrito se pueden enviar a:
  - Correo regular: Lauren Cencic, Senior Director, Metro, One Gateway Plaza, 99-22-5, Los Angeles, CA 90012
  - Email: [lariverpath@metro.net](mailto:lariverpath@metro.net)
  - Por internet en el sitio del proyecto en [este enlace](#).

### Detalles de las reuniones

En cada reunión se dará la misma presentación por lo que se pueden ir a la que mejor les convenga. Las presentaciones comenzarán 30 minutos después del tiempo programado de inicio de la reunión.

### Boyle Heights

Martes 12 de noviembre de 2019, 6 – 8 p.m.

Boyle Heights Senior Center, Auditorium

[2839 E. 3rd St, Los Angeles, CA 90033](#)

(<https://goo.gl/maps/Gd6tjMRRCUfuEeFs9>)

*Se brindará interpretación en español.*

### Little Tokyo/Arts District

Miércoles 13 de noviembre de 2019, 6 – 8 p.m.

St. Francis Xavier Chapel, Maryknoll Auditorium

222 S. HEWITT ST, LOS ANGELES, CA 90012

(<https://goo.gl/maps/nLeA6hTYvVJhwyN1A>)

*Se brindará interpretación en español y en japonés.*

## **Maywood**

Jueves 14 de noviembre de 2019, 6 – 8 p.m.

Maywood Elementary School

5200 Cudahy Avenue, Maywood, CA 90270

(<https://goo.gl/maps/4tG5LoH4dJgYBDPY8>)

*Se brindará interpretación en español.*

## **Cypress Park**

Sábado 16 de noviembre de 2019, 10 a.m. – 12 p.m.

Cypress Park Recreation Center

2630 Pepper Avenue, Los Angeles, CA 90065

(<https://goo.gl/maps/YE7oetQjfGPiMH1Y6>)

*Se brindará interpretación en español*

*Para opciones adicionales de transporte público consulten el Planificador de Viajes en [metro.net](http://metro.net).*

Ayuda para discapacitados: Todas las reuniones de Metro cuentan con instalaciones especiales para discapacitados y servicios de interpretación. Se pueden solicitar llamando al 213.418.3423 o al California Relay Service al 711 por lo menos con 72 horas de anticipación.

## **¿Qué se está estudiando?**

Se han considerado tres alternativas

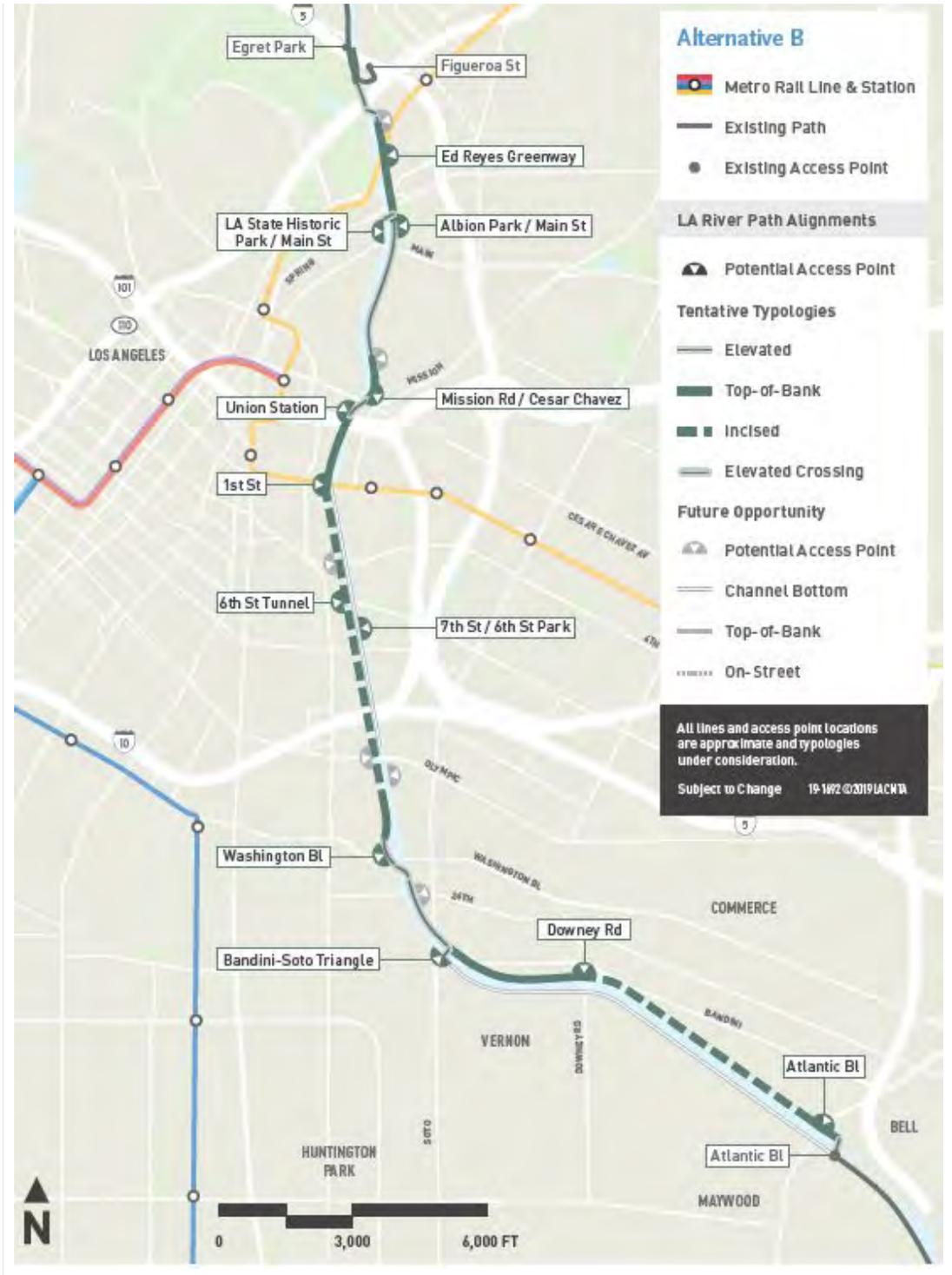
(<https://thesource.metro.net/2019/05/15/new-presentation-on-three-potential-routes->

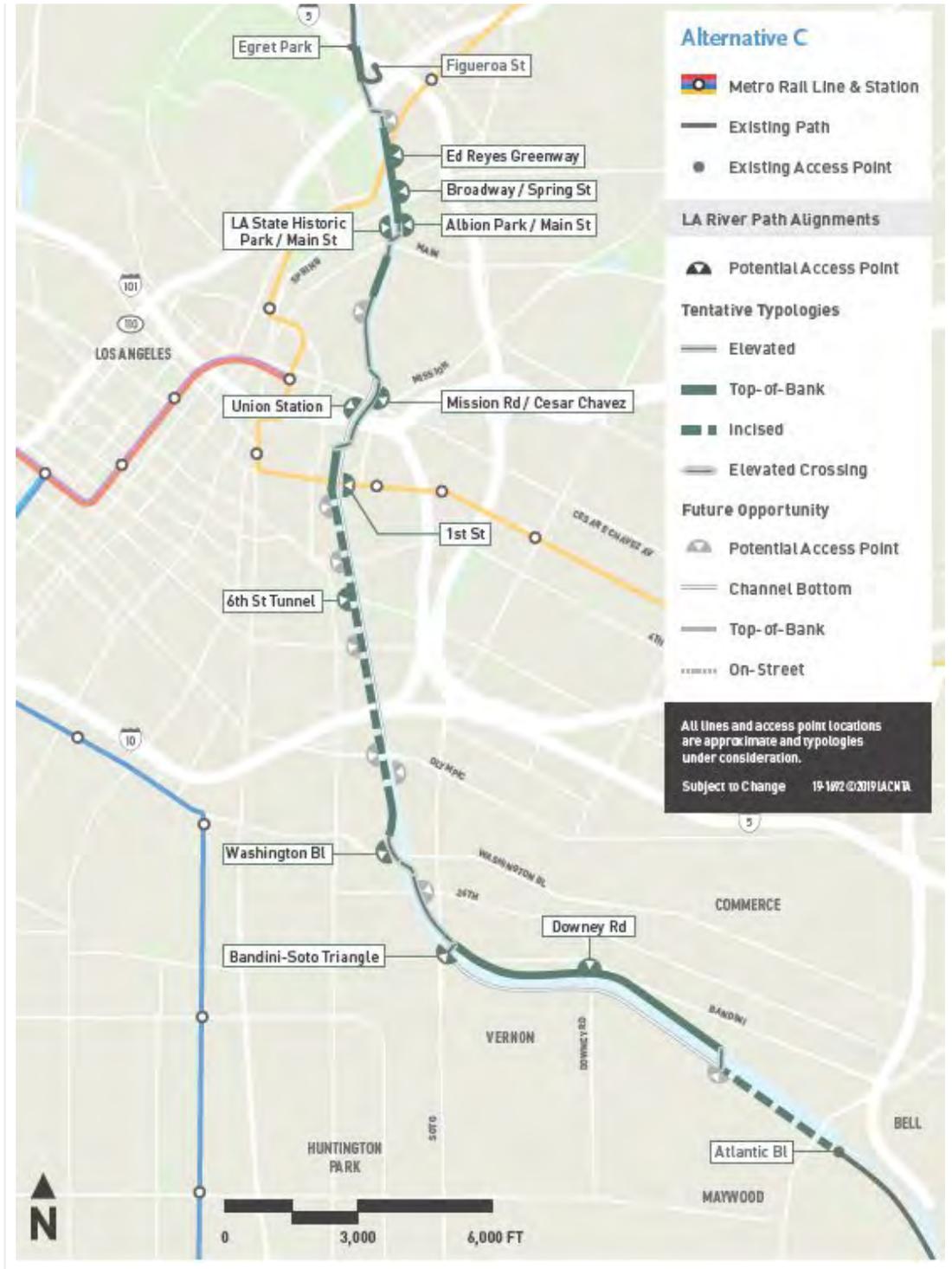
[tor-l-a-river-path-project/](#)) desde el punto de vista ambiental para ver sus beneficios e impactos potenciales. Las tres alternativas de camino son de un lado a otro a del Río Los Ángeles para utilizar el espacio existente y proporcionar lugares para subir y bajar en los puntos de acceso.

- La alternativa A cruza el río seis veces y agrega 10 nuevos puntos de acceso.
- La alternativa B cruza el río siete veces y agrega 12 nuevos puntos de acceso.
- La alternativa C cruza el río siete veces y agrega 11 nuevos puntos de acceso.

Las alternativas propuestas comparten muchos puntos de acceso y tipos de ruta pero contienen distinciones menores que son exclusivas de cada una. La coordinación de las partes interesadas, el diseño y la evaluación de impacto del proyecto propuesto están en curso. Como resultado, se anticipan ajustes de diseño y mejoras al proyecto propuesto.







**Related**

Reunión comunitaria sobre el autobús rápido de North Hollywood a Pasadena el 7 de agosto  
(<https://elpasajero.metro.net/2019/07/24/reunion-comunitaria-sobre-el->

Reuniones públicas sobre el proyecto para un tren ligero entre Artesia y Union Station  
(<https://elpasajero.metro.net/2017/06/13/reuniones-publicas-sobre-el-proyecto-para-un-tren-ligero-entre-artesia-y-union-station/>)

Reunión comunitaria sobre el proyecto del tranvía en el centro de L.A. el 23 de enero  
(<https://elpasajero.metro.net/2013/01/17/reunion-comunitaria-sobre-el-proyecto-del-tranvia-en-la-el-23-de-enero/>)

[a-pasadena-el-7-de-agosto/](#)

In "Proyectos"

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July 24, 2019

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# Upcoming Scoping Meetings for LA River Path Project

BY CHRISTINA HARRINGTON , OCTOBER 24, 2019

L.A. River Path Project



Metro released the [Notice of Preparation \(NOP\)](#)

([http://media.metro.net/projects\\_studies/lariverpath/Final\\_Executed\\_NOP-lariver\\_path.pdf](http://media.metro.net/projects_studies/lariverpath/Final_Executed_NOP-lariver_path.pdf)) for the [LA River Path Project](#) (<https://www.metro.net/projects/lariverpath/>) on Wednesday, initiating the environmental clearance and review phase of the project. This is the official initiation of a 45-day public comment period, where Metro will be accepting comments on the project from Wednesday, October 23, through Friday, December 6.

There are several ways the public can submit comments during this period, which include:

- Attending any one of four public scoping meetings, which will give you an opportunity to hear more about the project and provide written or oral comments about the project. At these meetings you can learn more about the project's objectives, three alternatives, and environmental analysis process and timeline. You can see the meeting details below or [online here](#).
- Written comments, which can be submitted via:
  - Mail: Lauren Cencic, Senior Director, Metro, One Gateway Plaza, 99-22-5, Los Angeles, CA 90012
  - Email: [lariverpath@metro.net](mailto:lariverpath@metro.net)
  - Via an online comment form on the project's website [here](#).

## Scoping Meeting Details

Each scoping meeting will provide the same presentation, so if you can't make it to one feel free to join us at any other scoping meeting that works best for you. Presentations will start 30 minutes after the scheduled start time.

### Boyle Heights

Tuesday, November 12, 2019, 6 – 8 p.m.

Boyle Heights Senior Center, Auditorium

[2839 E. 3rd St, Los Angeles, CA 90033](https://goo.gl/maps/Gd6tjMRRCUfuEeFs9) (<https://goo.gl/maps/Gd6tjMRRCUfuEeFs9>)

*Se brindará interpretación en español.*

### Little Tokyo/Arts District

Wednesday, November 13, 2019, 6 – 8 p.m.

St. Francis Xavier Chapel, Maryknoll Auditorium

222 S. Hewitt St, Los Angeles, CA 90012 (<https://goo.gl/maps/nLeA6hTYvVJhwyN1A>)

*Se brindará interpretación en español y en japonés.*

### Maywood

Thursday, November 14, 2019, 6 – 8 p.m.

Maywood Elementary School

5200 Cudahy Avenue, Maywood, CA 90270 (<https://goo.gl/maps/4tG5LoH4dJgYBDPY8>)

*Se brindará interpretación en español.*

### Cypress Park

Saturday, November 16, 2019, 10 a.m. – 12 p.m.

Cypress Park Recreation Center

2630 Pepper Avenue, Los Angeles, CA 90065 (<https://goo.gl/maps/YE7oetQjfGPiMH1Y6>)

*Se brindará interpretación en español*

*For additional public transportation options:* use the Metro Trip Planner, available at *metro.net*, to find the most convenient way to access these meetings.

ADA Accommodations: All Metro meetings are held in ADA accessible facilities. Other ADA accommodations and translations are available by calling 213.418.3423 or California Relay Service at 711 at least 72 hours in advance.

### What's Being Studied?

[Three path alternatives](https://thesource.metro.net/2019/05/15/new-presentation-on-three-potential-routes-for-l-a-river-path-project/) (<https://thesource.metro.net/2019/05/15/new-presentation-on-three-potential-routes-for-l-a-river-path-project/>) are being environmentally studied to look at the potential benefits and impacts. All three path alternatives move back and forth across the Los Angeles River to utilize existing space and provide places to get on and off the path at access points. Each alternative utilizes a combination of top-of-bank/cantilevered, elevated and incised path types.

- Alternative A crosses the river six times and adds 10 new access points.
- Alternative B crosses the river seven times and adds 12 new access points
- Alternative C crosses the river seven times and adds 11 new access points.

The proposed alternatives share many access points and path types but contain minor distinctions that are unique to each one. Stakeholder coordination, design, and impact evaluation of the proposed project are ongoing. As a result, design iterations and refinements to the proposed project are anticipated.





Related



Scoping meeting for L.A. Streetcar project to be held May 17  
 April 29, 2011  
 In "Projects"



Updated scoping meetings for Artesia to DTLA light rail project begin July 24  
 July 11, 2018  
 In "Projects"

Upcoming public scoping meetings for 105 ExpressLanes project

Studies are beginning for a key Measure M project to convert the HOV lanes to ExpressLanes on the 105 freeway for 15.7 miles between the 405 and the 605 freeways. The studies will be looking at the impact of making March 5, 2018  
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## Public Comment Period Closes Today

[Español.](#) [閱讀中文.](#) [日本人](#)



On October 23, 2019, Metro released a [Notice of Preparation \(NOP\)](#) to initiate the environmental review process for the [LA River Path Project](#), a proposed 8-mile bicycle and pedestrian path between Elysian Valley and the City of Maywood, through downtown Los Angeles.

The official 45-day public comment period for this phase of the Project began **Wednesday, October 23, 2019** and ends today, **December 6, 2019**.

Metro held four scoping meetings between November 12 - 16 in the communities of Boyle Heights, Little Tokyo/Arts District, Maywood, and Cypress Park. Public comments received at the meetings have been documented and will be included in the Draft Environmental Impact Report, which is anticipated in 2021.

You can review the presentation shown at the scoping meetings in [English here](#) or [Spanish here](#).

## How to Provide Public Comments

Public comments may be submitted no later than December 6, 2019 by any of the following:

Email: [lariverpath@metro.net](mailto:lariverpath@metro.net)

## Online Comment Form: [metro.net/lariverpath](https://metro.net/lariverpath)

### Mail:

Lauren Cencic, Senior Director  
Metro  
One Gateway Plaza, 99-22-5  
Los Angeles, CA 90012

## What is Being Studied

Three path alternatives are being environmentally studied to look at the potential benefits and impacts. All three path alternatives move back and forth across the Los Angeles River to utilize existing space and provide places to get on and off the path at desired access points. Each alternative utilizes a combination of top-of-bank/ cantilevered, elevated and incised path types.

- Alternative A crosses the river six times and adds 10 new access points.
- Alternative B crosses the river seven times and adds 12 new access points.
- Alternative C crosses the river seven times and adds 11 new access points.

The proposed alternatives share many access points and path types but contain minor distinctions that are unique to each one. Stakeholder coordination, design options and refinements, and impact evaluation of the proposed project are ongoing. As a result, design iterations and refinements to the proposed project are anticipated. You can learn more about the project and what Metro is studying by watching [our latest video here >>](#)

## Questions?

We're here to answer them. To learn more about the project, visit our website [here](#) or contact us at [lariverpath@metro.net](mailto:lariverpath@metro.net) or 213-418-3423.



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## Save the date! LA River Path Scoping Meetings in November

Metro has released a [Notice of Preparation \(NOP\)](#) to initiate the environmental review process for the [LA River Path Project](#), a proposed 8-mile bicycle and pedestrian path between Elysian Valley and the City of Maywood, through downtown Los Angeles.

**The official 45-day public comment period for this phase of the project begins today, Wednesday, October 23, 2019 and ends on Friday, December 6, 2019.**

**Please join us at upcoming scoping meetings** where you can learn the latest updates and provide your comments. [See below](#) for more information.

### What is Being Studied

Three path alternatives are being environmentally studied to look at the potential benefits and impacts. All three path alternatives move back and forth across the Los Angeles River to utilize existing space and provide places to get on and off the path at desired access points. Each alternative utilizes a combination of top-of-bank/ cantilevered, elevated and incised path types.

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The proposed alternatives share many access points and path types but contain minor distinctions that are unique to each one. Stakeholder coordination, design options and refinements, and impact evaluation of the proposed project are ongoing. As a result, design iterations and refinements to the proposed project are anticipated. You can learn more about the project and what Metro is studying by watching [our latest video here >>](#)

### How to Provide Public Comments

Public comments may be submitted no later than December 6, 2019 by any of

the following:

**Scoping meetings:** attend one of the public scoping meetings. [See details below!](#)

**Email:** [lariverpath@metro.net](mailto:lariverpath@metro.net)

**Online Comment Form:** [metro.net/lariverpath](https://metro.net/lariverpath)

**Mail:**

Lauren Cencic, Senior Director  
Metro  
One Gateway Plaza, 99-22-5  
Los Angeles, CA 90012

---

## Join us at a scoping meeting!

### Boyle Heights



**Tuesday, November 12**

**6 - 8pm**

**Presentation begins 6:30 pm**

Boyle Heights Senior Center,  
Auditorium

2839 E 3rd St

Los Angeles, CA 90033

- Spanish translations will be provided
- Free, limited parking on-site, accessed from 3rd St or 2nd St

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### Little Tokyo / Arts District



**Wednesday, November 13**

**6 - 8pm**

**Presentation begins 6:30pm**

St. Francis Xavier Chapel

Maryknoll Auditorium

222 S. Hewitt St

Los Angeles, CA 90012

- Spanish and Japanese translations will be provided
- Free parking on-site, accessed from 3rd St

# Maywood



**Thursday, November 14**  
**6 - 8pm**  
**Presentation begins 6:30pm**  
Maywood Elementary School  
5200 Cudahy Av  
Maywood, CA 90270

- Spanish translation will be provided
- Free on-site parking is available

# Cypress Park



**Saturday, November 16**  
**10am - 12pm**  
**Presentation begins 10:30am**  
Cypress Park Recreation Center  
2630 Pepper Av  
Los Angeles, CA 90065

- Spanish translation will be provided
- Free on-site parking is available

## Accommodations

All Metro meetings are held in ADA accessible facilities and are accessible by transit. ADA accommodations and translations available by calling 213.418.3423 at least 72 hours in advance of each meeting.

## Questions?

We're here to answer them. To learn more about the project, visit our website [here](#) or contact us at [lariverpath@metro.net](mailto:lariverpath@metro.net) or 213-418-3423.



**323.466.3876 x2**

*Español*

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## LA RIVER PATH

# Join us and provide your input at public scoping meetings.

Please join us at the upcoming public scoping meetings for the LA River Path project, a proposed eight-mile bicycle and pedestrian path along the river between Elysian Valley and the City of Maywood, through downtown Los Angeles. Families are welcome.

**Metro is initiating an environmental review to study the benefits and impacts of building and operating the future path.**

**At the public scoping meetings you will have the opportunity to:**

- > Provide your comments on the project's objectives
- > Learn about the alternatives being studied
- > Become informed about the environmental review process
- > Help us understand what we should study in the Environmental Impact Report

Information presented at each meeting will be the same. Presentations will start 30 minutes after the scheduled start time. Refreshments and children's activities will be available at all meetings.

Public Transportation: Use the Metro trip planner, available at [metro.net](http://metro.net), to find the most convenient way to access these meetings.

All Metro meetings are held in ADA accessible facilities. ADA accommodations and translations available by calling 213.418.3423 at least 72 hours in advance.

The public scoping meetings are part of a 45-day public comment period for the environmental review process starting Wednesday, October 23, 2019 and ending on Friday, December 6, 2019. Public comments can be submitted to Metro at any of the meetings, by email, online comment form or regular mail during this comment period.

For full meeting information, visit [metro.net/lariverpath](http://metro.net/lariverpath).



### Boyle Heights

**Tuesday, November 12, 2019, 6–8pm**

**Boyle Heights Senior Center**

2839 E 3rd St, Los Angeles, CA 90033

Se proporcionará traducción al español.

### Little Tokyo/Arts District

**Wednesday, November 13, 2019, 6–8pm**

**St. Francis Xavier Chapel, Maryknoll Auditorium**

222 S Hewitt St, Los Angeles, CA 90012

Se proporcionarán traducciones al español y al japonés.

### Maywood

**Thursday, November 14, 2019, 6–8pm**

**Maywood Elementary School**

5200 Cudahy Av, Maywood, CA 90270

Se proporcionará traducción al español.

### Cypress Park

**Saturday, November 16, 2019, 10am–12pm**

**Cypress Park Recreation Center**

2630 Pepper Av, Los Angeles, CA 90065

Se proporcionará traducción al español.

### Submit Your Public Comments

 Lauren Cencic  
Senior Director  
Metro  
One Gateway Plaza  
99-22-5  
Los Angeles, CA 90012

 [lariverpath@metro.net](mailto:lariverpath@metro.net)

 [metro.net/lariverpath](http://metro.net/lariverpath)

### Contact Us

 213.418.3423

 **323.466.3876 x2**

*Español*

**323.466.3876**

中文	x3	русский	x7
한국어	x4	ភាសាខ្មែរ	x8
Tiếng Việt	x5	ภาษาไทย	x9
日本語	x6	ភាសាមីស៊ី	x10



## ロサンゼルス川遊歩道

# 公開ミーティングに参加し、ご意見をお聞かせください。

近日、LA River Path (ロサンゼルス川遊歩道) プロジェクトに対する皆様のご意見を伺うための公開ミーティングが開催されますので、是非ご参加ください。同プロジェクトでは、Elysian Valleyからロサンゼルス・ダウンタウン、メイウッド市までの8マイルの自転車と歩行者共用遊歩道が川沿いに計画されています。ご家族揃ってのご参加をお待ちしております。

**Metroは、計画中の遊歩道の建設・運営にともなう利点と影響を検討するために、環境調査を開始しています。**

公開ミーティングでは、

- > 本プロジェクトの目的についてご意見をお聞かせください。
- > 検討対象となった別ルートの説明があります。
- > 環境調査のプロセスについてお知らせします。
- > プロジェクトの関係者が「環境への影響に関する報告書」の中の何を検討すべきか、ご意見をお聞かせください。

ミーティングで提供される情報は、どの会場でも同じものです。プレゼンテーションはミーティング開始予定時間の30分後に開始されます。全てのミーティング会場ではスナックやお子様のためのアクティビティをご用意しています。

公共交通機関: [metro.net](http://metro.net) にアクセスし、Metroのトリッププランナーを使って上記のミーティングに行くのに最も便利な方法をご確認ください。

Metroのミーティングは全て米国障害者法 (ADA) に準拠したバリアフリーの施設で行われます。また、72時間前までに213-418-3423までお電話いただければ、米国障害者法 (ADA) に基づくアシスタンスや翻訳を提供いたします。

本公開ミーティングは、環境調査プロセスの45日間民間意見調査期間 (2019年10月23日 (水) ~2019年12月6日 (金) の間に実施) の一環です。民間の方のご意見は、この民間意見調査期間内にMetroが開催するいずれかのミーティングで、またはEメール、オンラインのご意見用紙、通常の郵便などで提出いただけます。

ミーティングの詳細は、[metro.net/lariverpath](http://metro.net/lariverpath) でご確認ください。



### Boyle Heights

2019年11月12日 (火) 午後6時~8時

#### Boyle Heights Senior Center

2839 E 3rd St, Los Angeles, CA 90033

スペイン語の翻訳をご用意しています。

### Little Tokyo/Arts District

2019年11月13日 (水) 午後6時~8時

#### St. Francis Xavier Chapel, Maryknoll Auditorium

222 S Hewitt St, Los Angeles, CA 90012

スペイン語および日本語の翻訳をご用意しています。

### Maywood

2019年11月14日 (木) 午後6時~8時

#### Maywood Elementary School

5200 Cudahy Av, Maywood, CA 90270

スペイン語の翻訳をご用意しています。

### Cypress Park

2019年11月16日 (土) 午前10時~正午

#### Cypress Park Recreation Center

2630 Pepper Av, Los Angeles, CA 90065

スペイン語の翻訳をご用意しています。

### 意見を述べる

Lauren Cencic  
Senior Director  
Metro  
One Gateway Plaza  
99-22-5  
Los Angeles, CA 90012

[lariverpath@metro.net](mailto:lariverpath@metro.net)

[metro.net/lariverpath](http://metro.net/lariverpath)

### お問い合わせ

213.418.3423

323.466.3876 x2

Español

323.466.3876

中文 x3 русский x7

한국어 x4 ગુજરાતી x8

Tiếng Việt x5 ภาษาไทย x9

日本語 x6 ភាសាខ្មែរ x10



## LA RIVER PATH

# Join us and provide your input at public scoping meetings.

Please join us at the upcoming public scoping meetings for the LA River Path project, a proposed eight-mile bicycle and pedestrian path along the river between Elysian Valley and the City of Maywood, through downtown Los Angeles. Families are welcome.

**Metro is initiating an environmental review to study the benefits and impacts of building and operating the future path.**

**At the public scoping meetings you will have the opportunity to:**

- > Provide your comments on the project's objectives
- > Learn about the alternatives being studied
- > Become informed about the environmental review process
- > Help us understand what we should study in the Environmental Impact Report

Information presented at each meeting will be the same. Presentations will start 30 minutes after the scheduled start time. Refreshments and children's activities will be available at all meetings.

Public Transportation: Use the Metro trip planner, available at [metro.net](http://metro.net), to find the most convenient way to access these meetings.

All Metro meetings are held in ADA accessible facilities. ADA accommodations and translations available by calling 213.418.3423 at least 72 hours in advance.

The public scoping meetings are part of a 45-day public comment period for the environmental review process starting Wednesday, October 23, 2019 and ending on Friday, December 6, 2019. Public comments can be submitted to Metro at any of the meetings, by email, online comment form or regular mail during this comment period.

For full meeting information, visit [metro.net/lariverpath](http://metro.net/lariverpath).

### Boyle Heights

**Tuesday, November 12, 2019, 6–8pm**

**Boyle Heights Senior Center**

2839 E 3rd St, Los Angeles, CA 90033

Se proporcionará traducción al español.

### Little Tokyo/Arts District

**Wednesday, November 13, 2019, 6–8pm**

**St. Francis Xavier Chapel, Maryknoll Auditorium**

222 S Hewitt St, Los Angeles, CA 90012

Se proporcionarán traducciones al español y al japonés.

### Maywood

**Thursday, November 14, 2019, 6–8pm**

**Maywood Elementary School**

5200 Cudahy Av, Maywood, CA 90270

Se proporcionará traducción al español.

### Cypress Park

**Saturday, November 16, 2019, 10am–12pm**

**Cypress Park Recreation Center**

2630 Pepper Av, Los Angeles, CA 90065

Se proporcionará traducción al español.

### Submit Your Public Comments

 Lauren Cencic  
Senior Director  
Metro  
One Gateway Plaza  
99-22-5  
Los Angeles, CA 90012

 [lariverpath@metro.net](mailto:lariverpath@metro.net)

 [metro.net/lariverpath](http://metro.net/lariverpath)

### Contact Us

 213.418.3423

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中文	x3	русский	x7
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日本語	x6	ភាសាមីយ៉ា	x10





## 洛杉磯河道

# 請參加我們的項目範圍界定社區會議並提供您的意見。

請參加我們即將舉行的洛杉磯河道項目項目範圍界定的社區會議。該項目提案沿洛杉磯河建造八英里長的自行車和行人道，從 Elysian 谷穿越洛杉磯市中心至 Maywood 市。歡迎全家光臨。

**Metro** 正在著手一項環境審查，研究建造和運營未來河道的好處和影響。

在項目範圍界定的社區會議上，您有機會：

- > 對項目目標表達意見
- > 瞭解正在研究的替代方案
- > 瞭解環境審查程序
- > 幫助我們瞭解環境影響報告中應研究的事項

在每一次會議中提供的資訊相同。會在安排開始時間的 30 分鐘後進行介紹。在所有的會議中都提供茶點，還有多項兒童活動。

公共交通：請使用 [metro.net](http://metro.net) 上的 Metro 旅行規劃工具，找到前往這些會議的最便利途徑。

所有 Metro 會議都是在 ADA 無障礙設施內舉行的。可以提前至少 72 小時前致電 213.418.3423 提出要求，便可以提供 ADA 便利設施和翻譯。

項目範圍界定社區會議是為期 45 天環境審查程序公共評論期的一部分，公共評論期從 2019 年 4 月 23 日週三開始，到 2019 年 12 月 6 日週五結束。可以在任何會議上、在評論期間通過電子郵件、網上意見表格或正式信函向 Metro 提交公共意見。

欲瞭解全部會議資訊，請訪問 [metro.net/lariverpath](http://metro.net/lariverpath)。

### Boyle Heights

2019 年 11 月 12 日週二，晚上 6 至 8 時  
Boyle Heights 老人活動中心  
2839 E 3rd St, Los Angeles, CA 90033  
提供西班牙語翻譯。

### 小東京/藝術區

2019 年 11 月 13 日週三，晚上 6 至 8 時  
St. Francis Xavier 教堂, Maryknoll 禮堂  
222 S Hewitt St, Los Angeles, CA 90012  
提供西班牙語和日語翻譯。

### Maywood

2019 年 11 月 14 日週四，晚上 6 至 8 時  
Maywood 小學  
5200 Cudahy Av, Maywood, CA 90270  
提供西班牙語翻譯。

### Cypress 公園

2019 年 11 月 16 日週六，上午 10 時至中午 12 時  
Cypress 公園娛樂中心  
2630 Pepper Av, Los Angeles, CA 90065  
提供西班牙語翻譯。

### 請提交您的公眾意見

✉ Lauren Cencic  
資深董事  
Metro  
One Gateway Plaza  
99-22-5  
Los Angeles, CA 90012

✉ [lariverpath@metro.net](mailto:lariverpath@metro.net)

🌐 [metro.net/lariverpath](http://metro.net/lariverpath)

### 聯繫我們

☎ 213.418.3423

📞 323.466.3876 x2  
Español

323.466.3876

中文	x3	русский	x7
한국어	x4	ភាសាខ្មែរ	x8
Tiếng Việt	x5	ภาษาไทย	x9
日本語	x6	ភាសាមីយ៉ា	x10



## 2.7 Mailing and Other Notification Methods: Additional Flyer Distribution Locations

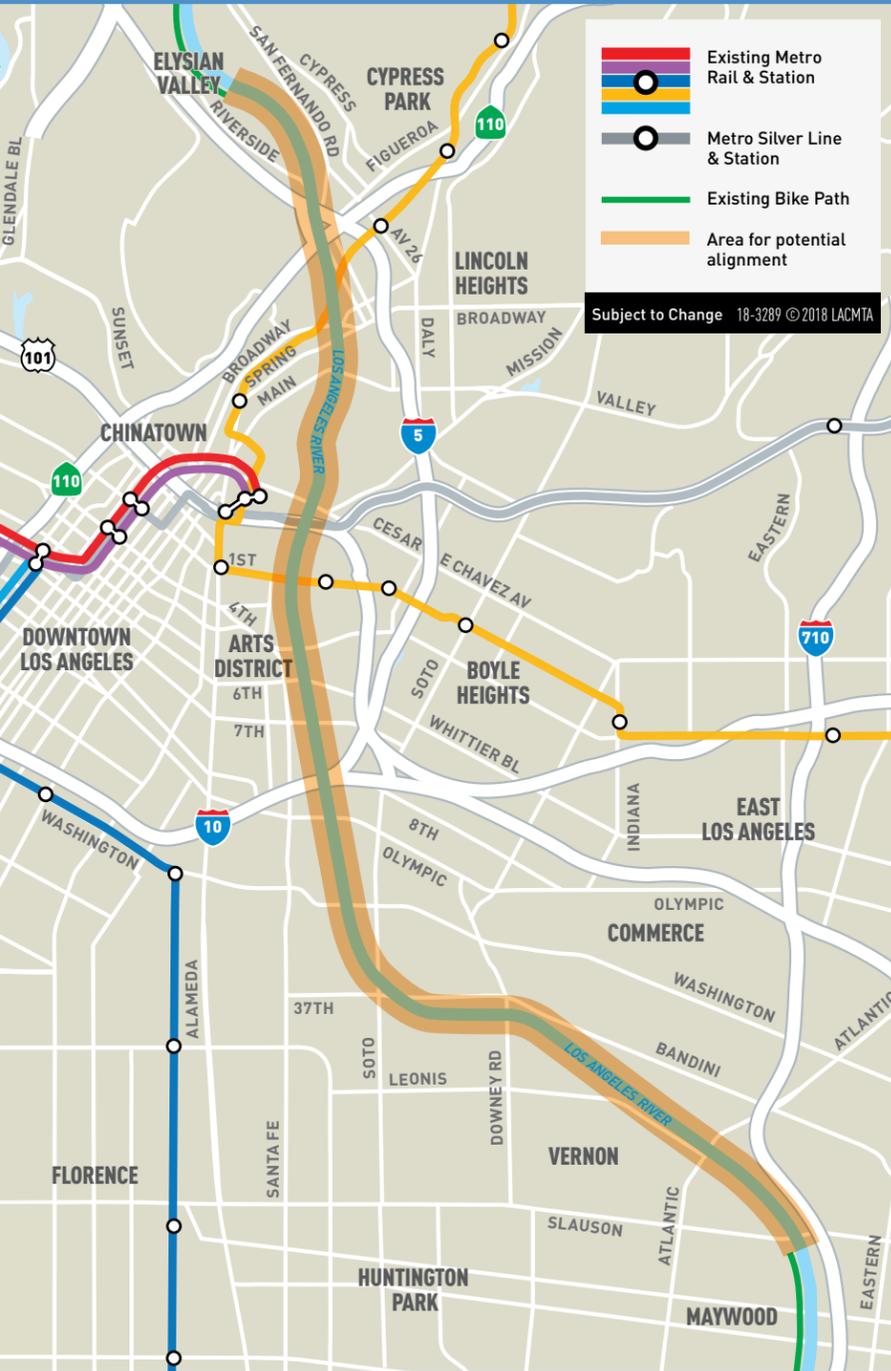
Arts District: Southern California Institute of Architecture, One Santa Fe Apartments, Bulletproof Coffee, Groundworks Coffee, Corner Store, Art Share LA, LA Kretz Innovation Campus

Little Tokyo: Little Tokyo Service Center, Little Tokyo Library, Museum of Contemporary Art Geffen Contemporary, Koban Center, Japanese American Cultural & Community Center, Café Dulce, St. Francis Xavier Church Japanese Catholic Center, Nishi Hongwanji Buddhist Temple, Zenshuji Soto Mission

Downtown: La Plaza de Cultura y Artes, El Pueblo de Los Angeles Historical Monument, Los Angeles Public Library—Central Branch,

Chinatown: Chinatown Service Center, Chinatown Business Improvement District, Los Angeles State Historic Park, Chinatown Library, Alpine Recreation Center, Castelar Elementary, LA Conservation Corps

Project Map/Mapa del Proyecto



Please submit your scoping comments!

Public comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period.

The formal public scoping comment period begins on Wednesday, October 23, 2019, and ends on Friday, December 6, 2019. Written comments may be submitted via mail, email or through our online comment form:

✉ Lauren Cencic  
Senior Director, Metro  
One Gateway Plaza, 99-22-5  
Los Angeles, CA 90012

¡Por favor someta sus comentarios!

Comentarios públicos pueden someterse en cualquiera de las reuniones, por correo electrónico o correo postal a Metro durante el período de alcance público de 45 días.

El período oficial de comentarios de alcance público comienza el miércoles 23 de octubre de 2019 y finaliza el viernes 6 de diciembre de 2019. Comentarios escritos pueden enviarse por correo postal, correo electrónico o mediante nuestro formulario de comentarios en línea:

✉ Lauren Cencic  
Senior Director, Metro  
One Gateway Plaza, 99-22-5  
Los Angeles, CA 90012

All Metro meetings are held in ADA accessible facilities. Other ADA accommodations and translations are available by calling 213.418.3423 or California Relay Service at 711 at least 72 hours in advance.

Todas las reuniones de Metro se llevan a cabo en instalaciones accesibles conforme a la Ley para Estadounidenses con Discapacidades (ADA, por sus siglas en inglés). Para otras adaptaciones de la ADA y traducciones, llame al 213.418.3423, o a California Relay Service al 711, por lo menos, 72 horas antes de la reunión.

Next stop: a more connected river path.

Próxima parada: un camino del río más conectado.

LOS ANGELES RIVER PATH / CAMINO DEL RÍO DE LOS ANGELES

Join Us at a Public Scoping Meeting in November / Acompáñenos en una reunión de alcance público en noviembre



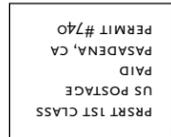
Public scoping meetings will be held to receive comments on the proposed eight-mile bicycle and pedestrian path extension along the LA River.

Se llevarán a cabo reuniones de alcance público para recibir sus comentarios sobre la extensión propuesta de un camino de ocho millas para bicicletas y peatones a lo largo del Río de Los Angeles.

CONTACT US / CONTÁCTENOS

- ☎ 213.418.3423
- ✉ lariverpath@metro.net
- 🌐 metro.net/lariverpath
- 🐦 @metrolosangeles
- 📘 losangelesmetro

- 🗣 323.466.3876 x2  
Español
- 323.466.3876
- 中文 x3 русский x7
- 한국어 x4 Հայերեն x8
- Tiếng Việt x5 תעודת ארמית x9
- 日本語 x6 ភាសាខ្មែរ x10



Los Angeles, CA 90012  
99-13-1  
One Gateway Plaza  
Metro



## Help us build a more connected river path.

Please join us to learn the latest updates and provide your comments on the LA River Path Project. The project proposes an eight-mile, bicycle and pedestrian path extension along the river between Elysian Valley and the City of Maywood, through downtown Los Angeles. The project will close an existing gap in the Los Angeles River Bike Path and Greenway Trail, providing the region with a seamless 32-mile bicycle and pedestrian route from the San Fernando Valley to Long Beach.

Metro is initiating an environmental review that will study the potential benefits and impacts of building and operating the project. As part of these efforts, Metro is conducting public scoping meetings to receive formal comments on the scope of the future Draft Environmental Impact Report (DEIR), including the goals and objectives, project area and description, proposed alternatives, impacts to be evaluated and methods to be used in the evaluation. Public scoping meetings are an important step in the preparation of a DEIR that is required per state requirements.

## What is being studied?

Three path alternatives are being studied. All three path alternatives move back and forth across the Los Angeles River to utilize existing space and provide places to get on and off the path at desired access points. Each alternative utilizes a combination of top-of-bank/cantilevered, elevated and incised path types.

- > Alternative A crosses the river six times and adds 10 new access points.
- > Alternative B crosses the river seven times and adds 12 new access points.
- > Alternative C crosses the river seven times and adds 11 new access points.

The proposed alternatives share many access points and path types but identify opportunities that are unique to each one that can be further evaluated. Stakeholder coordination, design options and refinements, and impact evaluation of the proposed project are ongoing. As a result, project design iterations are anticipated.

## Ayúdenos a construir un camino más conectado a lo largo del río.

*Por favor, acompáñenos para conocer las últimas actualizaciones y proporcionar sus comentarios sobre el proyecto del camino del Río de Los Angeles. El proyecto propone la extensión de un camino de ocho millas para ciclistas y peatones a lo largo del río entre Elysian Valley y la ciudad de Maywood, atravesando el centro de Los Angeles. El proyecto cerrará una brecha existente en el camino para bicicletas del Río de Los Angeles y el sendero Greenway, proporcionando a la región una ruta continua para ciclistas y peatones de 32 millas desde el Valle de San Fernando hasta Long Beach.*

*Metro está iniciando un estudio ambiental que estudiará los posibles beneficios e impactos de la construcción y operación del proyecto. Como parte de estos esfuerzos, Metro está llevando a cabo reuniones de alcance público para recibir comentarios formales sobre el alcance del futuro Borrador del Informe de Impacto Ambiental (DEIR, en inglés), incluyendo las metas y objetivos, el área y la descripción del proyecto, las alternativas propuestas, los impactos a evaluar y los métodos que se utilizarán en la evaluación. Las reuniones de alcance público son un paso importante en la preparación de un DEIR que se requiere según los requisitos estatales.*

## ¿Qué se está estudiando?

*Se están estudiando tres alternativas a lo largo del camino. Las tres alternativas se mueven de un lado a otro a través del Río de Los Angeles para utilizar el espacio existente y proporcionar lugares para entrar y salir del camino en los puntos de acceso deseados. Cada alternativa utiliza una combinación de tres tipos de ruta: en la parte superior de la orilla del río/en viga voladiza, elevada e incisa.*

- > *La Alternativa A cruza el río seis veces y agrega 10 nuevos puntos de acceso.*
- > *La Alternativa B cruza el río siete veces y agrega 12 nuevos puntos de acceso.*
- > *La Alternativa C cruza el río siete veces y agrega 11 nuevos puntos de acceso.*

*Las alternativas propuestas comparten muchos puntos de acceso y tipos de ruta, pero identifican oportunidades únicas para cada una que pueden evaluarse más a fondo. La coordinación de las partes interesadas, las opciones de diseño y mejoras, y la evaluación de impacto del proyecto propuesto están en curso. Como resultado, se anticipan iteraciones de diseño del proyecto.*

## Meeting Details

The information presented at each meeting will be the same. Presentations will start 30 minutes after the scheduled start time. Please join us at the meeting that is most convenient for you. Refreshments and children's activities will be available at all meetings.

For full meeting information, visit [metro.net/lariverpath](http://metro.net/lariverpath).

## Getting There

Use the Metro Trip Planner, available at [metro.net](http://metro.net), to find the most convenient way to access these meetings.

## Detalles de la reunión

*La información presentada en cada reunión será la misma. Las presentaciones comenzarán 30 minutos después de la hora de inicio programada. Comida ligera y actividades para niños estarán disponibles en todas las reuniones.*

*Para obtener información completa sobre la reunión, visite [metro.net/lariverpath](http://metro.net/lariverpath).*

## Cómo acceder las reuniones

*Use el Planificador de Viajes de Metro, disponible en [metro.net](http://metro.net), para encontrar la forma más conveniente de acceder a estas reuniones.*

## Meeting Schedule Calendario de las reuniones

### BOYLE HEIGHTS

**Tuesday, November 12, 2019, 6 – 8pm**  
**Martes, 12 de noviembre de 2019, 6 – 8pm**  
Boyle Heights Senior Center, Auditorium  
2839 E 3rd St, Los Angeles, CA 90033  
> Spanish translation will be provided.  
*Se brindará interpretación en español.*

### LITTLE TOKYO/ARTS DISTRICT

**Wednesday, November 13, 2019, 6 – 8pm**  
**Miércoles, 13 de noviembre de 2019, 6 – 8pm**  
St. Francis Xavier Chapel, Maryknoll Auditorium  
222 S Hewitt St, Los Angeles, CA 90012  
> Spanish and Japanese translations will be provided.  
*Se brindará interpretación en español y en japonés.*

### MAYWOOD

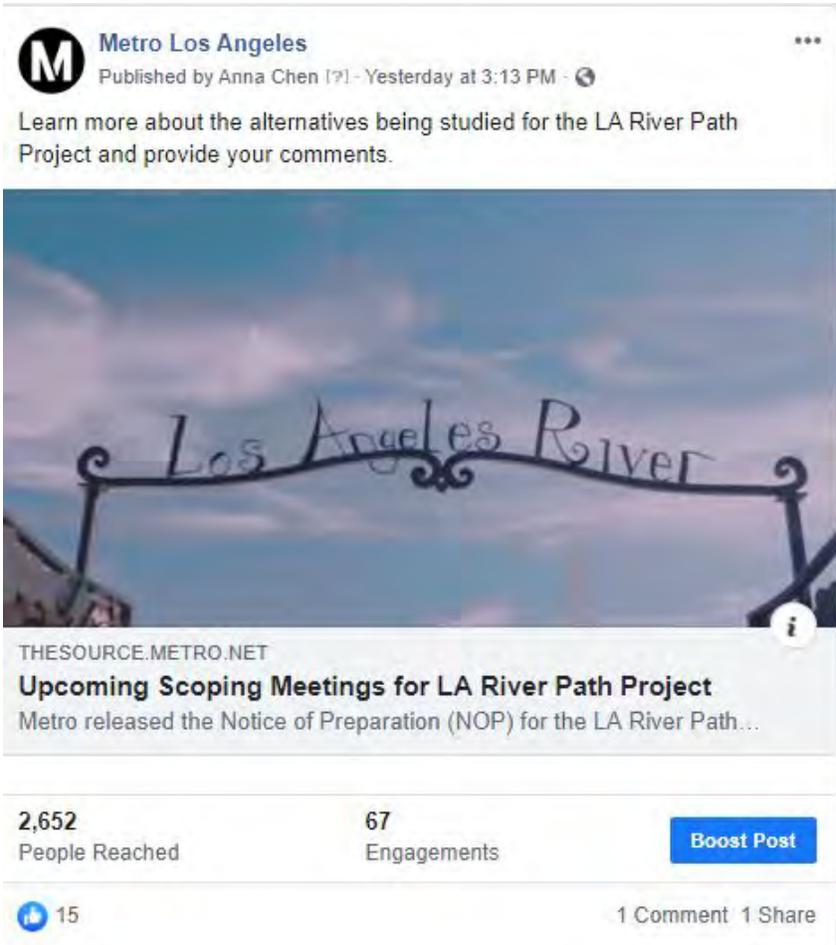
**Thursday, November 14, 2019, 6 – 8pm**  
**Jueves, 14 de noviembre de 2019, 6 – 8pm**  
Maywood Elementary School  
5200 Cudahy Av, Maywood, CA 90270  
> Spanish translation will be provided.  
*Se brindará interpretación en español.*

### CYPRESS PARK

**Saturday, November 16, 2019, 10am–12pm**  
**Sábado, 16 de noviembre de 2019, 10am–12pm**  
Cypress Park Recreation Center  
2630 Pepper Av, Los Angeles, CA 90065  
> Spanish translation will be provided.  
*Se brindará interpretación en español.*



## LA RIVER PATH SCOPING MEETING SOCIAL MEDIA ADVERTISEMENTS

Metro Facebook Advertisement	
 <p><b>Metro Los Angeles</b> Published by Anna Chen [?] · Yesterday at 3:13 PM · 🌐</p> <p>Learn more about the alternatives being studied for the LA River Path Project and provide your comments.</p>  <p>THESOURCE.METRO.NET <b>Upcoming Scoping Meetings for LA River Path Project</b> Metro released the Notice of Preparation (NOP) for the LA River Path...</p> <p>2,652 People Reached      67 Engagements      <a href="#">Boost Post</a></p> <p>👍 15      1 Comment 1 Share</p>	<p>Posted on 10/28/2019</p> <p>Link: <a href="https://www.facebook.com/losangelesmetro/posts/10157740792056763">https://www.facebook.com/losangelesmetro/posts/10157740792056763</a></p>

Los Angeles County Bicycle Coalition Twitter	
 <p><b>Los Angeles County Bicycle Coalition</b> @lacbc · 30m</p> <p>This is the long-awaited gap closure between Elysian Valley and Vernon.</p> <div data-bbox="316 1522 1031 1690">  <p><b>LA Metro</b> @metrolosangeles Attend an upcoming scoping meeting to learn more about the LA River Path Project. You can also submit your comments about the project online. mtr.o.la/XG6f50wTkWO</p> </div> <p>🗨️      ↻ 2      ❤️ 5</p>	<p>Posted on 11/06/19</p> <p>Link: <a href="https://twitter.com/lacbc/status/1192181270182121472">https://twitter.com/lacbc/status/1192181270182121472</a></p>

Metro Twitter

M

LA Metro @metrolosangeles · Nov 4

Attend an upcoming scoping meeting to learn more about the LA River Path Project. You can also submit your comments about the project online.

[metro.la/XG6f50wTkWO](https://metro.la/XG6f50wTkWO)



1 3 16

Post on 11/04/19

Link:

<https://twitter.com/metrolosangeles/status/1191416155241697281>

M

LA Metro @metrolosangeles · Nov 10

Attend an upcoming scoping meeting to learn more about the LA River Path Project. You can also submit your comments about the project online.

[metro.la/ZDeA50wTlaC](https://metro.la/ZDeA50wTlaC)



3 3 34

Posted on 11/10/19

Link:

<https://twitter.com/metrolosangeles/status/1193650829913395202>

M

LA Metro @metrolosangeles · 21h

Attend an upcoming scoping meeting to learn more about the LA River Path Project. You can also submit your comments about the project online.

[metro.la/SWVz50x3VED](https://metro.la/SWVz50x3VED)



1 5 20

Posted on 11/14/19

Link:

<https://twitter.com/metrolosangeles/status/1195133107487354885>

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<b>Little Tokyo/Arts District   11/1/10 to 11/13/19</b>	<a href="https://www.facebook.com/ads/experience/confirmation/?experience_id=448182015901719&amp;hmac=AVKsEdvwdkblY7_beFS0uMbtgSeBcNKZz4nvAuMPZuU5Hg">https://www.facebook.com/ads/experience/confirmation/?experience_id=448182015901719&amp;hmac=AVKsEdvwdkblY7_beFS0uMbtgSeBcNKZz4nvAuMPZuU5Hg</a>
<b>Maywood   11/4/19 to 11/14/19</b>	<a href="https://www.facebook.com/ads/experience/confirmation/?experience_id=1594606140682397&amp;hmac=AVJKsPF91psStHfkU7-OWPO-MhRP5EMUls9bRtP3ZJXFpA">https://www.facebook.com/ads/experience/confirmation/?experience_id=1594606140682397&amp;hmac=AVJKsPF91psStHfkU7-OWPO-MhRP5EMUls9bRtP3ZJXFpA</a>

Facebook Event – Boyle Heights Event Advertisement	
 <p><b>Metro Los Angeles</b> Sponsored (demo) · 🌐</p> <p>Have your say in the development of the LA River Path! Join us at a public scoping meeting in Boyle Heights.</p>  <p>TUE, NOV 12</p> <p><b>Los Angeles River Path - Boyle Heights Public Scoping Meeting</b> <span style="float: right;">★ Interested</span></p> <p>322 people interested · 24 people going</p> <p>👍❤️👎 387 <span style="float: right;">62 Comments</span></p> <p>👍 Like <span style="margin-left: 100px;">💬 Comment</span> <span style="float: right;">M ▼</span></p>	<p><b>Dates: 10/31/19 to 11/12/19</b></p>
	<p><b>Link:</b> <a href="https://www.facebook.com/events/1000964446910027/">https://www.facebook.com/events/1000964446910027/</a></p>

## Facebook Event – Boyle Heights Event Advertisement

### Comments

All Comments ▾

**M** Comment as Metro Los Angeles 🗨️ 📷 🎬 🗨️

**Edwin Ketchup Rodriguez** Horrible. Nothing but bloody needles, use condoms and spray cans and lots of flying nets and mosquitos This is a horrible idea. Los Angeles isn't Los Angeles any more. The next best city to take my knowledge and work skills is Denver. Movies are starting to be filmed in Denver, trust me that downtown is way better than LA. Shit even Long Beach downtown is amazing.

Bian Edwin Ketchup Rodriguez · Unhide · Message · 5w

**Robert Mauss** I can't wait for my company to come in and start tearing down all the homes around Saint Louis and Boyle Street surrounding the area of Hollenbeck park. Once we have the park renamed and revamped we will attract more desirable and productive citizens to buy in that area. We're going to make it look better than Park Avenue. Welcome to the Renewed Millionaires Row. (Which it once was in the past.) Welcome to the New and improved BoHe (Bow-hee.)

Like · Reply · Message · 4w

**Beverly Nargi** Oh goody, another homeless camp. The river path by where I live is completely useless and scary with all the homeless drug users with trash, supermarket carts and needles laying everywhere, just lovely!

Like · Reply · Message · 4w

**David Tracq** Yes!!!! This!!! Beatify, renovate, make good use of abandoned and neglected space! What a great little escape! 🗨️

Like · Reply · Message · 5w

**Jim Earl** It's really nice this kind of thing is happening when rents and housing are reaching the pinnacle of outrageousness in price and now only the rich will be able to enjoy it. Nice going to my home town!

Like · Reply · Message · 5w

**Dan Kerlin** I'm somewhat confused. You're from L.A.? You live here now or no? Your points usually make sense and I'm in agreement. Of course any positive changes are too little too late in L.A., but if/when these projects are ever completed if I'm still around and able I look forward to it. I'm very much pro bicycle/pedestrian infrastructure, improving the environment, etc..

Like · Reply · Message · 5w

**M** Reply as Metro Los Angeles 🗨️ 📷 🎬 🗨️

**Margie Apodaca** HOUSING OVER PRICE APARTMENTS AND GIVE US OUR BOYLE HEIGHTS BRIDGE LIKE YOU PROMISED AND L.A. IS NOT THE ROLE MODEL FOR THE HOMELESS 😞

Like · Reply · Message · 5w

**Hannah Beadman** Margie Apodaca plenty of money was passed in a bill for homelessness so where is that money? I wonder. It's too sad.

Like · Reply · Message · 5w

**Dan Kerlin** Tens of thousands of affordable housing units must be built! When they are it will benefit the current and future (and at risk for becoming) homeless populations immeasurably.

It's really laughable to complain about rental price gouging and demonize homeless victims at the same time (if that's what you're doing).

Like · Reply · Message · 5w

**David Tracq** Margie Apodaca agreed! Something must be done about the ever growing and troubling homeless situation but it's such a political situation (unfortunately) and yes the focus should be on that first and foremost but... in the meantime why not continue to renovate and beautify what we can? This is awesome!

Like · Reply · Message · 5w · Edited

**M** Reply as Metro Los Angeles 🗨️ 📷 🎬 🗨️

**Hannah Beadman** River needs to FLOOD to get the groundwater back up to stop fires 🗨️ it's a no brainer - also this picture has no animals at all in it or anywhere for them to live!!

Like · Reply · Message · 5w · Edited

**Frankie Mosqueda** Hannah Beadman I agree! And the picture also doesn't show homeless people! Since we can actually argue the value between humans and animals! 🗨️

Like · Reply · Message · 5w

**M** Reply as Metro Los Angeles 🗨️ 📷 🎬 🗨️

## Facebook Event – Boyle Heights Event Advertisement

### Comments

-  **Frankie Mosqueda** Awesome!! More traffic! Less parking! More fkn hipsters! Increased rents!! Yay!  
Like · Reply · Message · 5w · 17
- ^ Hide 11 Replies
-  **Kahili James Menilek II** Those problems are really not the result of a bike path. It's a symptom of a mucg bigger issue.  
Like · Reply · Message · 5w · 6
-  **Frankie Mosqueda** Kahili James Menilek II yeah but it's definitely an issue if you live less than a mile from the L.A. River like I do, for the majority of my 40 yrs  
Like · Reply · Message · 5w
-  **Kahili James Menilek II** I live in Lincoln Heights lol  
Like · Reply · Message · 5w · 1
-  **Frankie Mosqueda** Kahili James Menilek II 🤔🤔🤔  
Like · Reply · Message · 5w
-  **Dan Kerlin** It's too bad you're so jaded. You have a cut off your nose to spite your face attitude (or is it just selfishness?). The L.A. river plan will improve the (quality of life and) city for all the residents. If you're happy with the way things are now, congratulations for you but don't oppose across the board improvements just because you think they may inconvenience YOU!  
Like · Reply · Message · 5w · 8
-  **Vanna Mae** Honestly I'm excited to use biking as a form of transportation rather than driving.  
Like · Reply · Message · 5w · 2
-  **Frankie Mosqueda** Dan Kerlin they will inconvenience A LOT OF PEOPLE!! There's already too many fkn people and fkn Hipsters here in L.A.!! Do YOU ever think about the whole fkn infrastructure and how L.A. will handle many more fkn people and supply water????!! Of course not!! U probably don't see enough pollution and trash to think otherwise!! Fuck all of u fkn Hipsters!! 🤔🤔🤔🤔🤔🤔  
Ban Frankie Mosqueda · Unhide · Message · 5w

-  **Dan Kerlin** Vanna Mae when parking is bad you need a bike just to get from your car to your destination.  
Like · Reply · Message · 5w · 2
-  **Peter Woods** Frankie Mosqueda...exactly bro. you should go to the meeting and voice this. we all should its another speartip of gentrification. voices need to be heard.  
Like · Reply · Message · 5w · 2
-  **Frankie Mosqueda** Peter Woods word! 🙏  
Like · Reply · Message · 5w
-  **Kenny Blankenship** Don't forget the 8 billion tents popping up  
Like · Reply · Message · 4w
- M** Reply as Metro Los Angeles 🗨️ 📷 🎬 🗑️
-  **David Grant** Nice idea, horrible timing. There are bigger priorities.  
Like · Reply · Message · 4w
-  **Jesse Quintero** Make affordable to everyone. ... We want affordable housing in the river bed NO MORE OVER PRICED apartments and housing ... NO MORE RICH DEVELOPMENT!!!!  
Like · Reply · Message · 5w · 8
-  **Dan Kerlin** Of course affordable housing is needed. NOT in the river be however.  
Like · Reply · Message · 5w · 1
- M** Reply as Metro Los Angeles 🗨️ 📷 🎬 🗑️
-  **Margie Apodaca** FINISHED YOUR PROJECTS LIKE BOYLE HIEGHTS BRIDGE, HOMELESS THEN. THEN SCHOOL REPLACING 10 YRS OLD BOOKS 🤔  
Like · Reply · Message · 4w

## Facebook Event – Boyle Heights Event Advertisement

### Comments

 **Robert Panazza** Waste of money 🙄 where r the railroad tracks? Another bike path for homeless encampments.

Like Reply · Message · 5w

👍❤️ 10

 **Dan Kerlin** When adequate affordable housing is available for all (which should be a RIGHT, just like universal health care) homeless encampments will dissipate and politicians, media and/or selfish clueless individuals will stop demonizing homeless people and trying to blame them for everything.

Like Reply · Message · 5w

 **Robert Panazza** Free, Free, Free, Free! I pay 1/3 of wages in Taxes. Now u are asking me to contribute to people who don't wish to work and or choose a sinful / vices and laid back lifestyle. No thank you. I already work 75 hours work week. Don't need to be lectured by a musician. I work a job I don't like but I stick with it to secure lifestyle of my making not dictated by some government bureaucrat. Please I was raised in the ghetto surrounded by drugs, violence, and death. I was dealt a shitty hand from birth but I chose not to be a victim.

Ban Robert Panazza · Unhide · Message · 5w

 Reply as Metro Los Angeles

 **Alan Davis** My wife proposed this idea to former governor Gray Davis years ago!

Like Reply · Message · 5w

 **Andres Brandon** Alan Davis ha I forgot about him. 🤔

Like Reply · Message · 4w

 Reply as Metro Los Angeles

 **Tony Frank** They should've drew a little picture of a homeless guy on the ground

Like Reply · Message · 5w

👍❤️ 5

 **Sophia Johri** Tedeschi Tony Frank just one? There should be several tents.

Like Reply · Message · 4w

👍❤️ 1

 **Tony Frank** Sophia Johri Tedeschi Yes you're right if it were realistic

Like Reply · Message · 4w

👍❤️ 1

 Reply as Metro Los Angeles

 **Mike Barnard** Can we at least get more water in the river

Like Reply · Message · 5w

👍❤️👍❤️ 6

 **Hannah Beadman** Mike Barnard no because it's all dissipating into the atmosphere off the concrete like a frying pan and never allowed out down into the soil and is also storm-drained out to sea- which is all part of the eco disaster engineered by hubris like this dumb bike path will be that is California and its water: only took 100 years for people to wreck the land. Why is anyone even considering what is in this ridiculous picture. I don't even wanna see another hipster beard in my lifetime

Like Reply · Message · 5w

 **Frankie Mosqueda** Mike Barnard fkn hipster!! 🙄🙄🙄🙄🙄

Like Reply · Message · 5w

👍❤️ 1

 **Dan Kerlin** When necessary improvements are made to conserve our water supply as they should be the river will benefit.

Like Reply · Message · 5w

 Reply as Metro Los Angeles

 **Zen Cat** How about the Orange line station when can this be done ?

Like Reply · Message · 4w

## Facebook Event – Boyle Heights Event Advertisement

### Comments

 Guillermo Vazquez Someone got killed by the I.a river in Boyle heights not that long ago  
Like · Reply · Message · 5w  1

 Javier Sarmiento MTA stealing from the community. The secretary gets 200k py.+ Bonuses.  
Like · Reply · Message · 5w  2

 Rick Hinojos Metro is supporting gentrification. Where metro goes so does gentrification  
Like · Reply · Message · 5w    5

 Oscar Hernandez STAY THE FUCK OUT THE EAST SIDE...  
Ban Oscar Hernandez · Unhide · Message · 4w

 Stanzi Pezet I thought you weren't in Los Angeles anymore  
Like · Reply · Message · 5w

 Horacio Martin metro into properties & politics  
Like · Reply · Message · 5w  1

 P.m. Beers Defend Boyle Heights  
Like · Reply · Message · 5w  1

 David Erickson #ExcuseToSweepHomeless  
#Gentrification  
#BritsAreStillHere  
Homelessness News San Diego  
First they came for the homeless  
Lisa Halverstadt  
Leilani Farha  
Like · Reply · Message · 5w   3

 Louis Rosas Oh, look! There's a small white dome tent of a homeless person in the middle left hidden behind a bush in that painting. How quaint but still not solving the bigger housing crisis problem.  
Like · Reply · Message · 5w  3

 P.m. Beers El Sereno Against Gentrification  
Like · Reply · Message · 5w  1

 Shanny Lu Adrian Esparza I agree 100%. People don't pay their fare and when the driver tries to say something the person curses them out. Fare keeps getting higher cuz no one is paying. They all want "courtesy rides". They can afford the newest Jordans but not bus fare...I see people smoking on the platform all of the time. They're never cited cuz no one is on duty to cite them. Anyone who rides the bus or train sees this daily and its annoying AF. They're focusing on the wrong "problem".  
Like · Reply · Message · 4w  1

 Reply as Metro Los Angeles    

 Oscar Hernandez Fucking bullshit now that whitey is moving towards the east side now they want to fix shit up... FUCK GENTRIFICATION  
Ban Oscar Hernandez · Unhide · Message · 4w

 Baldo Mero Martinez Horale asta cuando  
Like · Reply · Message · See Translation · 4w

 Deborah Galvan Oh...NOW the city cares about Boyle Heights. Beware of gentrification.  
Like · Reply · Message · 4w  4

 JP George Nagel As Long as that Idiot Garcetti is Not Involved!!!  
Like · Reply · Message · 4w

 Alexander Benitez Have your say really? But they already have it set in their Master Plan.  
Like · Reply · Message · 4w · Edited

 Nacho Gallagher Where's the graffiti?  
Like · Reply · Message · 4w  1

 Adrian Esparza Here's my say, stop trying to find ways to make LA look cute and European. We have bigger problems. Use that money to fix what's already there. Make ghetto people pay their fare. Make the busses and trains safer. We don't need one more expensive thing nobody asked for. Your "bike" program was a huge failure. Stop making more mistakes. Use your heads. Think smarter. This goofy river path is going to be unsafe and one more thing for drug addicts, schizophrenics, and potential rapists to use to their benefit and there's going to be limited security for those that need help.  
Like · Reply · Message · 5w   7

 Rick Hinojos Adrian Esparza ( make ghetto people pay their fare ) ? Wtf explain  
Like · Reply · Message · 5w  3

 Adrian Esparza Rick Hinojos well, they open the emergency exits at the train stations bypassing the TAP turnstiles. They just walk onto a bus without paying and the bus driver just keeps driving probably because they don't know what to do. I'm constantly seeing them in the stations doing all the violations listed including smoking and there's no one to stop them or give them a citation.  
Like · Reply · Message · 5w  3

 Merry Klascius Adrian Esparza .your absolutely right!!  
Like · Reply · Message · 5w  1

Facebook Event – Cypress Park Event Advertisement



Metro Los Angeles

Sponsored (demo) · 🌐

Have your say in the development of the LA River Path! Join us at a public scoping meeting in Cypress Park.



SAT, NOV 16

Los Angeles River Path - Cypress Park  
Public Scoping Meeting

★ Interested

282 people interested · 18 people going

👍❤️👎 293

20 Comments

👍 Like

💬 Comment



Dates: 11/4/19 to 11/16/19

Link:

<https://www.facebook.com/events/2635650136525359/>

## Facebook Event – Cypress Park Event Advertisement

### Comments

All Comments ▾

**M** Comment as Metro Los Angeles 🗨️ 📷 🎬 🗨️

**Taylor Francis** Will there be any of these meetings not scheduled on a Saturday? 🗨️  
Like · Reply · Message · 5w 👍 2

**Metro Los Angeles** 11/12 Boyle Heights:  
[https://www.facebook.com/events/1000964446910027/?active\\_tab=discussion](https://www.facebook.com/events/1000964446910027/?active_tab=discussion)  
Like · Reply · 4w · Edited

**Metro Los Angeles** 11/13 St. Francis Xavier Chapel  
[https://www.facebook.com/events/759524847853604/?active\\_tab=discussion](https://www.facebook.com/events/759524847853604/?active_tab=discussion)  
Like · Reply · 4w

**Metro Los Angeles** 11/14 Maywood:  
[https://www.facebook.com/events/2449177355403788/?active\\_tab=discussion](https://www.facebook.com/events/2449177355403788/?active_tab=discussion)  
Like · Reply · 4w

**Taylor Francis** Metro Los Angeles thank you! 🗨️  
Like · Reply · Message · 4w 👍 1

**Metro Los Angeles** Hi Taylor - yes, this meeting in Cypress Park is our fourth scoping meeting. We have other scoping meetings - one tonight 11/12 from 6-8pm at Boyle Heights Senior Center (2839 E. 3rd St, Los Angeles); one 11/13 from 6-8pm at St. Francis Xavier Chapel (222 S. Hewitt St, Los Angeles), and a third on 11/14 from 6-8pm at Maywood Elementary School (5200 Cudahy Ave, Maywood).  
Like · Reply · 4w 👍 1

**M** Reply as Metro Los Angeles 🗨️ 📷 🎬 🗨️

**Ann Pulido** Keep the path safe&clean, help nature make a come back. 🗨️  
Like · Reply · Message · 4w 👍 7

**Dennis Miller** Guaranteed the path will look nothing like the artist's conception. 🗨️  
Like · Reply · Message · 3w

**Peter McNeal** we have this massive homeless problem that needs attention 🗨️  
Like · Reply · Message · 3w 👍 1

**Tito TC Hernandez** To make the homeless a better place to camp 🗨️  
Like · Reply · Message · 4w 🤔 2

**Larry Thomas** You mean homeless park... 🗨️  
Like · Reply · Message · 4w 👍 3



## Facebook Event – Cypress Park Event Advertisement

### Comments



Horacio Martin Nothing natural to see here people. Just gentrifiers and artists.

Like · Reply · Message · 5w



Anthony Angel Pérez Horacio Martin totally.

Like · Reply · Message · 4w



Andres Brandon Yaaaaas let's keep our neighborhoods poor and crappy. 3rd world marketplaces and sanctuary cities 4 life.

Like · Reply · Message · 4w



Michael Whitehead



Like · Reply · Message · 4w



Reply as Metro Los Angeles



Craig Collins Paul Vachier

Like · Reply · Message · 4w



Caloy Galindo Goodluck.. 🙏🍀 2

Like · Reply · Message · 4w



Edgar Moralez 2020 🕒

Like · Reply · Message · 4w



Nat Guerineau Degraavel I'm "surprised" my comment was removed. Liberty of speech? 😬😬

Like · Reply · Message · 4w



Facebook Event – Little Tokyo Event Advertisement



Metro Los Angeles

Sponsored (demo) · 🌐

Have your say in the development of the LA River Path! Join us in Little Tokyo/Arts District to have your say.



WED. NOV 13

**Los Angeles River Path - Little Tokyo Public Scoping Meeting**

★ Interested

284 people interested · 13 people going

👍❤️😬 296

66 Comments

👍 Like

💬 Comment



Dates: 11/1/10 to 11/13/19

Link:

<https://www.facebook.com/events/759524847853604/>





## Facebook Event – Little Tokyo Event Advertisement

### Comments

 **Hannah Beadman** Andres Brandon can you read? If so read my first comment on this thread. 😊  
Like Reply Message · 4w

 **Rogelio Casas** Andres Brandon are you saying you have a problem with taco stands or Boyle heights? Damn dude you sound kinda white washed hating on other brown people?? No names  
Ban Rogelio Casas · Unhide · Message · 4w

**M** Reply as Metro Los Angeles

 **Katrina McCoy** Why do this? It is basically just clearing out land for new homeless developments. No one is going to use this... The 110 freeway through highland Park/eas-los right now is this exact thing.  
Like Reply · Message · 5w Edited

 **Yuri Ochoa** Katrina McCoy I actually ride through there and through here a lot, going through San Pedro gives me lots of flats especially when on regular road tires (700x25/28c)  
Like Reply · Message · 5w

 **Katrina McCoy** Yuri Ochoa I realize you're a guy but do you feel that if I (a mid 30s female) went for a run by myself through this area, that I would be safe?  
Like Reply · Message · 5w

 **Erin Barnes** Katrina McCoy I'd use it, and, as with most bike paths in a 30 mile radius, I'd go with a group if I felt vulnerable.  
Like Reply · Message · 5w Edited

**M** Reply as Metro Los Angeles

 **Erick Ople** Umm. How about the squatters along the 5 freeway section of the river path ?  
Like Reply · Message · 5w

 **Jerry Vargas** \*Another Place for the Homeless to Go, Urinate & Deficate AND Throw (Disgard) Used Syringes, Hence, the Bike Paths by Atwater Village and Griffith Park, where I have Personally Witnessed These Discusting and Unhealthy Acts ... smh!....  
Like Reply · Message · 4w

 **Jerome Welch** Nice art metro  
Like Reply · Message · 4w

 **Dillan Garcia** Tha k you for posting brothah. This ad is very informative.  
Like Reply · Message · 4w

 **Estefan Bravo** Town forget gar-city's futuristic vision for the 7th Street Bridge  
Like Reply · Message · 5w

 **Luix Ricardo** Stop taking the parking on the street for your bikes, lanes, and stuff.  
Like Reply · Message · 5w

 **Andres Brandon** Luix Ricardo If they want that life like they're in nyc, then they should move to/stay in NYC.  
Like Reply · Message · 4w

**M** Reply as Metro Los Angeles

 **Zo Sallas** There was nothing wrong with 6th street bridge  
Like Reply · Message · 5w

 **Joshua Ley** Zo Sallas wasn't it breaking down?  
Like Reply · Message · 5w

 **Tita Cats** Zo Sallas it was too old and it was more expensive to "fix it" than to renovate it.  
Like Reply · Message · 4w

 **Douglas Alvarez** Tita Cats image if the grand capitals of Europe felt like that?  
Like Reply · Message · 4w

**M** Reply as Metro Los Angeles

 **Todd Reynolds** All covered in trash, homeless and needles  
Like Reply · Message · 4w

## Facebook Event – Little Tokyo Event Advertisement

### Comments

 **Yuri Ochoa** Ooo no more endangering one self to pass through dlla trying to go to Huntington park  
Like · Reply · Message · 5w

 **Mark Lidikay** There are other things to be done first  
Like · Reply · Message · 4w

 **Thumper Damien** Just make sure bums dont make it their new safe heaven and riddle the path with syringes and trash  
Like · Reply · Message · 5w

 **David Erickson** If 1,000 Members of the public appeared at this in protest, YOU'D BUILD THIS REGARDLESS! This is not being built by any major public demand, but an internal desire to sweep the homeless off the free and unmonitored riverbed and into Ghettos where they can be HERDED AND MONITORED. They are PEOPLE NOT ANIMALS!  
  
#Gentrification  
#HomelessSweepPretense  
#BoycottLARiverPath  
#LARiverPath  
#NeverForget  
#BritsAreStillHere  
  
First they came for the homeless  
Mike Zint  
Leilani Farha  
Like · Reply · Message · 5w · Edited

 **Jewel Key** Ummmmm mugged much?  
Like · Reply · Message · 4w

 **Tita Cats** Chris Muniz  
Like · Reply · Message · 4w

 **Carlos Virgen** Yara Martinez we should go babe  
Like · Reply · Message · 5w

 **Horacio Martin** Go gentrification metro.  
Like · Reply · Message · 5w

 **Arturo Ruiz** Its all money  
Like · Reply · Message · 4w

 **Sabrina Lenburg** Jerico Woggon  
Like · Reply · Message · 4w

 **ワキタ ケン** How about trying to make money off of Metro first instead of doing things at taxpayer expense?  
Like · Reply · Message · 5w

 **Marie Alyse Rodriguez** Alexis Rodriguez  
Like · Reply · Message · 4w

 **Robert Hernandez** What we need is a 405 fwy development  
Like · Reply · Message · 4w

 **Ferez Khavarian** Recall Gavin Nuisance  
Like · Reply · Message · 4w

 **Adrian Esparza** No! No! No! No! Fix existing problems! Stop wasting money on new cute ideas! Overpaid morons running Metro  
Like · Reply · Message · 5w

 **Mike Shott** ITS NOT A RIVER! ITS A STORM DRAIN!  
Like · Reply · Message · 4w

 **Armando Cabrera** Mike Shott that right  
Like · Reply · Message · 4w

 Reply as Metro Los Angeles

 **George** Hi how about clean up the city and address traffic problems first this is just another expensive boondoggle that will give the meth heads another place to shoot up  
Like · Reply · Message · 4w

Facebook Event – Maywood Event Advertisement



Metro Los Angeles

Sponsored (demo) · 🌐

Have your say in the development of the LA River Path! Join us at a public scoping meeting in Maywood.



THU, NOV 14

**Los Angeles River Path - Maywood Public Scoping Meeting**

★ Interested

175 people interested · 16 people going

👍❤️👤 272

34 Comments

👍 Like

💬 Comment



Dates: 11/4/19 to 11/14/19

Link:

<https://www.facebook.com/events/2449177355403788/>

## Facebook Event – Maywood Event Advertisement

### Comments

Most Relevant ▾

**M** Comment as Metro Los Angeles

**Arturo Carrasco** Awesome Maywood 🙌  
Like · Reply · Message · 4w 2

**Elizabeth Barrera** No thanks mosquitos up the ass...  
Ban Elizabeth Barrera · Unhide · Message · 4w

**David Corrales** Perfect. But no Homeless PLEASE.  
Like · Reply · Message · 5w 6

**Patti Sugarman** I was thinking the same thing.  
Like · Reply · Message · 4w 1

**Horacio Martin** A path to gentrification  
Like · Reply · Message · 5w 10

**Andres Brandon** Horacio Martin you can't stop progress. Our neighborhoods shouldn't remain poor and crappy. Poor people should encourage their kids to major in the STEM fields and give back to their communities, not just complain when educated people move in.  
Like · Reply · Message · 5w · Edited 5

**Jay Cee** Andres Brandon Educated people. More like little trust fund babies.  
Like · Reply · Message · 5w 2

**Horacio Martin** Jay Cee everyone's an artist now in la  
Like · Reply · Message · 5w 2

**Keren-Raquel Melendez** Horacio Martin what's wrong with that ? Do you know the real meaning of gentrification? Unless you want to stay in a poor state of mind then I cant relate...  
Like · Reply · Message · 5w 3

**Andres Brandon** Jay Cee awww people that major in STEM are trust fund babies. What a cute assumption. Awww.  
Like · Reply · Message · 5w 2

**M** Reply as Metro Los Angeles

**Sheila Villarica** Hell ya!!!! About time!!!!Thank you!!!  
Like · Reply · Message · 4w

**Sheila Villarica** Geez people, Think positive!!!  
Like · Reply · Message · 4w 1

**Ryan Hopkins** It will just become a homeless encampment but sure spend millions. 😞  
Like · Reply · Message · 4w 1

## Facebook Event – Maywood Event Advertisement

### Comments

 **Drew Ready Edward Lum** ...  
Like · Reply · Message · 4w

 **Jorge Gonzalez No homeless**  
Like · Reply · Message · 5w

 **Nat Guerineau Degrauel** Please remove the kids from the flyer it's not safe with the pills and meth on the floor. Lady don't stay here either, homeless people already have plans for your bag, if not for you. The cyclist is not from this hood!! 😡😡 We all know that a bike is a short luxury. It will be stolen before the wheels have the chance to be destroyed on the needles on the floor and this poor guy will end up walking away watching not to step in 🤢. A new homeless project 🙄  
Like · Reply · Message · 4w

 **Dee Pauker Gavcus Phillip Gavcus**  
Like · Reply · Message · 5w

 **Russell Sivick** Will it be homeless free?  
Like · Reply · Message · 4w

 **Andres Brandon** Make the portrait more realistic with needles and tents because that is what it will really be. Tent cities 4 life! 🙄🙄🙄  
Like · Reply · Message · 5w · Edited

 **David Erickson** Andres Brandon IM me if they delete your opposing comment. They did mine!  
Like · Reply · Message · 5w

 **Andres Brandon** David Erickson of course they will! No surprise there. This is Agenda 21!  
Like · Reply · Message · 5w

 **Jay Cee** Andres Brandon if you dont like it, get the fuck out. Easy. Take your pocoh ass to some meth filled, red state if you hate cali so much.  
Ban Jay Cee · Unhide · Message · 5w

 **Nat Guerineau Degrauel** David Erickson 🙄🙄🙄  
Like · Reply · Message · 4w

**Reply as Metro Los Angeles**

 **Ronaldo Hidalgo** It's just going to be infested with homeless people, why not fix our real problems before blowing funds and a river path no one cares about?  
Like · Reply · Message · 4w

 **Andrew Provenzano** How many needles, rats, and homeless will be on this path?  
Will you be raising gas prices to cover your crooked dealings?  
Like · Reply · Message · 4w

 **Russell Sivick** Scum can not make beautiful  
Like · Reply · Message · 4w

Write a comment...

 **Adrian Esparza** If I only could I'd go to this meeting to tell them what idiots they are but I have classes and can't go. I hope they're reading our postings at least  
Like · Reply · Message · 4w · Edited

**Metro Los Angeles** You can also submit your comment by other methods detailed on our website here <https://www.metro.net/proj.../ariverpath/upcoming-meetings/>

METRO.NET  
**Scoping Meetings**

Like · Reply · Remove Preview · 4w

 **Adrian Esparza** Metro Los Angeles I've been sending comments for years. Nobody responds and nothing changes. As you can see from the comments the majority of us are unhappy with Metro's many decisions. They're primarily bad ones.  
Like · Reply · Message · 4w

**Metro Los Angeles** Hi Adrian - if you cannot attend this meeting, there are three other options: (1) tonight 11/12 from 6-8pm at Boyle Heights Senior Center (2839 E. 3rd St. Los Angeles); (2) Wednesday 11/13 from 6-8pm at St. Francis Xavier Chapel (222 S. Hewitt St, Los Angeles); and (3) Saturday 11/16 from 10am - 12pm at Cypress Park Recreation Center (2630 Pepper Av, Los Angeles).  
Like · Reply · 4w

**Reply as Metro Los Angeles**

 **Todd Reynolds** All homeless, trash, needles, drunks, nasty ass smell, violence at night, I do not recommend it... clean up this massive disaster mayor garcetti yogi pants who had definitely lost my vote next time around  
Ban Todd Reynolds · Unhide · Message · 4w

 **Russell Sivick** Be honest...not fake...we already have plenty of fake  
Like · Reply · Message · 4w



## Los Angeles River Path Project

### Scoping Meetings

Attend a meeting in November

(/projects/lariverpath/upcoming-meetings/)

### Study Area Map

LA River Path

(https://media.metro.net/projects\_studies/la\_river\_path/2018-08-08.pdf)

### Reports and Studies

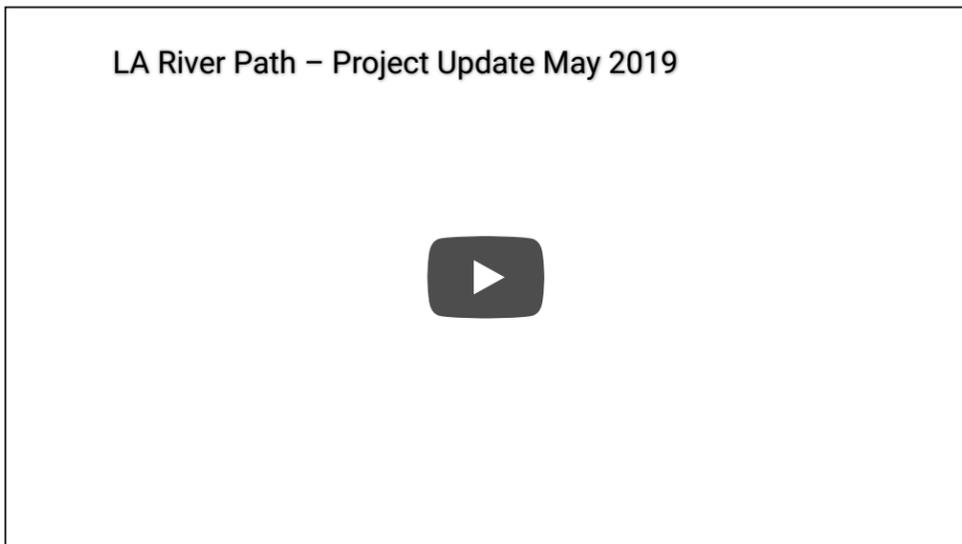
Conceptual Design Report

(https://media.metro.net/projects\_studies/la\_river\_path/2019-09.pdf)

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(https://www.youtube.com/watch?v=ByqnCR\_oBAQ)



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- Chinatown
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- Arts District
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The LA River Path Project has been identified as a need in numerous studies of the Los Angeles River and the project team is coordinating with numerous other studies and planning efforts. Some of these efforts include: 2007 Los Angeles River Revitalization Master Plan aimed at revitalizing all 51 miles of the river channel including providing pedestrian and bicycle facilities; the 2016 USACE Los Angeles River Ecosystem Restoration Feasibility Study of an 11-mile stretch of the Los Angeles River north of Griffith Park through Elysian Valley to downtown Los Angeles; RiverLA's Greenway 2020 plan, which identified the goal of completing the path along the length of the river; and the ongoing effort by Los Angeles County to update the 1996 LA River Master Plan.

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Metro would like to thank all those that attended our project scoping meetings and provided valuable feedback to inform the DEIR.

View the [public scoping meeting presentation and materials](https://www.metro.net/projects/lariverpath/completed-meetings/) (<https://www.metro.net/projects/lariverpath/completed-meetings/>).

## Submit Your Public Comments

Metro values your input on this project. Public comments may be submitted at any of the meetings, by email, regular mail or online comment form to Metro during the 45-day public scoping period.

The formal public scoping comment period begins on Wednesday, October 23, 2019, and ends on Friday, December 6, 2019. Written comments may be submitted via mail, email or through our online comment form:

Lauren Cencic  
Senior Director, Metro  
One Gateway Plaza, 99-22-5  
Los Angeles, CA 90012

[lariverpath@metro.net](mailto:lariverpath@metro.net)

[Online Comment Form \(https://metrola.wufoo.com/forms/q13nlw7a06vj1lh/\)](https://metrola.wufoo.com/forms/q13nlw7a06vj1lh/)

[\(https://www.metro.net/projects/lariverpath/completed-meetings/\)](https://www.metro.net/projects/lariverpath/completed-meetings/)

## Next Steps

Following the close of the scoping public comment period, Metro will begin preparing the Draft Environmental Impact Report (DEIR) incorporating feedback from public comments received. Metro anticipates releasing the Draft EIR in 2021 for public review and comment. In the meantime, the Project team will continue to engage with community members and interested stakeholders to continue to shape this exciting Project. Metro's mission is to create a safe and world-class transportation corridor along the Los Angeles River between Elysian Valley and Maywood for people of all ages and abilities that enhances recreation, livability, regional connectivity and provides:

- An outstanding user experience
- Access to opportunity
- Separation from vehicular traffic



# Los Angeles River Path Project

Name \*

First

Last

Email Address \*

Please add to email list.

Organization

Maximum of 1000 characters. Currently Used: 0 characters.

File/document upload

No file chosen

Comment and/or Questions \*

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Tap Customer Service

**866.TAPTOGO**

Mon-Fri 8am to 4:30pm | [Taptogo Website \(https://www.taptogo.net\)](https://www.taptogo.net)

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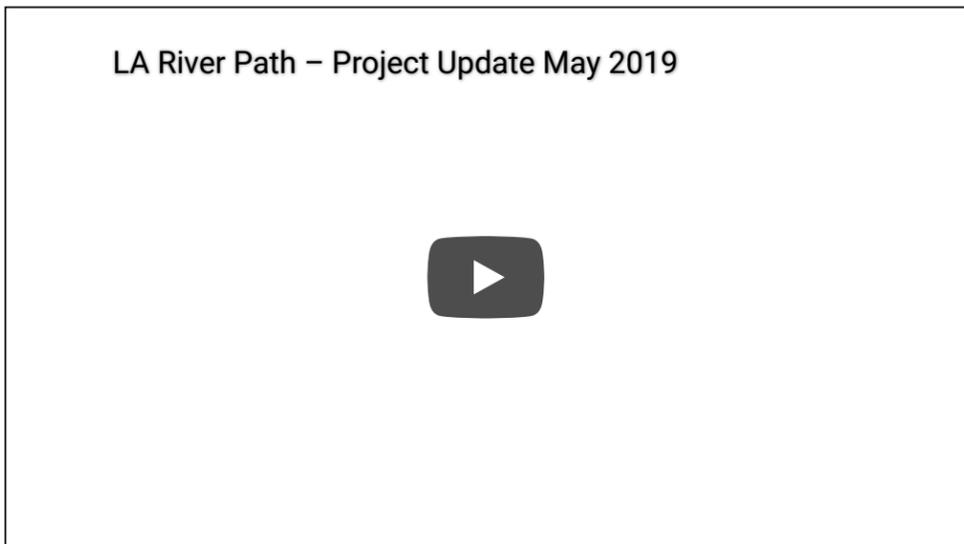
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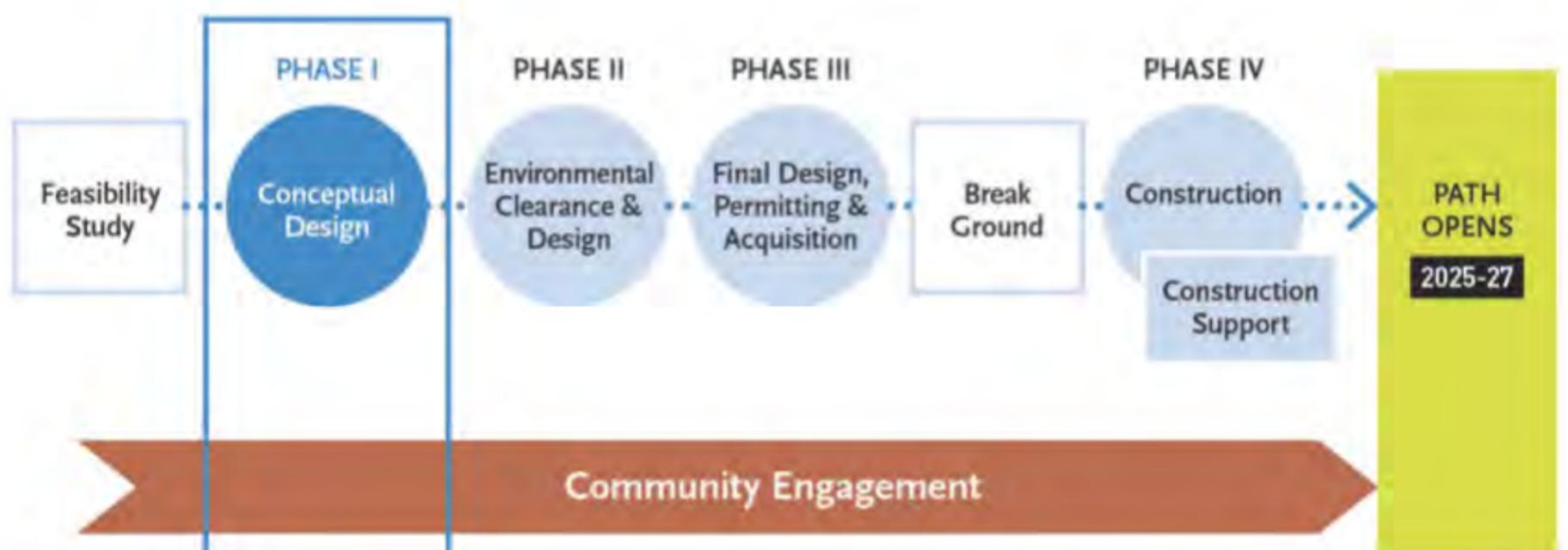
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Lauren Cencic  
Senior Director, Metro  
One Gateway Plaza, 99-22-5  
Los Angeles, CA 90012

[lariverpath@metro.net](mailto:lariverpath@metro.net)

[Online Comment Form \(https://metrola.wufoo.com/forms/q13nlw7a06vj1lh/\)](https://metrola.wufoo.com/forms/q13nlw7a06vj1lh/)

[\(https://www.metro.net/projects/lariverpath/completed-meetings/\)](https://www.metro.net/projects/lariverpath/completed-meetings/)

## Next Steps

Following the close of the scoping public comment period, Metro will begin preparing the Draft Environmental Impact Report (DEIR) incorporating feedback from public comments received. Metro anticipates releasing the Draft EIR in 2021 for public review and comment. In the meantime, the Project team will continue to engage with community members and interested stakeholders to continue to shape this exciting Project. Metro's mission is to create a safe and world-class transportation corridor along the Los Angeles River between Elysian Valley and Maywood for people of all ages and abilities that enhances recreation, livability, regional connectivity and provides:

- An outstanding user experience
- Access to opportunity
- Separation from vehicular traffic



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## Los Angeles River Path Project

### Scoping Meetings

Attend a meeting in November

(/projects/lariverpath/upcoming-meetings/)

### Study Area Map

LA River Path

(https://media.metro.net/projects\_studies/lariverpath/2018-08-08.pdf)

### Reports and Studies

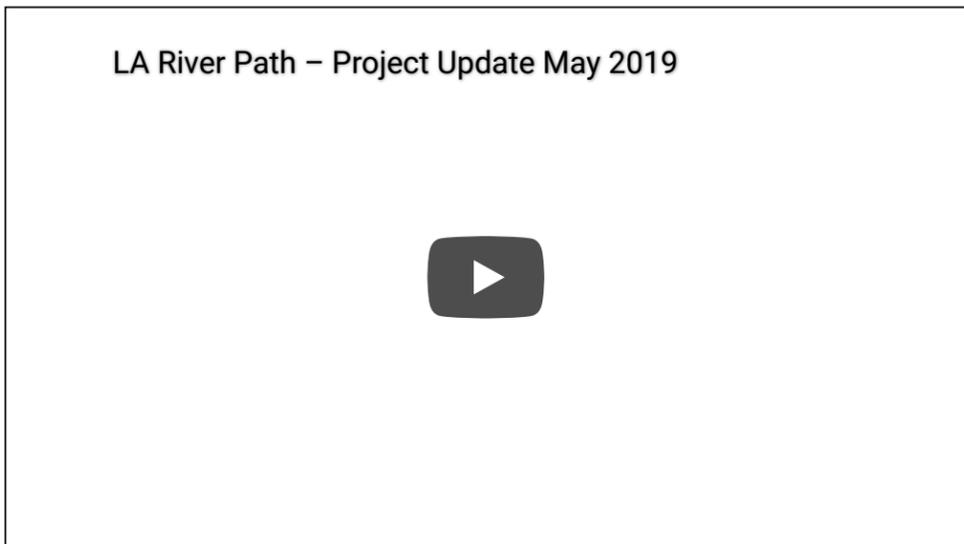
Conceptual Design Report

(https://media.metro.net/projects\_studies/lariverpath-2019-09.pdf)

### Learn More

Watch our recap video

(https://www.youtube.com/watch?v=ByqnCR\_oBAQ)



The LA River Path Project is a new bicycle and pedestrian path along an approximately eight-mile stretch of the Los Angeles River (River) from Elysian Valley through Downtown Los Angeles to the City of Maywood. This project will close the longest remaining continuous gap in the LA River Path and create a path that will serve the existing communities there today, as well as look forward to and serve future needs.

Metro, along with several local and regional organizations, have identified closing the gap in the LA River Path between Elysian Valley and Maywood as a high priority walking and biking infrastructure project. When complete, this facility will provide a seamless 32-mile grade-separated regional corridor for walking and bicycling through the heart of Los Angeles County, connecting the San Fernando Valley to Long Beach along the River.

The path will create a safe and efficient travel option for people walking, bicycling, and rolling, whether for recreation or transportation, while bolstering regional multi-modal travel with a connection to various access points along the river.



The new section of path will directly serve communities in:

- Elysian Valley
- Cypress Park
- Lincoln Heights
- Chinatown
- Downtown Los Angeles
- Arts District
- Industrial District
- Boyle Heights
- East Los Angeles
- Vernon
- Maywood

The project is set to receive \$365 million dollars in funding from Measure M, which was passed by LA County voters in 2016.

In June 2014, the Metro Board of Directors directed staff to perform a feasibility study to close the 8-mile gap in the Los Angeles River Bike Path between Elysian Valley and the City of Vernon.

The **Los Angeles River Bike Path Gap Closure Feasibility Study**

([http://media.metro.net/projects\\_studies/bikeway\\_planning/images/study\\_lariverbikepathgapclosure\\_2017-0712.pdf](http://media.metro.net/projects_studies/bikeway_planning/images/study_lariverbikepathgapclosure_2017-0712.pdf)) assessed the engineering feasibility, neighborhood connectivity, safety, environmental and permitting requirements, hydraulic impacts, real estate, maintenance and operations, and preliminary cost estimates of the project. The study found that the project is feasible and would help serve the transportation needs of communities neighboring the project area as well as the region.

Following the completion of the feasibility study, in September 2016 the Metro Board approved the project to advance into conceptual design. This includes the preparation of technical studies about the corridor's existing conditions, and community outreach to understand the community's needs and desires.

During conceptual design, Metro staff reached out to the communities to understand how people currently use the path and what they'd like to use the path for in the future, how people want to access the path, preferred path types, project goals, and on what should be considered as part of the evaluation criteria. Metro hosted nine public meetings, fielded online and in-person surveys and attended numerous community events. After collecting this information and applying evaluation criteria, three draft alternatives were identified and presented to the public in May 2019.

After conceptual design, Metro will further study the alternatives during the environmental review process. As part of the environmental study of all three alternatives, Metro will work to environmentally clear and fulfill all permitting requirements for this project under the National Environmental Protection Act (NEPA) in coordination with the US Army Corps of Engineers and the California Environmental Quality Act (CEQA) with Metro as the lead agency. Public outreach and community engagement will continue throughout this phase of the project.



The northern limits of the project area are the terminus of the Los Angeles River Greenway Trail at Riverside Drive, with southern limits at Atlantic Blvd where the Los Angeles River Bike Path begins in the City of Maywood. Many of the neighborhoods in the area surrounding the project corridor are predominately industrial with high volumes of truck traffic, deteriorated roadways, a lack of sidewalks, street lighting, and at-grade rail crossings. Additionally, there are freight and passenger train movements on tracks adjacent to the River along several segments of the corridor.

Over 1,000,000 people live within three miles of the LA River Path project corridor. Of the 85,000 people who live within ½-mile of the project corridor, approximately 18,000 (21%) working-age people walk, bicycle, or take public transit to work.



([https://media.metro.net/projects\\_studies/bikeway\\_planning/images/map\\_lariver\\_path\\_2018-08.pdf](https://media.metro.net/projects_studies/bikeway_planning/images/map_lariver_path_2018-08.pdf))

This project has been included in several local and regional plans, including the 2016 Metro [Active Transportation Strategic Plan](https://www.metro.net/projects/active-transportation-strategic-plan/) (<https://www.metro.net/projects/active-transportation-strategic-plan/>) and the 2009 [Long Range Transportation Plan](https://www.metro.net/projects/reports/) (<https://www.metro.net/projects/reports/>), the Southern California Council of Governments [2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy](http://scagrtpscscs.net/Pages/FINAL2016RTPSCS.aspx) (<http://scagrtpscscs.net/Pages/FINAL2016RTPSCS.aspx>), as well as the County of Los Angeles [2012 Bike Master Plan](https://dpw.lacounty.gov/pdd/bike/masterplan.cfm) (<https://dpw.lacounty.gov/pdd/bike/masterplan.cfm>), the City of Los Angeles [Mobility Plan 2035](http://planning.lacity.org/documents/policy/mobilityplnmemo.pdf) (<http://planning.lacity.org/documents/policy/mobilityplnmemo.pdf>) and [2010 Bicycle Plan](http://planning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/Txt/LA%20CITY%20BICYCLE%20PLAN.pdf) (<http://planning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/Txt/LA%20CITY%20BICYCLE%20PLAN.pdf>).

The largest remaining, 8-mile gap in the LA River Path, between Elysian Valley and Maywood requires a multi-jurisdictional effort and close coordination with US Army Corps of Engineers (USACE), City of Los Angeles, City of Vernon, the County of Los Angeles, and rail operations along Metro-owned right-of-way. As the County's transportation agency and owner of the adjacent rail right-of-way, Metro is leading this project through environmental analysis, design and coordination with other projects, studies and efforts along the Los Angeles River.



The LA River Path Project has been identified as a need in numerous studies of the Los Angeles River and the project team is coordinating with numerous other studies and planning efforts. Some of these efforts include: 2007 Los Angeles River Revitalization Master Plan aimed at revitalizing all 51 miles of the river channel including providing pedestrian and bicycle facilities; the 2016 USACE Los Angeles River Ecosystem Restoration Feasibility Study of an 11-mile stretch of the Los Angeles River north of Griffith Park through Elysian Valley to downtown Los Angeles; RiverLA's Greenway 2020 plan, which identified the goal of completing the path along the length of the river; and the ongoing effort by Los Angeles County to update the 1996 LA River Master Plan.

Non-profit groups such as River LA (formerly LA River Revitalization Corporation) and Friends of the Los Angeles River (FOLAR) have also been working to transform the River. This transformation envisions making the River an integral part of the community and a regional active transportation corridor for walking and biking.

---

## LA River Path Scoping Period is Open

Metro is initiating an environmental review to study the benefits and impacts of building and operating the future path. The first step of the environmental review process is scoping, which will be determining the objectives, scope, focus and content of an Environmental Impact Report (EIR). On October 23, 2019, Metro released a [Notice of Preparation](http://media.metro.net/projects_studies/lariverpath/Final_Executed_NOP-lariver_path.pdf) ([http://media.metro.net/projects\\_studies/lariverpath/Final\\_Executed\\_NOP-lariver\\_path.pdf](http://media.metro.net/projects_studies/lariverpath/Final_Executed_NOP-lariver_path.pdf)) to initiate a Draft Environmental Impact Report (EIR) for the proposed Project in accordance with the California Environmental Act (CEQA).

During the month of November, Metro hosted four public scoping meetings in Boyle Heights, Little Tokyo/Arts District, Maywood and Cypress Park to allow the public to provide comments on the project's objectives, learn about the alternatives being studied, become informed about the environmental review process and understand what Metro should study in the Environmental Impact Report.

Metro would like to thank all those that attended our project scoping meetings and provided valuable feedback to inform the DEIR.

View the [public scoping meeting presentation and materials](https://www.metro.net/projects/lariverpath/completed-meetings/) (<https://www.metro.net/projects/lariverpath/completed-meetings/>).

## Submit Your Public Comments

Metro values your input on this project. Public comments may be submitted at any of the meetings, by email, regular mail or online comment form to Metro during the 45-day public scoping period.

The formal public scoping comment period begins on Wednesday, October 23, 2019, and ends on Friday, December 6, 2019. Written comments may be submitted via mail, email or through our online comment form:

Lauren Cencic  
Senior Director, Metro  
One Gateway Plaza, 99-22-5  
Los Angeles, CA 90012

[lariverpath@metro.net](mailto:lariverpath@metro.net)

[Online Comment Form \(https://metrola.wufoo.com/forms/q13nlw7a06vj1lh/\)](https://metrola.wufoo.com/forms/q13nlw7a06vj1lh/)

[\(https://www.metro.net/projects/lariverpath/completed-meetings/\)](https://www.metro.net/projects/lariverpath/completed-meetings/)

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- Separation from vehicular traffic



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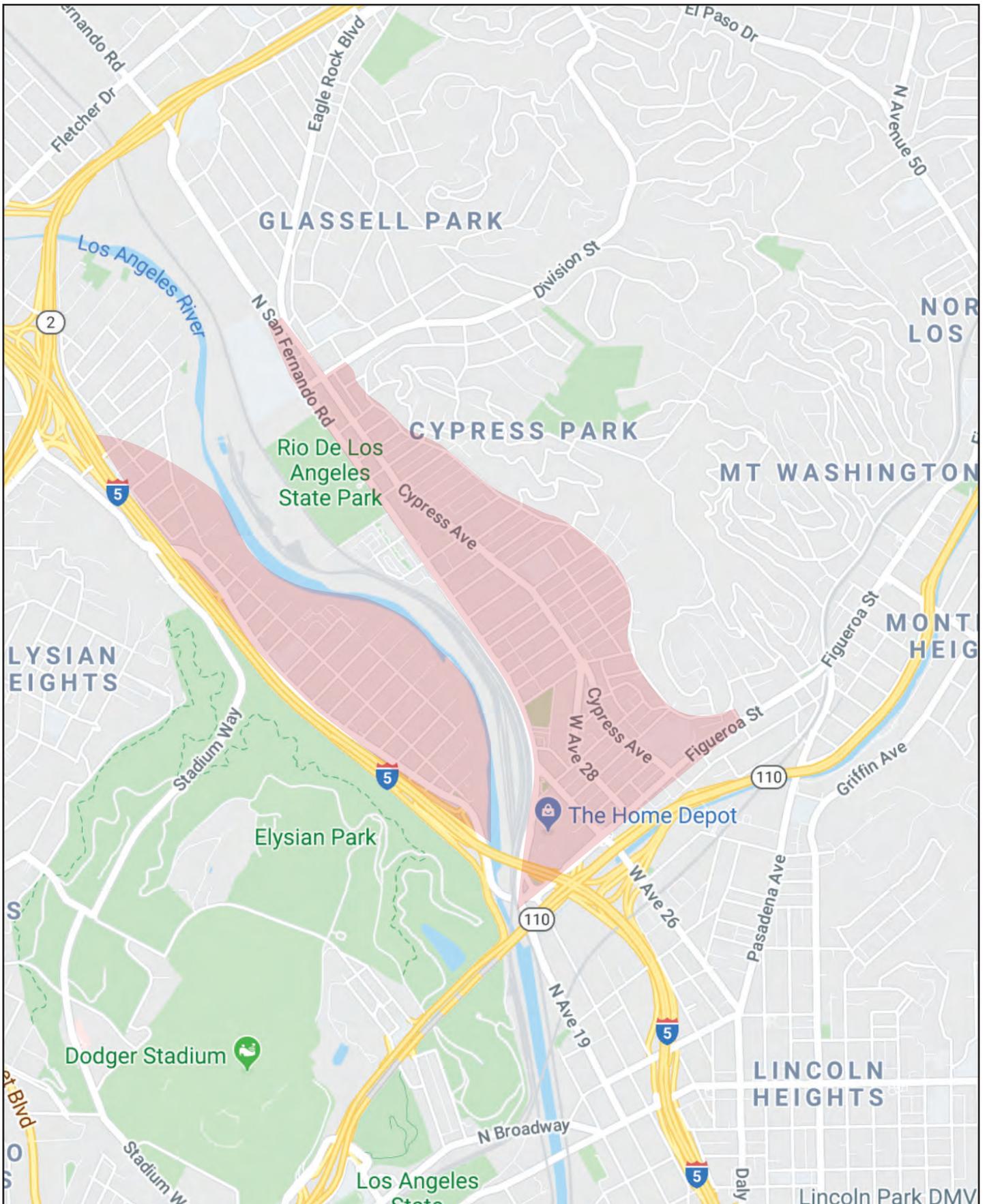
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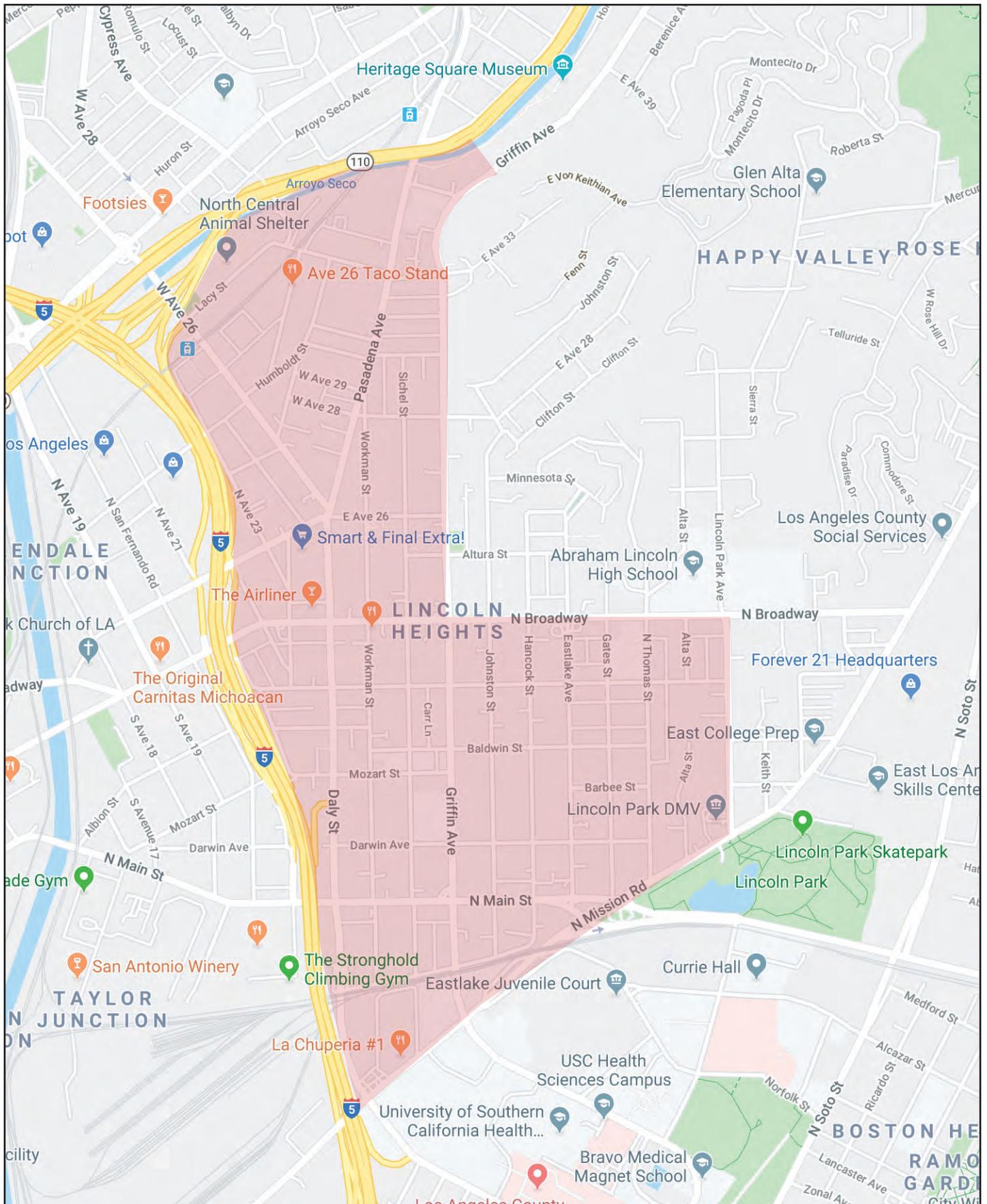


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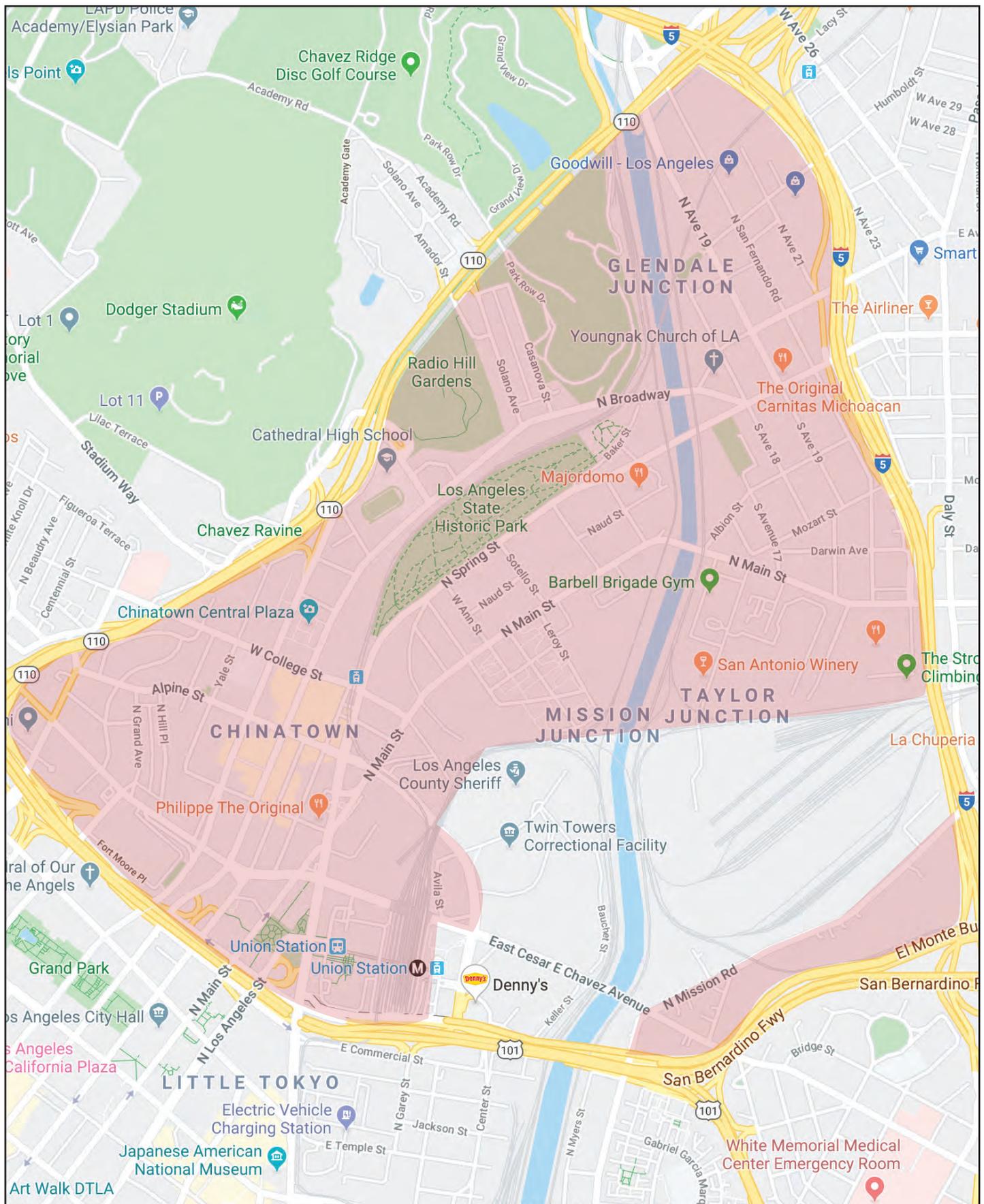
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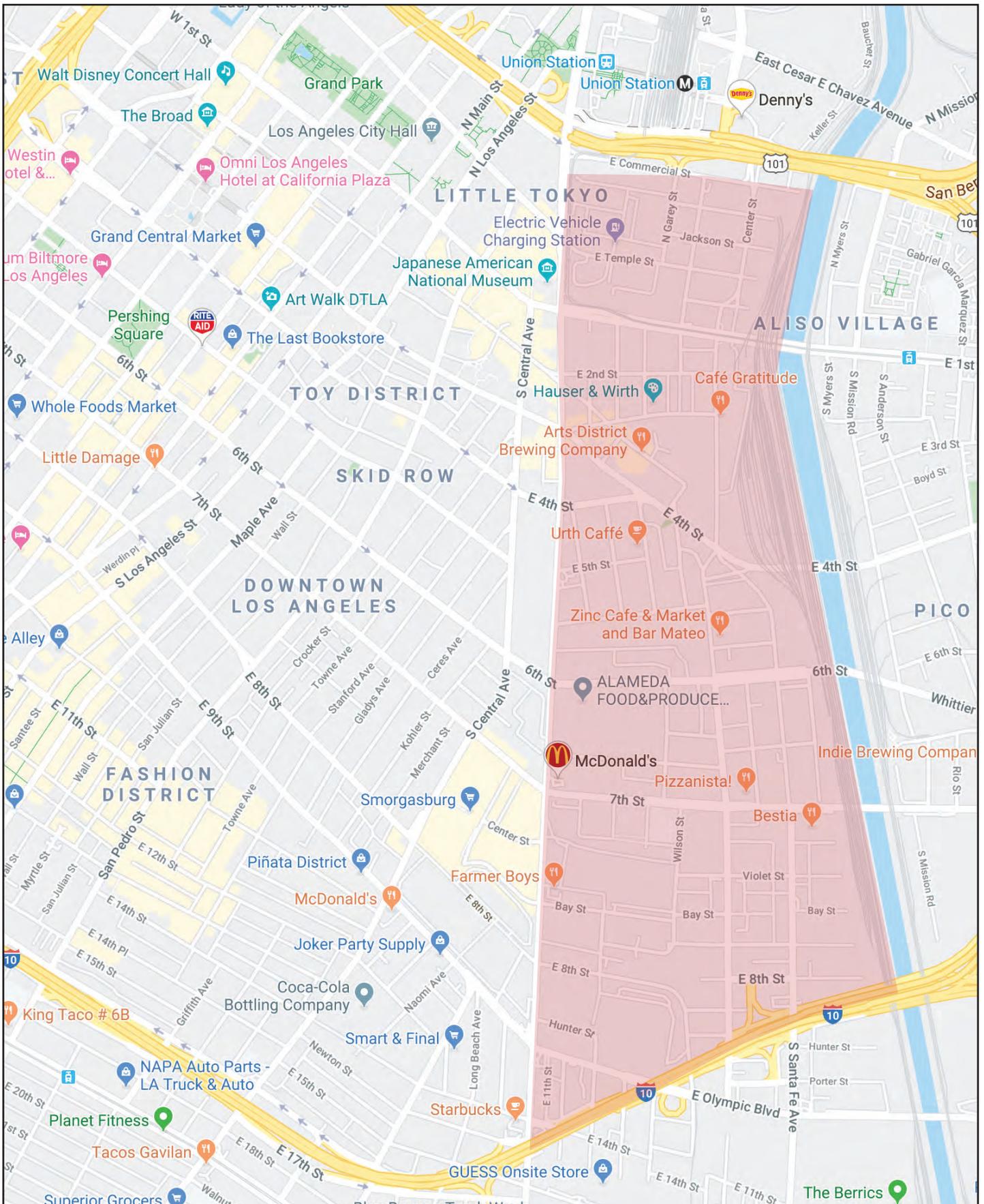
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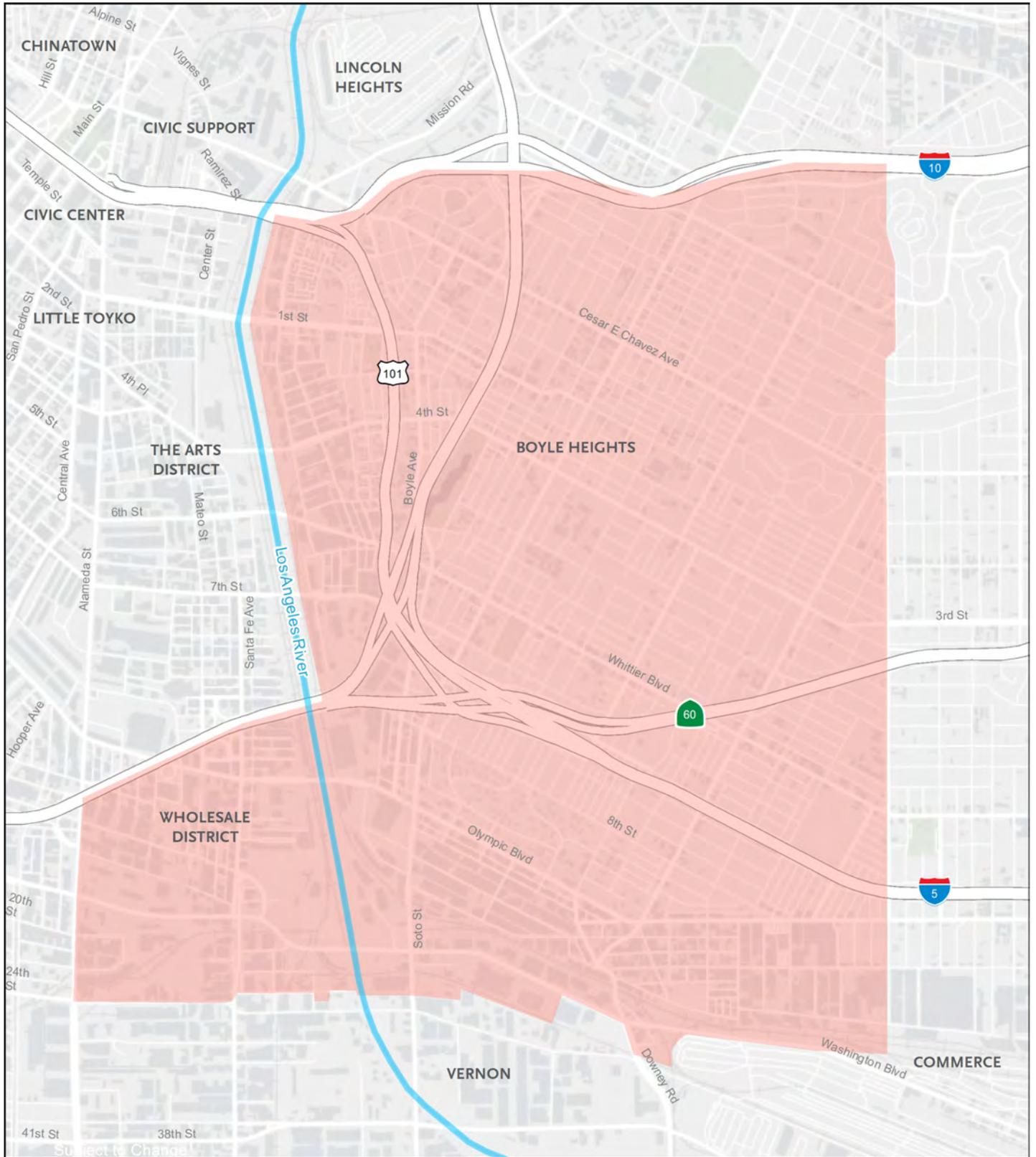
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# Downtown Los Angeles



# Boyle Heights



# Vernon, Maywood and Huntington Park



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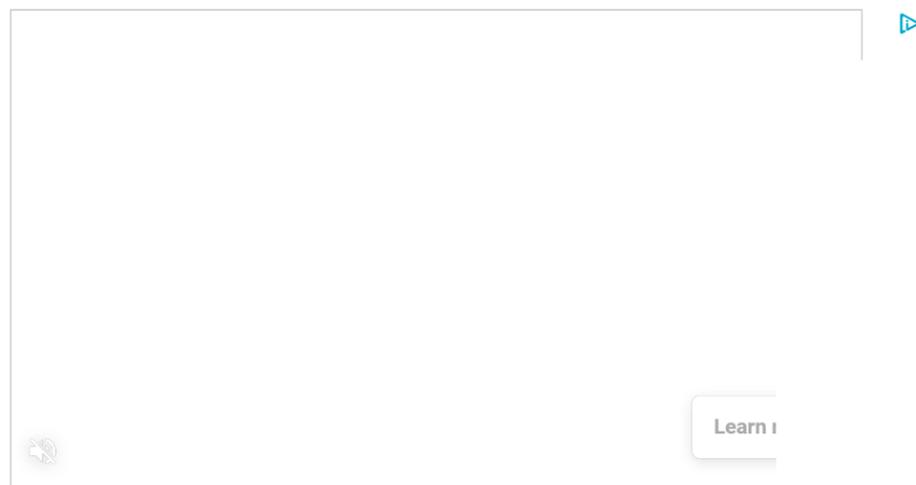
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## Public Comment Period Begins for L.A. River Bike Path Extension

BY LOS FELIZ LEDGER ON OCTOBER 25, 2019



Metro's project will close the eight-mile gap between Elysian Valley and Vernon/Maywood. Photo by Steve Hymon/Metro.

A plan to close the gap between two segments of the Los Angeles River bike path began its environmental review process this week, with public comment now open until Friday, December 6th.

Three proposals are being studied to look at the potential environmental benefits and impacts of the project, which would allow

users to bike or walk uninterrupted from the San Fernando Valley to Long Beach along the river.

“Community members within the project area,” which includes Elysian Valley and downtown Los Angeles, “routinely walk or bike as their primary means of transportation at rates much higher than the rest of the county,” according to a Metro board report released in May 2018.

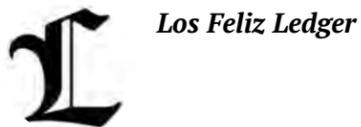
The three proposals being analyzed vary in terms of path type, how many times each crosses the river, and how many new access points will be added to the river path.

“The proposed alternatives share many access points and path types but contain minor distinctions that are unique to each one,” Metro said in a statement this week. “Stakeholder coordination, design options and refinements, and impact evaluation of the proposed project are ongoing. As a result, design iterations and refinements to the proposed project are anticipated.”

Watch a video with more information about the various path types [here](#).

Public comment on the project may be submitted by attending a public scoping meeting (November 12th, 13th, 14th and 16th in Boyle Heights, Little Tokyo, Maywood and Cypress Park, respectively), emailing [lariverpath@metro.net](mailto:lariverpath@metro.net), submitting an online comment at [metro.net/lariverpath](http://metro.net/lariverpath) or by mailing a letter to Metro Senior Director Lauren Cencic at One Gateway Plaza, 99-22-5, Los Angeles, CA 90012.

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### One Comment

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NOVEMBER 18, 2019

Thanks for finally writing about >Public Comment Period Begins for L.A. River Bike Path Extension | Los Feliz Ledger <Loved it!



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### Metro seeks public comment on proposed LA River Path Project

Boyle Heights Beat (<https://boyleheightsbeat.com/author/boyle-heights-beat/>) • November 12, 2019 • Art & Culture (<https://boyleheightsbeat.com/category/art-and-culture/>), Boyle Heights In Focus (<https://boyleheightsbeat.com/category/boyle-heights-in-focus/>) • 2319



How will Eastside residents be able to access Metro’s proposed remaining portion of the Los Angeles River Path for bikers and pedestrians? And what will the path along Maywood, Boyle Heights, downtown Los Angeles, Chinatown and Cypress Park –among other communities– look like and relate to those communities?



A series of scoping meetings beginning Tuesday in Boyle Heights will give local stakeholders an opportunity to review and provide commentary on the three alternatives being considered by Metro for a project, slated to be completed in 2028, that aims to close an eight-mile gap in the river path between the Elysian Valley and the City of Maywood. When completed, the path would run continuously from the San Fernando Valley to Long Beach.

An environmental study of the three alternatives –with varying entry points and design concepts– began in October and an official 45-day public comment period for this phase of the project runs through December 6.

The first scoping meeting will take place Tuesday, from 6 to 8 pm, at the Boyle Heights Senior Center (2839 E 3rd St (<https://www.google.com/maps/place/2839+E+3rd+St,+Los+Angeles,+CA+90033/data=!4m2!3m1!1s0x80c2c5ffd2c4d8c3:0x47c54d9139cf4079?sa=X&ved=2ahUKewjY67jMpOXIAhVCAqwKHap9AkQQ8gEwAHoECAoQAQ>)). There will be Spanish interpretation available and free but limited parking. A second scoping meeting will take place Wednesday, also from 6 to 8 pm, at the St. Francis Xavier Chapel Maryknoll Auditorium (222 S. Hewitt St. (<https://www.google.com/maps/place/222+S+Hewitt+St,+Los+Angeles,+CA+90012/@34.0466335,-118.2380846,17z/data=!3m1!4m5!3m4!1s0x80c2c6392630953d:0x4da8d8427483ea9b!8m2!3d34.0466335-118.2358959>)) in Little Tokyo. Spanish and Japanese interpretation will be available, as well as free parking.

Two other scoping meetings will take place this week: one on Thursday in Maywood and another Saturday in Cypress Park.

Besides attending the scoping meetings, stakeholders are able to provide their comments online. A full description of the project is available on its website, [metro.net/lariverpath](https://www.metro.net/lariverpath) (<https://www.metro.net/projects/lariverpath/>), and public comment can be submitted [here](https://metrola.wufoo.com/forms/q13nlw7a06vj1lh/) (<https://metrola.wufoo.com/forms/q13nlw7a06vj1lh/>).

An overview of the project is also provided in this video:

LA River Path – Project Update May 2019



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Boyle Heights Beat is a bilingual community newspaper produced by its youth "por y para la comunidad". The newspaper and its sister website serve an immigrant neighborhood in East Los Angeles of just under 100,000. [Read more about our team](#) ([about-us/](#)).

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<https://boyleheightsbeat.com/navigating-life-in-another-language/> Navigating life in another language (<https://boyleheightsbeat.com/navigating-life-in-another-language/>).



<https://boyleheightsbeat.com/defend-boyle-heights-to-protest-filming-of-vida/> Defend Boyle Heights to protest filming of 'Vida' (<https://boyleheightsbeat.com/defend-boyle-heights-to-protest-filming-of-vida/>).



<https://boyleheightsbeat.com/how-safe-is-boyle-heights/> How Safe is Boyle Heights? (<https://boyleheightsbeat.com/how-safe-is-boyle-heights/>).



<https://boyleheightsbeat.com/2-suspects-charged-with-murder-of-17-year-old-boy-in-boyle-heights/> 2 suspects charged with murder of 17-year-old boy in Boyle Heights (<https://boyleheightsbeat.com/2-suspects-charged-with-murder-of-17-year-old-boy-in-boyle-heights/>).



<https://boyleheightsbeat.com/many-in-boyle-heights-look-to-sobadores-for-relief-from-pain/> Many in Boyle Heights look to sobadores for relief from pain [VIDEO] (<https://boyleheightsbeat.com/many-in-boyle-heights-look-to-sobadores-for-relief-from-pain/>).

(<https://boyleheightsbeat.com/most-boyle-heights-development-out-of-reach-for-current-residents/>) Most Boyle Heights development out of reach for current residents (<https://boyleheightsbeat.com/most-boyle-heights-development-out-of-reach-for-current-residents/>).



## UPCOMING EVENTS

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<b>THU</b> <b>30</b>	<b>JOB FAIR – CONSTRUCTION PROJECT</b> ( <a href="https://boyleheightsbeat.com/event/job-fair-construction-project/">https://boyleheightsbeat.com/event/job-fair-construction-project/</a> ) January 30 @ 2:00 pm - 5:00 pm Los Angeles
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<b>FRI</b> <b>31</b>	<b>Sabbath Services</b> ( <a href="https://boyleheightsbeat.com/event/sabbath-services/2020-01-31/">https://boyleheightsbeat.com/event/sabbath-services/2020-01-31/</a> ) January 31 @ 7:00 pm - 8:30 pm
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<b>FEB</b> <b>12</b>	<b>Free Medicare Counseling at White Memorial Community Information Center</b> ( <a href="https://boyleheightsbeat.com/event/free-medicare-counseling-at-white-memorial-community-information-center-2/2020-02-12/">https://boyleheightsbeat.com/event/free-medicare-counseling-at-white-memorial-community-information-center-2/2020-02-12/</a> ) February 12 @ 10:00 am
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## ABOUT US

[Who We Are \(/about-us\)](#)

[Youth Team \(/youth-news-team-2017-2018\)](#)

[Our Funders \(/our-funder\)](#)

[Contact Us \(/contact-us\)](#)

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## GET INVOLVED

[Share Your Story \(/contribute\)](#)

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[http://www.ladowntownnews.com/news/weigh-in-on-the-l-a-river-path/article\\_591fdab6-04e2-11ea-bdf1-27b68080a7a0.html](http://www.ladowntownnews.com/news/weigh-in-on-the-l-a-river-path/article_591fdab6-04e2-11ea-bdf1-27b68080a7a0.html)

## Weigh in on the L.A. River Path

Nov 12, 2019

The Metropolitan Transportation Authority is looking for community feedback for its planned pedestrian and cycling path along the Los Angeles River. The L.A. River Path project would be an eight-mile development along the river, running from Elysian Valley to the City of Maywood, passing through Downtown Los Angeles.



Metro is preparing its draft environmental impact report and is hosting a series of community meetings this week to hear comments from local residents. The second of four meetings will be held in Downtown, on Wednesday, Nov. 13 at St. Francis Xavier Church Japanese Catholic Center at 222 S. Hewitt St. The event starts at 6 p.m. and is expected to run two hours.

The L.A. River Path project is expected to get \$365 million in funds from Measure M, 2016 county sales tax increase approved by voters to fund transportation initiatives. More information is at [metro.net/projects/lariverpath](http://metro.net/projects/lariverpath).

# Can the LA River Path Improve Air Quality and Commutes?

## People who live and work in Vernon are hopeful

Anibal Duarte, Community News Reporter

There is palpable excitement in communities about the LA River Path, but in Vernon, the hopes are especially high.

That's because Vernon is home to thousands of businesses. Although only about 112 really live in the city, nearly 38,000 people commute there from surrounding places, according to a 2017 study conducted by the City of Vernon. The study indicates that the river path would help reduce vehicular travel and greenhouse gas emissions.

The path, which will connect multiple cities by 2028, was the subject of mixed feelings at a Vernon city council meeting last month. Some area residents were worried that the path would bring too many people to the city while others were excited about the potential health benefits.

Besides potentially bringing cleaner air, the path could get more people in the area walking, running and biking along the river. City leaders say this is important considering their study notes that "47 percent of adults do not meet recommended physical activity guidelines."

Map courtesy of Metro

A 2018 map of the area being evaluated for the river path.

"The path [will let] me exercise on my way to and from work," said Luis Gonzales, a Boyle Heights resident. He said he wishes the path was already built because it would also make his commute from Boyle Heights to Vernon a lot easier and cheaper since he typically takes an Uber to work.

As for benefits for non-commuters, the path will include spaces to gather and enjoy nature and art.

Ernesto Rodriguez, a city resident, expressed concerns at the council meeting about safety.

Rodriguez said he is worried about how possibly "unwanted" people such as some homeless folks may take advantage of the path and use it to enter communities like Vernon.

Council member Bill Davis told Rodriguez and others attending that it's a fair concern but much like public transit options such as buses and trains, the river path would be open to all.

The river path will require about \$365 million of Measure M funding, according to a project overview conducted by Metro.

[http://www.ladowntownnews.com/news/last-week-for-l-a-river-path-comments/article\\_09e2263a-162a-11ea-9728-177a457d396e.html](http://www.ladowntownnews.com/news/last-week-for-l-a-river-path-comments/article_09e2263a-162a-11ea-9728-177a457d396e.html)

## Last Week for L.A. River Path Comments

Dec 4, 2019



The planned Los Angeles River Bike Path Gap Closure Project would connect Elysian Valley to the city of Vernon via an eight-mile path extension along the Los Angeles River through Downtown Los Angeles.

photo of map by Sean P. Thomas

It's the final week to submit comments for a proposed 8-mile bicycle and pedestrian path that would connect Elysian Valley and Maywood through Downtown Los Angeles.

The final day to submit comments for the Los Angeles River Path Project is Friday, Dec. 6. The comments will be gathered, documented and included in the official scoping report. The scoping comments will help inform the draft EIR, which is anticipated to be released in 2021. During a series of community meetings last month, the Metropolitan Transportation Authority revealed three alternative proposals for the path, each with different river crossings and elevations.



The project is expected to cost \$365 million and is funded through Measure M. Construction is not expected to begin until 2023, with a completion date of 2027. The current phase of the project, the environmental clearance and design phases, will likely wrap up in 2020 before final designs are revealed.

Community members can submit comments via email at [lariverpath@metro.net](mailto:lariverpath@metro.net) or online at [metro.net/lariverpath](http://metro.net/lariverpath).

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**Attachment 3**  
Comments

**Attachment 3a**  
Comment Table

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
1	10/26/2019	Email	NA	Michael Mendoza		<p>Hi Guys, I was looking at page 170, Map 22 "Potential Access" of the Conceptual Design Report and noticed that you have potential Access Points on both the East and West sides of 1st Street in the Boyle Heights neighborhood. However, I have been to a couple of LA River Path meetings and when I look at the big mockups of each of the 3 alternative paths (A, B &amp; C) on display, each one only shows access on the West side at 1st Street. If that's the case, folks in the Boyle Heights neighborhoods will need to travel almost a mile north to the Cesar Chavez/Mission Road access point or even farther south to the 4th Street access point.</p> <p>My comment would be - costs will probably dictate only one access point at 1st Street - and if there will only be one, please reconsider placing it on the East side. The main reason would be to serve the Metro Rail station at Mariachi Plaza at the corner of Boyle and 1st Streets. By having access on the same side as a Metro Rail station you not only serve the members of the community who live nearby, but anyone who lives near a Metro Rail station throughout the entire city. I can see the signage now: Who needs a car when you're going to the River - Convenience and fun brought to you by Metro and the LA River Path</p> <p>Thanks for your consideration, Michael Mendoza</p>
2	10/29/2019	Letter	NA	Fernando Campos	City of Los Angeles Board of Public Works	Your correspondence letter dated October 23,2019 has been assigned Communication Number 122412 and has been referred to or Bureau of Engineering for further research regarding your request. If you have any questions regarding this matter, please contact Vanessa Martin of my staff at (213) 978-0276. Thank you.
3	10/29/2019	Letter	NA	Michael R. Moore	Los Angeles Police Department	Dear Ms. Cencic, Recently, we received a request for comments on an Environmental Impact Report concerning the Los Angeles River Path Project. In preparation of this request, we consulted representatives within the Arts District Community of Downtown Los Angeles. Currently, the Los Angeles Police Department has no objections or issues with this project as posted. This only pertains to the portion of the project within the City of Los Angeles and not to the portions of he projects within the boundaries of the Cities of Vernon and Maywood. If you have any questions or concerns, please contact Sergeant II Mike Flanagan, Officer in Charge, Central Community Relations Office, at (213) 486-1164. Respectfully, Michael R. Moore
4	10/30/2019	Website	NA	Clyde Williams		Please provide Google Earth Pro images of Project Site and all access paths between closest bus stop and access to River Path. Clarify as to whether the Public MUST use the online form and/or can email directly to lariverpath@metro.net and/or LARiverPath@metro.net
5	11/1/2019	Letter	NA	Andrew Green	Native American Heritage Commission	<p>Dear Ms. Cencic: The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial' adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).</p> <p>CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribalcultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). Both SB 18 and AB 52 have tribal consultation requirements. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R.§800 et seq.) may also apply.</p> <p>The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.</p> <p>Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.</p> <p>AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:</p> <p>1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at</p>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
						<p>least one written notice that includes:</p> <ol style="list-style-type: none"> <li>a. A brief description of the project.</li> <li>b. The lead agency contact information.</li> <li>c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).</li> <li>d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).</li> </ol> <p>2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).</p> <ol style="list-style-type: none"> <li>a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).</li> </ol> <p>3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:</p> <ol style="list-style-type: none"> <li>a. Alternatives to the project.</li> <li>b. Recommended mitigation measures.</li> <li>c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).</li> </ol> <p>4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:</p> <ol style="list-style-type: none"> <li>a. Type of environmental review necessary.</li> <li>b. Significance of the tribal cultural resources.</li> <li>c. Significance of the project's impacts on tribal cultural resources.</li> <li>d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).</li> </ol> <p>5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).</p> <p>6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:</p> <ol style="list-style-type: none"> <li>a. Whether the proposed project has a significant impact on an identified tribal cultural resource.</li> <li>b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).</li> </ol> <p>7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:</p> <ol style="list-style-type: none"> <li>a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or</li> <li>b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).</li> </ol> <p>8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).</p> <p>9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 b). (Pub. Resources Code §21082.3 (e)).</p> <p>10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:</p> <ol style="list-style-type: none"> <li>a. Avoidance and preservation of the resources in place, including, but not limited to: <ol style="list-style-type: none"> <li>i. Planning and construction to avoid the resources and protect the cultural and natural context.</li> <li>ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.</li> </ol> </li> </ol>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
						<p>b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>i. Protecting the cultural character and integrity of the resource.</li> <li>ii. Protecting the traditional use of the resource.</li> <li>111. . Protecting the confidentiality of the resource.</li> </ul> <p>c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.</p> <p>d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).</p> <p>e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).</p> <p>f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).</p> <p>11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:</p> <ul style="list-style-type: none"> <li>a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.</li> <li>b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.</li> <li>c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).</li> </ul> <p>The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: <a href="http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultationCalEPAPDF.pdf">http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultationCalEPAPDF.pdf</a></p> <p>SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: <a href="https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf">https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf</a>.</p> <p>Some of SB 18's provisions include:</p> <ol style="list-style-type: none"> <li>1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe. (Gov. Code §65352.3 (a)(2)).</li> <li>2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.</li> <li>3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).</li> <li>4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which: <ul style="list-style-type: none"> <li>a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or</li> <li>b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).</li> </ul> </li> </ol> <p>Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <a href="http://nahc.ca.gov/resource/sforms/">http://nahc.ca.gov/resource/sforms/</a></p> <p>NAHC Recommendations for Cultural Resources Assessments</p> <p>To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:</p> <ol style="list-style-type: none"> <li>1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (<a href="http://ohp.parks.ca.gov/?page_id=1068">http://ohp.parks.ca.gov/?page_id=1068</a>) for an archaeological records search. The records search will determine:</li> </ol>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
						<p>a. If part or all of the APE has been previously surveyed for cultural resources.</p> <p>b. If any known cultural resources have already been recorded on or adjacent to the APE.</p> <p>c. If the probability is low, moderate, or high that cultural resources are located in the APE.</p> <p>d. If a survey is required to determine whether previously unrecorded cultural resources are present.</p> <p>2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.</p> <p>a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.</p> <p>b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.</p> <p>..</p> <p>3. Contact the NAHC for:</p> <p>a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.</p> <p>b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.</p> <p>4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.</p> <p>a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.</p> <p>b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.</p> <p>c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.</p> <p>If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.</p> <p>Sincerely,</p>
6	11/3/2019	Letter	NA	Mary Martin		<p>Thank you for handing me the flyer. I am very excited about the river project. I am glad for all the studies you have carried out and the ones you're about to carry out. I am thankful you demolished the old bridge despite it had its beauty, but the downtown avenue going up to Boyle Heights was shaking a lot and it would not bear more quakes. I think the alternative "A" will be prettier and cheaper for the City. The possibility of building low-cost houses should be studied so a lot of people who live on the streets (because they can't pay high rents) will have a place to live, especially, sick people on wheelchairs. I suggest you plant native flowers from Los Angeles. I came here in 1969 and stayed. I am glad I came, I also worked here, but now I am retired. I don't drive at night. I hope I can go to Cypress Park, otherwise, you write me. I repeat, this city is so beautiful! I consider myself Angeleno! The center of the city is very extensive and I like that. There are a lot of buildings such as [illegible], May Co., Broadway 4th Street, Robinson May and theatres of the old times. Oh, I was forgetting the Federal Reserve Bank, what a nice building! I apologize I don't have a computer. Keep working hard for this great City.</p> <p>Regards, Mary Martin</p>

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7	11/5/2019	Email	NA	Andrew Valand	California Department of Fish and Wildlife	<p>Good afternoon Ms. Cencic,</p> <p>My name is Andrew Valand, environmental scientist at CDFW, and I received your Notice of Preparation for the LA River Path Project. As I begin my CEQA review on behalf of the Department, I am hoping that you could answer a couple of questions since the materials provided are relatively sparse in detail. The NOP mentions that the 3 design options would each cross the LA River multiple times. Will there be additional infrastructure built along and across the river (e.g. new or widened bridges) or are these likely to involve newly painted lanes and altered traffic patterns on pre-existing bridges? Depending on the extent of Project activities, this Project may be subject to notification for a Lake &amp; Streambed Alteration Agreement. Could you please provide a little more information about the degree of work that will potentially be taking place along the LA River? Thank you for your clarification. Have a good day.</p> <p>Andrew Valand</p> <p>Environmental Scientist</p>
8	11/5/2019	Website	NA	Tommy Pedrini		<p>I would like to express my support for Alternative C due to the multiple access points serving Lincoln Heights. Alternative B is also a good option, but I believe that Alternative C has the most balance for our underserved neighborhood.</p> <p>Alternative A has a lot of compromise features that are disappointing and would require low-income residents of this neighborhood to cross busy streets, a dangerous roundabout, and a bridge in the opposite direction to access the river.</p>
9	11/6/2019	Agency Meeting Written Comment	Metro Headquarters	Chris Adams	City of Los Angeles Bureau of Engineering	I would like to request that the 6th Street access tunnel be a preferred access point in all three design alternatives to provide connectivity to the 6th St park.
10	11/6/2019	Website	NA	Topher Hendricks		<p>As a resident of downtown LA, and frequent (multiple times a week) user of the northern or southern portions of the LA River trail, I am mostly just so excited that finally steps are being taken to complete the trail. It is just SO dangerous right now getting from downtown to either section of the trail. Almost every journey on my bicycle involves being run off the road by truckers, into piles of broken glass &amp; needles. The sidewalks along the way are substandard and too dangerous or blocked to ride safely on them. With the completion of the trail, I'll only have to ride a few blocks to get to safe infrastructure that will allow me to travel so many more places in the city conveniently and safely, rather than miles of treacherous stressful death-trap roads.</p> <p>I am unable to attend the meetings because I'll be working, but the main input I have is that I hope we make the trail with as many access points as we can, and in whatever way that the trail can be completed as soon as possible.</p>
11	11/6/2019	Email	NA	Kent Weishaus		Please prioritize connecting Riverside/Figueroa end of trail with Atlantic/District beginning of trail. Thanks, Kent Weishaus
12	11/8/2019	Email	NA	Karl Guder		Please make a linkage to the Arroyo Seco bike path, this will greatly improve utilization of the LA River path.
13	11/10/2019	Website	NA	Michael Wauschek	Gypsybuslife	Yes the environmental impact act with out that act how can we now how it effects us all. So many people are all about the hassle bustle of life. Even in the hassle bustle they are trying to do there part by taking a bicycle to work even just get up a little to do their exercise. Most places dont really can just walk down the street into nature even just a green zone sp they can relax atleast for abite. We need our river open they may not ever be the same on what they were. But atleast we can bring life but in our state as a hole. Thanks for making online comments available so people are just not able to make it as are not 100% if they can make. Even if they do make but they get after the comments are done for that they now they give our thoughts & concerns about for this
14	11/12/2019	Scoping Meeting Written Comment	Boyle Heights	Mal Granger	Aliso Street Manufactured Gas Plant Historical Society	Please assess the "risk to health assessment" of the toxic acid lake along the path of this "path" as it transits the Cesar Chavez St Bridge south to the 101 freeway. The 64-acre site between these points has a vast toxic acid lake underneath, it is pumping out PAH-VOCs along its eastern boundary and is hazardous to all whom pass. To market this project to families and children is unconscionable, please do not harm more people by placing them in harm way.
15	11/12/2019	Scoping Meeting Written Comment	Boyle Heights	Tracy Stone		As you go forward with the design: 1. Please make a strong effort to safely accommodate both pedestrians and cyclists (wide path, separate lanes, separate paths, etc.). 2. The pipe rail along the path through Elysian Valley confines path users to a narrow area – before the path was upgraded & the railing installed, people (both cyclists and pedestrians) could easily avoid each other by stepping off path onto the bank, the railing prevents this and makes it more dangerous.
16	11/12/2019	Scoping Meeting Written Comment	Boyle Heights	Javier Orgiron	LA River Path	I live Boyle Heights so close by LA River on this plan for project LA River Path from Elysian Valley to Maywood for plan bike and walk trail on LA River. For future plan needs to for project [ind.]. I like to walk lot on LA River Path future to make good walk lap time and hopeful my course online from Alison take off and construction

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17	11/12/2019	Scoping Meeting Written Comment	Boyle Heights	Peter Hagan	Boyle Heights Neighborhood Council	To the board of the Los Angeles County Metropolitan Transportation Authority, We write today in reference to the LA River Bike Path expansion project. On September 10th, Metro's project manager presented on the proposed expansion at our monthly Transportation and Environment Committee Meeting. The committee and the board of Boyle Heights Neighborhood Council are generally excited for this project and the new recreation and transit possibilities it could bring our community. However, we are concerned that the proposed access points to the river path in Alternatives A, B & C of Metro's project proposal leave too much of Boyle Heights with no true access to the path. This is most abundantly the 18case in Alternative C where there are no access points in Boyle Heights south of First Street, but there are limited access points for Boyle Heights residents in each alternative. When considering the access points, it is important to understand the significance of the placement of the access points on either the east or west side of the River. If the access point is on the east side of the river, Boyle Heights residents will have to first cross over the river on one of the bridges reserved for vehicle traffic into the Arts District where they will then have to cross another bridge just to gain access to the river path. Some may argue that this is simply an inconvenience, and it is true that if the access points are on the east side of the river, Arts District residents will have to cross into Boyle Heights to gain access to the river, but we believe there are significant reasons why at least 3 access points should be placed along the east side of the river in Boyle Heights. To begin, Boyle Heights is home to four senior living facilities (Hollenbeck Palms, Sakura Gardens of Los Angeles, Hollenbeck Terrace, and Boyle Heights Senior Center) in direct proximity to the river. Adding this path as a recreation option for these residents would be tremendous. However, it goes without saying that for seniors to be able to use this path, it needs to be accessible to them. If the access points are placed on the west side of the river, it could put the path out of reach for our seniors, many of whom live without a car and would have difficulty getting to the west side of the river. Further, Boyle Heights is home to one of the highest percentages of people ages 10 and under and 11 to 18 in the entire country (Source: LA Times Demographics). If you would like more information, please call BHNC TEC Chair, Peter Hagan, at 323.244.3687 or email peter.bhnc@gmail.com
18	11/12/2019	Scoping Meeting Oral Comment	Boyle Heights	Peter Hagan	Boyle Heights Neighborhood Council	I'm the chair of the Transportation and Environment Committee for the Boyle Heights Neighborhood Council. Yes. So we're here tonight first to express that we're very excited about this project. We think it's going to be a great thing for the community. We're also here to stress, however, that we believe that in all of the various alternatives, A, B, and C, they don't provide enough access points to our community, so we're really pushing for three access points to be on the east side of the river in Boyle Heights. We have four senior living facilities in our community. We're in one right now as well. We're home to one of the largest populations of children in the entire country, so we think from an accessibility standpoint and also a safety standpoint, it really makes sense to have three access points on the east side of the river in Boyle Heights. As well, Boyle Heights is a long area, north to south, and we only have an access point on the north end and it's not really going to be accessible to our residents on the south end. So we think if we had three access points, one on the north end, one in the middle, and one in the south are appropriate. As well, we also wanted to express that, you know, our community in the past has been overlooked when it comes to transit decisions in this -- just in the county in general and we feel this is an opportunity for that to change and we hope that Metro will hear us and work with us on this. Thank you.
19	11/12/2019	Scoping Meeting Oral Comment	Boyle Heights	Javier Jr Giron	LA River Path	I live in Boyle Heights and the new L.A. River path will be the future to walk and bicycle, plans in the future to walk miles, jogging toward the sea past Richard Y., Downtown L.A., past the District, all the way to Maywood to make in the construction by 2023 begins. And the plans, the landscape, the bike trail down the river and past the fire trucks building, the railroads yard, and past the bridge, street, and more places to make our trail walk elevated feature by opening 2027 or sooner to make the project, to make plans to help to go to walk and ride, bike the L.A. River Path. So make plans sooner and --
20	11/12/2019	Scoping Meeting Oral Comment	Boyle Heights	Brenda Martinez	Boyle Heights Neighborhood Council	I am a resident of Boyle Heights. I'm also a neighborhood council board member. We are here supporting what Peter had just said. We are requesting for the three points to cover the north, the central, and the southern part of Boyle Heights. I'm also -- as a Boyle Heights resident, I think that we need to mention the wheelchair access, not just for motorized wheelchairs but also for nonmotorized wheelchairs. We also need to mention a little more about the safety and how it would be covered, who and which entities will cover those safety aspects, as well as we are aware that the L.A. River does have water after the rain and mosquitoes that will grow and that carries diseases. So I would like to hear more about how would that be taken care of. So -- and I have a few more things to say, but I'm going to give other people a chance. Thank you. Have a good night.
21	11/12/2019	Scoping Meeting Oral Comment	Boyle Heights	Jesse Soriano	Boyle Heights Neighborhood Council	I'm the Boyle Heights Neighborhood Council Area 1 representative and I'm here with the TEC committee, Transformation and Environment Committee, to advocate for three access points for Boyle Heights, for everything that's in the letter that Peter drafted. Thank you, Peter. Thank you, Brenda. (Spanish translation) And I just wanted to just mention if there's going to be a study on the environment, I'm just wondering how the Exide contamination project crisis factors into this project. Thank you.

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22	11/12/2019	Scoping Meeting Oral Comment	Boyle Heights	Tracy Stone		<p>I live in Elysian Valley and we have had the joy really of using the river path through our neighborhood for many years and I just wanted to say that my biggest concern is that the new path address -- do a better job at addressing the varying needs of pedestrians and bicyclists.</p> <p>We have quite a history now in our neighborhood of the two of them not interacting so well. It can be very dangerous for pedestrians when the bicyclists are going quite fast and it can be very dangerous for the bicyclists.</p> <p>My concern is the path types that are so far being developed, I know you're just looking at basically their location relative to the river, but I would encourage you to as quickly as possible also begin to study how that path responds to the different needs of the different users, perhaps by separating them, perhaps by, you know, providing more paths or do they widen out at various places.</p> <p>In any case, I didn't see any mention so far in the study of how the path will respond to the various users and I just wanted to mention that. I think that's a really critical thing to get on top of right away. In Elysian Valley, we were promised over and over again that there was a plan for handling pedestrians and bicyclists and the plan was actually just to shove them into the same path and hope for the best, so I'm hoping you'll do a better job on this extension.</p> <p>Thank you.</p>
23	11/12/2019	Scoping Meeting Oral Comment	Boyle Heights	Allen Anderson	FTAB	<p>I live in Elysian Valley. We've been there about 15 years, I guess. And as Tracy says, the bike path has been a really great thing for a lot of people. A lot of different groups use it and one group that I'm not sure you have thought about are the commercial people. We have a couple restaurants, believe it or not. We have small stores, and those small businesses rely on that bike path just as though it was a freeway run/pass. So when things happen like the bridge that is under construction just north of the 110 and it blocks the bike path, it freaks out everybody that's got anything to do with business on that bike path. So just a consideration. I would ask that you ask about it, realizing that in its own way, those kinds of things are environmental as well.</p> <p>So I agree with you guys about more access points and if those access points allow for a closer relationship between business residents and the use of the bike path, boy, that's great, and we would in Elysian Valley ask for more of that as well.</p> <p>Good luck.</p>
24	11/12/2019	Scoping Meeting Oral Comment	Boyle Heights	Mal Granger	Aliso Street Manufactured Gas Plant Historical Society	<p>Hello. I am an employee of the City of Los Angeles and I worked directly next to the path of the main proposed for this project, basically south of the Cesar Chavez bridge and I also have experience as a volunteer for the United States Corps Service building trails in public lands over 20 years and 10,000 hours of experience in the written recreational trail program grants for recreational trails and I do echo what some of the other people have said. I believe it would be far better to have two paths, one for bicycle and one for walking, if that's even possible.</p> <p>Another concern I have is about the long-term use of the river and its potential conversion into a wildland or soft dirt environment like is being proposed by many people in the city and why spend so much money on this path when eventually it'll turn into a dirt path, which would be far more in keeping with the wildland spirit of what the L.A. River would like to be. A lot of people would like to see it. I'm also extremely concerned about the environmental issues regarding the Aliso Street Manufactured Gas Plant which is a 64-acre site directly south of the Vignes Street bridge or the Cesar Chavez bridge.</p> <p>For over almost a century, the place had been used as a manufactured gas plant, pumping things like creosote coal tars into the ground that are still there and in 1943 it was converted by the Navy as a synthetic chemical weapons plant and all the contamination is still there under the Pipertech building and I believe that the path that goes through there that is designed to have children and families go through it is really an unconscionable act for anyone to do against anyone else because the air is infused with PAH VOCs. So if you'd like to know more about the manufactured gas plant, I'll see you outside.</p>
25	11/12/2019	Scoping Meeting Oral Comment	Boyle Heights	Hannya Ortiz	Friends of the LA River	<p>I just want to stress really like who is this for and really get everyone to think about that, especially for the timing of all this. I think it's a little bit uncanny that this is being built like right when the Olympics are happening. So it's like who is this really being built for? I really hope it is the way they say, you know, to build equity with these minority communities and low-income communities.</p> <p>I also wanted to stress how going back to commercial use, the way other parts of the river are being utilized right now, like for really expensive housing like in Elysian Valley like the Casitas project and then the environmental impact that comes from having these parcels open up to being sold and how that -- how bringing in commercial use impacts the environment.</p> <p>Yeah. That's basically what I wanted to touch on.</p>

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26	11/12/2019	Email		Andrew Tilles		<p>Dear Ms. Cencic,</p> <p>I cannot stress enough the importance of making sure that the LA River Path Project ALWAYS has as its most basic and principal consideration the idea of alleviating transportation gridlock in the County of Los Angeles. This project is receiving major financial support from Measure M. Measure M was placed on the ballot and approved by voters based on the idea that the money would be used to improve traffic gridlock, improve public transportation and encourage adoption of alternate forms of transportation such as walking, biking, scooters, whatever.</p> <p>It is nice for the LA River to provide recreational space and community space and provide a place where citizens can connect with nature. However, that is NOT the primary purpose or mandate authorized by the Measure M money.</p> <p>First and foremost, any changes, additions or improvements to the LA River Path must give priority to TRANSPORTATION. That means walking, biking, skateboarding, scooters, etc. We desperately need to keep the focus on helping people get from point A to point B quickly, safely and efficiently WITHOUT THE NEED FOR CARS!!!</p> <p>The proposed path along the river must include a separate or ideally even protected pedestrian path separated from the lanes for bikes, skateboards, scooters. This will allow bikers, skateboarders and scooters to travel at faster speeds and not have to worry about accidents with pedestrians.</p> <p>In addition, we need the maximum number of convenient access points to make this a viable alternative for citizens to conveniently and efficiently get from the most "Points A" to "Points B" for walkers, bikers, scooters, skateboarders, etc. We have to make it as easy as possible for people to choose an alternative to car transportation.</p> <p>Thanks,</p> <p>Andrew Tilles  <b>[Redacted]</b></p>
27	11/13/2019	Scoping Meeting Written Comment	Arts District	Adriana Z.		Hoping there is thought put into green spaces, lighting for safety, and trash control (once more people are there)
28	11/13/2019	Scoping Meeting Written Comment	Arts District	Lynn Nakamura	St. Francis	I think the bike path is a great idea. It needs to be safe for all. Safety measures need to be fully considered. Lights, trash, patrols, call or emergency boxes, cameras, etc. I would want to learn more about how the path would affect the local neighborhoods. Example: 1st Street access. How does an east access vs. a west access affect the neighborhoods on either side.
29	11/13/2019	Scoping Meeting Written Comment	Arts District	Dylan Sittig	Resident	I support this project and the increased transit/mobility options it can provide. I would like to support analyses of alternatives that increases access to and from downtown (at present it seems that Alternative B has more access points in Downtown and Boyle Heights). What would be the downside of having access points at almost every nearby street intersection (as seen in the Frogtown portion of the path)? I would like to support the transportation section not including impacts to vehicles and instead focusing on impacts to bicycling/walking/other modes that will actually be using the path. I also support any actions that can be taken to expedite the construction/design of this so that we can use this as soon as possible. Thanks!
30	11/13/2019	Scoping Meeting Written Comment	Arts District	NA		The center of this project passes directly through the Arts District Neighborhood which is one of the fastest growing neighborhoods in Los Angeles. Since the neighborhood will not be receiving any transportation options other than Dash bus routes in the foreseeable future, it would be a huge mistake to not prioritize access for it. This bike path could be a great asset for transit for the Arts District Community. It is a little unclear which alignment does this but it appears to be "B". Having a west side access on 1st street as well as access at 6th street and site of the new [ind.] would be a great!!! Looking forward to this project becoming a great addition to our community!!
31	11/13/2019	Scoping Meeting Written Comment	Arts District	Joanne Kumamoto	Little Tokyo Business Association	I prefer option C with the top of bank option to the 1st street access. I feel it will "feel" more safe than the other options. I also prefer the last access to the LA River Path.

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32	11/13/2019	Scoping Meeting Written Comment	Arts District	Padric Gleason Gonzales	Resident	My name is Padric Gleason Gonzales. I'm a recent arrival to greater LA and I live in Long Beach. My top priority in engaging with the LA River Bike Path planning is an eventual rebuilding of the LA River and restoration of green spaces and waterways. I encourage the planting of native plants and leafy trees to provide shade, reduce heat, and improve air quality. I also encourage a study of storm water runoff and possible contamination of the river. Third, properly maintained waste bins should be installed along the length of the path. My mother is in a wheelchair so I feel compelled to note that any elevated path requires ADA-compliant access, including curb cuts, ramps, or mechanical elevators where relevant (see NYC's high line). To the extent possible, the path should be seen as a commute route, which means access to both neighborhoods and job centers, intermodal connections (e.g. Union Station), and integration into bicycle route planning. Full physical separation from vehicle traffic is ESSENTIAL. Lighting should be provided along the full route, and should be solar powered. If possible, sustainable materials should be used, such as recycled or repurposed surfacing.
33	11/13/2019	Scoping Meeting Written Comment	Arts District	Dora Armenta		The bridge connections along the path should be gradual. 90 degree turns pose potential risks to oncoming pedestrians/bicyclists,etc.
34	11/13/2019	Scoping Meeting Written Comment	Arts District	David Ikegami	Little Tokyo Business Association	I'm in favor of Alternative C and I oppose Alternatives A & B. I'm a property owner in Little Tokyo and in the Arts District. My family has operated businesses in Little Tokyo since the 1940s. I like Alternative C since the 1st St. portal faces east of the river and the fact that the top of bank design is more open and feels safer at or near the 1st st. to Union Station portion of the path. I strongly oppose the "incised" design since it is less open, feels less secure and creates a great deal of wall space that will lead to a mountain of graffiti. The "top of bank" design is good since it promotes an open feeling and feels safer. However the underside of the path should be securely fenced and well lit to discourage tenting and encampments. The "elemented design" should also have fencing and lighting underneath the path. Restrooms should be discouraged since they may attract transients that would take over the facilities and make them less attractive to use. Public restrooms at parks and at Union Station for instance, that are existing facilities that make better sense. Overall I'm in favor of the LA River Path Project but I believe it needs to be well designed with safety and security in mind for it to be successful.
35	11/13/2019	Scoping Meeting Written Comment	Arts District	David Nussbaum		I walk often between Atwater and Elysian Valley. I strongly support making it safer and friendlier for walking.
36	11/13/2019	Scoping Meeting Oral Comment	Arts District	Austin Boldt	Resident	Hello. Good afternoon and thank you for being here. My name is Austin Boldt. I'm a resident of Cypress Park and Glassell Park. I live within two miles of the Los Angeles River, but I actually can't get to the bike path without biking about four or five miles around Fletcher Drive across the Fletcher Drive bridge, so access is a huge issue for me. Residents of Cypress Park, we can't get to it. We won't even use it, so that's my point. But the great thing about, also is for the thing about jobs, it making—it creating less of a drive. That's great. I hope we can source that locally so it's going to the residents around the area who are being impacted because it's great if you're saying, Oh. it's going to create jobs. Yeah. I hope the people being affected will hopefully get access to those jobs. Safety is a huge issue, especially in Elysian Valley when people are biking at 25 miles per hour next to the residents that are walking their kids. So safety, access, local jobs, and community engagement, I'd like to see more of that, but I didn't see any flyers in my five bike shops. I didn't see any people here that I recognized on my local community rides. I live — it's looks like I'm on the younger side of the crowd. I'm 22. So I don't see any — I don't know. Maybe I'm just bikes, but — from the local community. So Austin Boldt, Cypress Park. I also like the process. This thing is great. Thank you for being here. That's it.
37	11/13/2019	Scoping Meeting Oral Comment	Arts District	Dora Armenta	Resident/Bicyclist	Hi everyone. My name is Dora Armenta and I'm a cyclist and a resident. So I have a few questions and concerns, I guess. So one of the things is debris and trash that we're usually kind of seeing along these bike paths. I ride Ballona Creek path pretty often and I see a lot of trash kind of being thrown into there; a lot of scooters as well. So I'm just wondering what the — I guess what that's going to look like for this pathway as well and if there's going to be access to trash cans and how that's going to be maintained. Additionally, during the construction of the bike path, I'm interested to see how the—I assume that the air quality is going to be impacted, so I'm interested to see how that can be mitigated. And lastly, the width of the path as well. The Ballona Creek pathway has two — like two lanes, so just opposite lanes. And so while that's really helpful, sometimes it's really good to have like maybe the width a little bit bigger so that pedestrians or people that are not on a bike or rolling can also safely access the pathway. And I think that's it. Thank you.
38	11/13/2019	Scoping Meeting Oral Comment	Arts District	Jeff Chop	Historic Cultural Neighborhood Council	Hi. I'm Jeff Chop from the Historic Cultural Neighborhood Council. I represent residents of Little Tokyo and I'm a representative of the Arts District. So this project is definitely — I feel is a major plus for our neighborhood, but in terms of making it good, I think one of the things that I don't see in the plans is a major amount of greening in the area along the path and I certainly agree with the earlier speaker who spoke about the air quality. Right now, the air quality of Downtown Los Angeles is one of the worst in the city. And certainly as a bicyclist, I'm very disappointed that I'm not able to ride my bike from here to go all the way down to Long Beach, so I look forward to this connection and I would also suggest that part of the project would be to have east-west right-of-ways to the LA River so that the major part of Downtown and the western part of Los Angeles can be accessed to the river path. Anyway, I look forward to seeing this project get on its way a get built. Thank you.

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39	11/13/2019	Scoping Meeting Oral Comment	Arts District	Mal Granger	Aliso Street Manufactured Gas Plant Historical Society	Thank you for letting me speak. My name is Mal Granger and I would like to talk about the project and my experience working with the USDA Forest Service as an off-highway vehicle motorcycle volunteer. I've worked on many trail projects and wildlands and I never met a trail I didn't like, including this one. I would like to address one of my main concerns of this trail is the environmental conditions of the section between the Cesar Chavez bridge and the 101 Freeway, as it transits across the site of the historical Aliso Street Manufactured Gas Plant site that kind of has a history of emitting highly hazardous concentrated chemicals into the air, and I believe that section should be moved across the river away from the western edge of the LA River, and, if not, the section between there should be monitored for air quality at all times to warn people if it gets too high or it's unsafe. Unfortunately, the bridge across Cesar Chavez on the western side has ducts that is pumping out water from clarifiers used to clean up this brownfield site and those discharges are pouring into the river every day and the path has division now. It goes directly over that particular section especially and I'm very concerned about the health of people who are anywhere near the discharge drains for that area. So please work on that to keep people safe. And thank you for letting me speak.
40	11/13/2019	Scoping Meeting Oral Comment	Arts District	Daniel Nussbaum		Thank you. I use the path — Oh I'm Daniel Nussbaum. I live in Silver Lake. I'm a walker. I like to walk along the river, so I think I'll just rattle off some of my hopes and interests. Safety is a concern, safety from the point of view of lighting at night. If there could be more lighting, that would be good. It would be good if there was more of a delineation between pedestrian and bike sides of the path. I'm also very concerned with greening, as somebody else mentioned. I think that the pocket parks in Frogtown are great and it would be good to see the creation of more of those and if not parks, per se, then trees. I'd also like to go on record of saying I hope that the river is restored as much as possible. And the idea of connectivity between the two sides of the river I think is of a significant value and that if there could be even more bridges and more ways for people to go back and forth, I think that would be great. So thank you.
41	11/13/2019	Scoping Meeting Oral Comment	Arts District	Robert Gutierrez	Resident	Hi. My name is Robert Gutierrez. I'm a resident of Boyle Heights and a cyclist. I didn't have much opportunity to go over the different alternatives, so I don't really have a preference to advocate for. I wanted to thank you first and foremost for kind of — Metro taking the lead. It sometimes feels as the cyclists that we're not very prioritized as a population group in the city, so I guess I wanted to advocate for whichever proposal has the best connectivity. I think that I'm looking at it mostly as an integrated cycle network and I think it goes a long way into seeing riverbounds travel. But I think that there's also going to be — through the eastside neighborhoods, there's a lot of fear of gentrification within the eastside community and so I think that I can suggest some ways that we can better anterior this project into the community. So first of all, I think that you can outsource cultural resources along the river. The river has historically, especially on the eastside, been a path form for streamlined graffiti. I think if we try to marginalize this group, I think that's going to go far in aiding in the community. I think that we need to find a way to integrate that in, and it's a big part of our culture — not a big part of the culture, but it's something big. It's something I hear all the time. And also, I think — I know this also sounds a little bit contradictory, but I think that you can include nature into the project as well. I think a lot of times when outside agencies come in and try to impress in the community, they have kind of a suburbanizing mentality of kind of a certain aesthetic that's trying to be imposed on the community and I think that if we can avoid those things, I think it would be very positive in the community. Thank you.
42	11/13/2019	Scoping Meeting Oral Comment	Arts District	Jennifer Doyle		Hi. I'm Jennifer Doyle and I like to cycle and I think one of the biggest things is safety. So having adequate lighting is going to be really important. I think it would be really dangerous if you have something in your path and you can't even see it, but also with more lighting, it increases utilization so that people can use it at night. So I think more lighting, adequate lighting, would be beneficial. Thank you.
43	11/13/2019	Email		Melissa Cinel		As a resident of Boyle Heights, I believe that our residents should have 3 access points, for residents can get to and from dtla or BH safely. Our residents should have accessibility. Thank you.  -Melissa C
44	11/13/2019	Website		Gustavo Mendez	City of Cudahy	1) Will there be any access points or ramp along the LA River that's behind city of Cudahy? 2) How long will construction last per access point/project? 3) Will there be poor air quality in the vicinity of the construction of these projects? If so, will you notify the public? 4) Do you partner up with LA River Master Plan? In terms of natural landscapes, access points at the Rio Hondo/LA River confluence, etc?  You are invited to River in Action's annual LA River Clean-Up happening on March 7, 2020. This will take place behind city of Cudahy. We've garnered support from Hilda Solis, Anthony Rendon, Jackie Goldberg and Lena Gonzalez respective offices. This is open to the public and can be a great to inform our community about the projects you're planning in doing in the South-East side of Los Angeles.  Thank you for your time and consideration.  Kin

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45	11/14/2019	Scoping Meeting Oral Comment	Maywood	Heber Marquez	City of Maywood	<p>Hello. My name is Heber Marquez. I am -- I was introduced earlier as a councilmember here for the city of Maywood, but I'm here representing my students. I'm also a teacher at one of our newer schools here in the city of Maywood, Maywood Center for Enriched Studies, a grades 6 through 12 school, and I'm a coach there. I'm a cross-country and track coach there, so we use the river there almost on a daily basis starting August for cross-country all the way down until about May for track and field and then summer training as well. So we're running there almost every day throughout the entire year.</p> <p>And I have four different things that I really wanted to bring up. I can see some of these may be concerns or topics up around on the boards around the room and I think they all connect, particularly with safety. So it's homelessness, safety, disability, and connectivity.</p> <p>So definitely as for my students and as a coach, safety is definitely my number one concern when we are out there training. There's other -- there's three other high schools that use the river as well to train, so it's usually always being used by a big number of students throughout the year. I also forgot Students Run L.A., which is training for the L.A. Marathon, which there's some schools that also use the river for that. So definitely safety, looking into that.</p> <p>As I have been running the last couple of months this year, there's been an increase of homeless people setting up their encampments and tents there, so maybe looking into options for these people that are setting up there and something we can do in regards to that. Sometimes my students feel unsafe when they're running through there, particularly some of my female students.</p> <p>I also know that -- I can't remember who it is and maybe someone in here can help me in regards to the cultural and tribal connectivity and so on. There's a group working on a Sleepy Lagoon monument.</p> <p>EYCY Arts. There you go. I just remembered. EYCY Arts is working on a Sleepy Lagoon monument somewhere around Southeast L.A. so maybe Metro and EYCY Arts can work together for that.</p> <p>Ultimately, accessibility and connectivity, I'm really excited. I used to work in northeast L.A., so I'm super excited that NELA and some of the students will soon be able to connect, and some of my students back there have met some of my students down here. They've become really good friends. So that will be a really good eight-mile workout between here and there. So I'm excited for that.</p> <p>Thank you.</p>
46	11/14/2019	Scoping Meeting Oral Comment	Maywood	Jim Meyer	Trails4All	<p>Good evening. I'm Jim Meyer. I'm the executive director of a nonprofit called Trails4All and for the past four years, I've been one of Assemblyman Rendon's -- Speaker Rendon's appointees on the Lower Los Angeles River Revitalization Working Group, now the implementation group. I'm on that committee and I represent the other than bicycle trail users. Our emphasis is the recreational user along the trail. We currently have a grant -- we, Trails4All, currently has a grant pending to do a feasibility study and a trail plan that would connect the seven signature projects that are identified in the Lower Los Angeles River Working Group. The first of them would be the Atlantic Avenue Vernon Trail, Vernon Park. The next one would be the Cudahy River Park. The City of South Gate already has an Urban Orchard project under way and then they have the confluence project that has just been started, I guess, in that process and we're hoping to build a trail that would connect all of these, all seven of the projects, all the way down to the ocean through that process. That would bring our dirt trails up to here, to Vernon Avenue.</p> <p>And we have -- on the lower part of the river, there are five major equestrian communities, three in Long Beach and -- or actually five; two in Paramount and one in South Gate. And then in the upper part of the river, Burbank and beyond that, there's a whole bunch of equestrian use all the way out throughout the valley and if you folks -- if the bicycle people make this connection, we'd like to go with you. It's our only opportunity to go up there.</p> <p>So our thinking is and our hope is that as you do your planning, when you get to the point that you're going to acquire rights-of-way, build bridges, build tunnels and things like that, the major costs in doing so, and then if we can add four feet or six feet or eight feet of trail width to go with you, that will get us there.</p>
47	11/14/2019	Scoping Meeting Oral Comment	Maywood	Mal Granger	Aliso Street MGP Historical Society	<p>Thank you for letting me speak. Hi. I'm Mal Granger and I have worked at the location of this project with the City of Los Angeles directly across from Union Station and also for the Forest Service building trails for most of my adult life and I've never met a trail I didn't like and I love the idea that the objective is to benefit the welfare and happiness of the people who will use them. However, I have some very big concerns with regards to the location of the trail that's incompatible with those two particular objectives and I would like Metro to address the specific location between Cesar Chavez Bridge and the 101 Freeway on the western side of the -- this little welcome sign I'm holding up.</p> <p>This is pretty much the project area where the trails, one of the alternatives -- I know it's not the alternative -- but a lot of happy people with their families, and unfortunately that location looked quite differently in the past almost century of use as a chemical plant for manufactured gas and by the Navy in World War II for synthetic weapons. This will give you a little bit better idea of what the place used to look like; and much like Juul marketing mango cigarettes to children, my concern is that this place is being marketed as a clean and healthy place to be, but I'd like the project to address what I believe is world heritage toxic chemical waste site on that 64-acre plot where I used to work next to the L.A. River and I hope that everyone understands what it means to them as far as their health. So -- Thank you for your time tonight.</p>
48	11/14/2019	Scoping Meeting Oral Comment	Maywood	Danny Hom		<p>Hi. My name is Danny Hom. This is the first time I've attended a meeting about this project and the first time I've ever spoke. So with regard to the information about it and it seems exciting and cool, given the opportunity to give public comment, I wanted to express a thought.</p> <p>I usually take the bus when leaving Downtown in order to go home but sometimes do drive and when I drive out of Downtown to go home, I only take -- I take Bandini between Downey and Eastern. And having done this many times over a couple of years always think about the experience of driving on Bandini and how disgusting it is and how going through that part of Vernon or whatever is so -- I know it's Los Angeles that I go, like just polluted and just really the smell. And my car's air-conditioning isn't great, but -- so I -- but I always roll up the windows when I'm driving on Bandini east of Downey because it smells so bad.</p> <p>So looking at the map, I see the -- you know, the nearby course of this proposed path on the river and I would encourage whatever engineering options make most sense, whether that's elevating things or whatever, to make sure that we're using the southern end of that trail, our smell is as little as possible just because I don't think it's worth it to build a fun, engaging outdoor space where we're going to like just not have any fun, which is really what I think is air quality there. And I think that would be the best use of that land. Thank you.</p>

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49	11/14/2019	Scoping Meeting Oral Comment	Maywood	Cindy Donis	East Yard Communities for Environmental Justice	<p>Hi. My name is Cindy. I'm an organizer with East Yard Communities for Environmental Justice. I also grew up here in the city of Maywood. My parents still live here. I remember using the bike path while I was growing up.</p> <p>Another thing that I didn't know, though, growing up is just the high level of environmental racism in like communities surrounded by it. So I think that's something that folks should be considering with Metro is even in the existing bike path, right, there's a lot of industry that's next to it and going deep into Vernon, there's -- there's things that we smell and then there's things that we don't smell, other toxins that we don't smell.</p> <p>So those are things that are really concerning to me. So thinking about ways to minimize the contact of folks, especially since if people are going to be running and people are going to be biking there, their lungs are going to be much more exposed to some of these hazardous contaminants. So if it's working with agencies that are -- to enforce some of the policies that they're supposed to be enforcing like AQMD or Cal EPA to really protect our lungs, because this is something we totally deserve. We should be able to access through a bike path to Downtown and to other areas. We should be able to connect but also in a way that's really safe for our community members.</p> <p>I also would want to consider displacement impacts that this might attract. Because it's a bike path, people may be like, "Oh, look, Maywood's popular now," you know, and I would want my community members and neighbors to stay here. So thinking of ways to support the Master Plan, the Lower L.A. River Plan, as well and to look at community stability. In conversation with the city council, we've been working with EYCE to get rent control. Maywood passed it just yesterday. It was a huge win, but that should be happening across all the southland cities and so even that would be great for Metro to support that as well. Thanks.</p>
50	11/14/2019	Email		Jeff Chop	Historic Cultural Neighborhood Council	<p>Dear Metro,</p> <p>I attended the November 13 scoping meeting in Little Tokyo/Arts District. I did not hear much about how the Indigenous history and culture will be included in the project. I hope it is substantial since by most accounts, the Tongva people lived on the Los Angeles River for over 10,000 years.</p> <p>I believe, the Tongva should be consulted as soon as possible, certainly, you would want the original keepers of the land to give the project, the continuity and respect to the river, which had been in place for thousands of years.</p> <p>I understand, it is beyond the scope of the bike path project to see a restoration of the river, which is my wish but I believe, we have a chance to make a visionary and inspirational, recovery of a place which has been abused for too long.</p> <p>As there have been no indigenous permanent structures found, we can only assume the peoples who lived here, lived by relying on sustainable materials without impacting the land. In that spirit, the project should be guided by a spirit of sustainability. A major cloud, over the project, the quality of the air needs to be addressed in a major way. No ones wants to bike in car fumes. A major element needs to be tree planting and other native plants. Trees are acknowledged as a very cost effective way to meet the climate crisis. Certainly to rest under trees is way better than a fancy umbrella.</p> <p>Good luck with the project and make it happen as soon as possible! As a senior bicyclist, I sure am looking forward to riding the project!</p> <p>Best regards,</p> <p>Jeff Chop Historic Cultural Neighborhood Council</p>
51	11/14/2019	Website		Kevin Burton	West Hollywood Bicycle Coalition	<p>Please consider the number of elevated portions of the path and grade at the entry points as these will impact usability for users. All river crossings that use existing bridges should have bicycle and pedestrian facilities added if they are not already present. River crossings should use existing bridges wherever possible to minimize cost and delay, and also to improve access for existing users of those streets. The project should be planned for all segments parallel to the river to go forward even if there are delays in funding and building new river crossings.</p>
52	11/14/2019	Website		Ricardo Alcantar Gil		<p>Please include miniature park sections for cyclists and pedestrians to rest Please include fountains Please add extra lighting in industrial areas along the path Please add exercise equipment in miniature park sections Improve bike lane infrastructure along the already existing path segments by Vernon and NELA</p>
53	11/16/2019	Scoping Meeting Written Comment	Cypress Park	Xochitl Manzanilla	Lash P	<p>I'm very satisfied with this project and I want to congratulate the group of people who thought about doing it. It is a great thing for the city of Los Angeles, and I support it. I hope to see when it's all done. Thank you, Xochitl.</p>
54	11/16/2019	Scoping Meeting Written Comment	Cypress Park	Armando Martinez		<p>Hi MTA organizers. Here are a few ideas for this river path project. 1) With points of intersection--to include restrooms with drinking faucets to assist pedestrians, skaters, bikers and native people. 2) At the kiosks--include information centers, points of interest, food, and maps. 3) With 360 milion approved tax money -- we need to return the most we can in construction which will benefit all people. 4) Use responsible minority contractors--and bidders on all sections. Be cost efficient save tax payer's money. Thanks.</p>

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55	11/16/2019	Scoping Meeting Written Comment	Cypress Park	N/A		Thank you for having multiple meetings in the community. Showing initiative in reaching out to the public is a strong first step in building trust. As for the project: 1st: I believe this project should be accessible, efficient, and safe. I would stress that, in my opinion, the most efficient plan would be any that focuses solely on an elevated or top-of-bank path. An incised path below the bank that would close at the first forecast of rain seems quite inefficient and just a waste of what this project could be. 2nd: As gentrification on the Eastside has intensified, there has been a rapid loss of the historic Latino culture in the area, people included. The Eastside is famous for its Chicano murals, but sadly many have been destroyed due to gentrification. I believe Metro has an opportunity here to create an efficient world class bike path, but also a destination for Chicano murals/Art. I would cite current project, Destination Crenshaw. This addition to the project would honor the longtime residents who have called the Eastside home for generations. Thank you again for including the community in your planning!
56	11/16/2019	Scoping Meeting Written Comment	Cypress Park	Susan Rocha	Noisefree.org	1) No road diet. Cypress Park has no bank, no market, no restaurants. We could use a mini bus to get to local markets. 2) LA river is not safe. Dirty from the homeless. They poop and pee in the river. 3) No new condos or developments along the river. No new coffee shops or other amenities that are overpriced that local residents cannot afford. 4) Bicyclist currently drive too fast and run down other bicyclists and pedestrians. Separate them. 5) No noise.
57	11/16/2019	Scoping Meeting Oral Comment	Cypress Park	Susan Rocha	Noisefree.org	My name is Susan Rocha and in this area of Cypress Park and Elysian Valley, we have no supermarkets. The only ones are three miles that way, this way, or in a different direction. So -- and we can't carry like five bags of groceries on our back, so -- to bicycle and we have one lane in each direction in varying main streets. So I'm against road diets, I'm against the congestion, and there's no way to take bicycles just to get to the market. We have no bank, no market, no nothing over here. It's not safe down the river because there's a lot of homeless people. A lot of them don't -- don't create any problem, but yet the dirtiness is an issue. It's more of an issue than anything else, and there's also bicyclists that are very aggressive and they want torailroad down other bicyclists and walkers. So that needs to be -- I don't like patrols. I think that people should know how to be decent and control themselves and not do that to other people. I'm against any new developments along the river, including any new apartment buildings, condo units, any new coffee shops, amenities. A lot of natives that have lived here their whole life like me can't maybe afford \$5 coffee shops and bringing in a lot of newbie people that create more traffic and more congestion into the area. That's not acceptable in these little tiny areas that we have. We don't want these areas destroyed with too many people coming in, too much traffic coming in, things that are not affordable in our area.
58	11/16/2019	Scoping Meeting Oral Comment	Cypress Park	Tom Savio	Los Angeles Union Station Historical Society	My name is Tom Savio. That's S-a-v, like Victor, i-o. I'm an Executive Director of Los Angeles Union Station Historical Society. We're recognized by the Federal Railroad Administration. I think anything that brings more life to the deadest river that I know of is a good thing overall, but we have a particular concern because the area east of Los Angeles Union Station is a well-documented toxic waste dump from a refinery that used to exist there from about 1880s to 1950s. It was also a location where weapons, chemical weapons of war, were manufactured. Most of this material has been dumped there and not being protected, the public is not being protected. I see that you have three different alternatives. One alternative is B where you have pylons and an elevated bike ramp. This will require construction into toxic waste dump area and I'd like to know what Metro is doing about cleaning up the toxic waste dump and how that is going to alter or change the nature of your bikeway. The other two alternatives appear to be on the other side of the bank; that is, the other side of the river. So far, I have not been able to get a map of how far the toxic waste zone extends and I've been talking to the state EPA about getting a map because it may very well go under the river and out the other side. So I'd like to know what Metro is going to do about the toxic waste dump near Union Station and your back way.
59	11/16/2019	Scoping Meeting Oral Comment	Cypress Park	Clara Solis		Hi. I haven't looked and studied this closely, but -- Hi. Clara Solis. I haven't looked at this closely, but I would like to say if they do whatever they build, they should have access walkways down to the bottom of the river from the bike paths. Also, if you want to provide access to underserved communities, you need to have an east-side access point to the Gold Line at First Street. It also makes sense to have an access point to the Gold Line at the Ed Reyes Greenway and down at Atlantic Boulevard, it is crazy and I think there should be an access point there also. Plus, that will serve underused -- underserved communities. You have to be careful with noise and pollution to residents. You should really do great outreach to the communities, because Metro does terrible outreach to underserved communities. You need to walk those neighborhoods where -- that are going to be impacted by any construction and pass out flyers and talk to people. Mailing is inefficient and doesn't work for underserved communities. Regarding the comments on the supermarkets, I hear that all over. People get upset at bike riders. I ride a bike, but people get upset at bike riders because you're taking out lanes to create road diets for bike lanes and people don't have access to supermarkets. That's true in East Los Angeles and you can't take -- I can't take my 91-year-old mother to the doctor on a bike. I can't pick up my groceries on a bike. So you have to be cognizant of it. You're making an us-versus-them situation and it creates anger. Thank you.

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60	11/16/2019	Scoping Meeting Oral Comment	Cypress Park	Stewart Lozano	Assembly District 50	<p>Good morning. My name is Stewart Lozano. I just want to thank Metro for hosting these meetings. Getting public opinion is always I think a most important first step in a project like this. I'm from the east side. I'm a longtime resident, grew up here, baptized right down the street at Divine Savior.</p> <p>And what I want to say is this project should be efficient, it should be safe, and it should be accessible, and I encourage Metro to keep that in mind throughout the planning of this project. I noticed that there's a couple plans that have a big path going below the bank, meaning it is incised and at the river bottom. To me, that doesn't seem very practical, especially already if it's at risk at the slightest sight of rain. So I would encourage if at all possible to keep it elevated or at the top of bank because it seems to be the most accessible and useful access, accessible year-round. So just once again, I want to stress the efficient, accessible, and safe.</p> <p>The other thing is the east side is a special place. There's a lot of people who came here for many different reasons, but historically the east side has been home to the largest Chicano population in the country and as gentrification has increased, a lot of the murals that the east side is famous for have been destroyed. Metro has a golden opportunity here to create a -- make this bike path a destination, something practical, something to go from point A to point B quickly, but also include art. Include the community in it.</p> <p>I would cite Destination Crenshaw as an example of this. I think what's going on there where the community's been included, there's murals that honor the community, it's fantastic, and I would strongly encourage Metro to keep that in mind in the planning project. Reach out to local artists and really create, I mean, like I said, a safe, efficient, accessible bike path but also a destination for murals that would honor the community and the people that have called this place home for generations like my family. So thank you once again for hosting this meeting and good luck.</p>
61	11/16/2019	Scoping Meeting Oral Comment	Cypress Park	Carla Bravo		<p>Good morning. My name is Carla Bravo and actually, I'm mixed up. I come to all these community meetings and I hear so many things, so many projects, and what I'm trying to figure out, where -- where are all these little like -- the last one we had was about a Metro link station at the River Park. Before that, there was another one about the G2 project. Before that, there was another one. That's what I'm trying to figure out. Where are all these -- are all these the same project or is all -- are all these different projects? Because like I say, I come to all the community meetings and every time, there's a new project.</p> <p>So that's my only -- you know, those are my questions, that I come and every time there's something new. So that's why I'm asking, where is this one coming from? Thank you</p>
62	11/16/2019	Scoping Meeting Oral Comment	Cypress Park	Carrie Sutkin		<p>My name is Carrie Sutkin. Specifically, about construction impacts because I'm concerned about graffiti, trash and the general neglect that we see that happens with these big public projects where the contractors don't maintain the site clean every day and after months and years of construction, we see homeless camps and horrible trash and horrible graffiti and homeless camps and other kinds of, you know, nuisance activity.</p> <p>And so I would be concerned that there would be someone that supervises and proactively inspects the site and reports back and that neighbors have a phone number they can call during construction to complain about nuisances, open gates. We have that happening right now at the Taylor Yard construction site bridge and there's no information, no one to call, and it's a constant problem.</p> <p>And also, the vacant publicly owned lands that should be considered as part of the project or else they become dumping grounds as well, so that the design consider kind of mitigating future nuisance sites by incorporating them smartly into the site plans so that the public spaces have landscaping in the long run and they have maintenance, and then maintenance during the construction is super important and maintenance ongoing is very important so that people feel safe using the trail.</p>
63	11/16/2019	Website		Alan Bair		<p>Please let's Not have the path as pictured in this email. Pedestrians mixed with cyclists is a recipe for many injuries. A bike path along the river is not like a boardwalk for beach cruiser bikes lazing along the beach. Many cyclists average 16 mph riding to the ocean and back, and need to keep their pace consistent. Pedestrians often fail to consider who may be behind them, and stroll two and three abreast, often right across the whole bike path-just like in your illustration. This is Exactly what we do Not want. You even made room for plants at the expense of room to allow bikes and pedestrians to be safely separated. Horrible.</p> <p>Perhaps the most important design criteria is to keep pedestrians separate from cyclists. That would be great. Looks are secondary.</p> <p>As for how many river crossings, wouldn't it be great to eventually have cycle paths along both sides of the river? Meanwhile, either A or B would be fine.</p> <p>Thank you.</p>
64	11/18/2019	Website		Alexander Robinson		<p>I really like the idea of having a secondary path in the river channel, near the water, in addition to a primary path along the edge, on the high side.</p>
65	11/19/2019	Email		Lijin Sun	South Coast Air Quality Management District (AQMD)	<p>Dear Ms. Cencic,</p> <p>Attached are South Coast AQMD staff's comments on the Notice of Preparation of a Draft Environmental Impact Report for the Los Angeles River Path Project (South Coast AQMD Control Number: LAC191101-06). The original, electronically signed letter will be forwarded to your attention by regular USPS mail. Please contact me if you have any questions regarding these comments.</p> <p>Thank you,</p> <p>Lijin Sun, J.D.</p> <p>South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. South Coast AQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in</p>

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						<p>the Draft Environmental Impact Report (EIR). Please send South Coast AQMD a copy of the Draft EIR upon its completion and public release. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to South Coast AQMD. Please forward a copy of the Draft EIR directly to South Coast AQMD at the address shown in the letterhead. In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files<sup>1</sup>. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, South Coast AQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.</p> <p><b>Air Quality Analysis</b>  South Coast AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. South Coast AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from South Coast AQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on South Coast AQMD's website at: <a href="http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)">http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)</a>. South Coast AQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: <a href="http://www.caleemod.com">www.caleemod.com</a>.</p> <p>South Coast AQMD has also developed both regional and localized significance thresholds. South Coast AQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to South Coast AQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found here at: <a href="http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf">http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf</a>. In addition to analyzing regional air quality impacts, South Coast AQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by South Coast AQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <a href="http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significanc-thresholds">http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significanc-thresholds</a>.</p> <p>The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on-and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.</p> <p>In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found at: <a href="http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis">http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis</a>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.</p> <p>In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective, which can be found at: <a href="http://www.arb.ca.gov/ch/handbook.pdf">http://www.arb.ca.gov/ch/handbook.pdf</a>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance <sup>2</sup> on strategies to reduce air pollution exposure near high-volume roadways can be found at: <a href="https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF">https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF</a>.</p> <p><b>Mitigation Measures</b>  In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:</p> <ul style="list-style-type: none"> <li>- Chapter 11 "Mitigating the Impact of a Project" of South Coast AQMD's CEQA Air Quality Handbook South Coast AQMD's CEQA web pages available here: <a href="http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies">http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies</a></li> <li>- South Coast AQMD's Rule 403--Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403--Asbestos Emissions from Demolition/Renovation Activities</li> </ul>

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						<p>- South Coast AQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <a href="http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf">http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf</a></p> <p>- California Air Pollution Control Officers Association (CAPCOA)'s Quantifying Greenhouse Gas Mitigation Measures available here: <a href="http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf">http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf</a></p> <p><b>Alternatives</b>  In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.</p> <p><b>Permits</b>  If implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the CEQA document. For more information on permits, please visit South Coast AQMD's webpage at: <a href="http://www.aqmd.gov/home/permits">http://www.aqmd.gov/home/permits</a>. If there are permitting questions, they can be directed to Engineering and Permitting Staff at (909) 396-3385.</p> <p><b>Data Sources</b>  South Coast AQMD rules and relevant air quality reports and data are available by calling South Coast AQMD's Public Information Center at (909) 396-2001. Much of the information available through the Public Information Center is also available at South Coast AQMD's webpage at: <a href="http://www.aqmd.gov">http://www.aqmd.gov</a>.</p> <p>South Coast AQMD staff is available to work with the Lead Agency to ensure that project's air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at <a href="mailto:lsun@aqmd.gov">lsun@aqmd.gov</a>.</p> <p>Sincerely,  Lijin Sun, J.D.  Program Supervisor, CEQA IGR  Planning, Rule Development &amp; Area Sources</p> <p>1 Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.</p> <p>2 In April 2017, CARB published a technical advisory, Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <a href="https://www.arb.ca.gov/ch/landuse.htm">https://www.arb.ca.gov/ch/landuse.htm</a>.</p>
66	11/19/2019	Voicemail		Jose Thometz		<p>Hi Michael, this is a daily Metro rider. I am 57, I'm an LA native, and I would think the one with 12 stations for the river path makes the most sense. And my family went to Frogtown after WWII and I live downtown and so that would be my guess. And I would just encourage Metro people to get rid of all the horrid riff raff on the Metro always[?]. Because other areas they know how to behave, but for some reason the low-class blacks[?], they don't know how to behave on the Metro. I find that very disheartening. Thank you for your time. Alright, good to know. Bye. And they should build the Red Line to Sylmar, here we go, and the Purple Line to the ocean. Thank you, alright.</p>

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67	11/20/2019	Other Written Comment	Maywood Elementary School	Flor Hernandez		<p>I am a mother of 3 children; personally I would like to have security since I think weekends will be the most used. Let there be enough lighting. In addition, my concern is to have control over the homeless as it is a problem that has been growing over the years. In the other areas where there is already a path near the river, mainly under the bridges, is where there are more homeless people established.</p> <p>I also think that it would be good if there were sections where the bicycles could run without worrying about hurting a pedestrian.</p> <p>I would like to ask that there be equity for all different areas where it will be built.</p> <p>Soy una madre de 3 hijos; en lo personal me gustaría que hubiera seguridad ya que pienso que los fines de semana es cuando está más concurrido. Que haya iluminación suficiente. Además, mi preocupación es que puedan tener control sobre los indigentes ya que es un problema que ha ido creciendo con los años. En las otras áreas donde ya está un camino cerca del río, principalmente debajo de los puentes es donde hay más indigentes establecidos.</p> <p>Considero también que sería bueno que hubiera tramos donde pudieran las bicicletas correr sin preocupación que puedan lastimar algún peatón.</p> <p>Por favor les pedimos que haya una equidad para todas diferentes áreas donde se va a construir.</p>
68	11/20/2019	Other Written Comment	Maywood Elementary School	Fabiola Del Toro		<p>We are very excited about this project because it includes my family and my community. One of my concerns, since we live in the Maywood community, is the air quality. What will you do to improve this which has worried our communities so much impacting us with cancer and lung diseases — many children with asthma. I would love to see a center along the way where you can learn about cultural resources within the river such as: walks, bicycle afternoons, different events. What will the security be like inside the river? Cops or what kind of security will there be? How are you going to control so much homelessness which is what does not let us walk around the river? What will you do to prevent the impact of garbage? What will the lighting be like? Where will the access points be in all areas and what staff will they have at these points? What will be the transport access to reach the points? I would love to see exercise equipment and benches during the journey where there are few green areas. Light where you can walk during the afternoon and evening.</p> <p>Estamos muy emocionados con este proyecto porque estoy incluyendo a mi familia y mi comunidad. Una de mis preocupaciones, puesto que vivimos en la comunidad de Maywood, es la calidad del aire. Que harán para mejorar esto que ha preocupado tanto a nuestras comunidades impactándonos con cáncer y enfermedades pulmonares—muchísimos niños con asma. Me encantaría ver un centro en el camino donde se informe sobre recursos culturales dentro del río como: caminatas, tardes de bicicletas, eventos diferentes. ¿Cómo será la seguridad dentro del río? ¿Policías o qué tipo de seguridad habrá? ¿Cómo van a controlar tanta indigencia que es lo que no nos deja caminar por ahí? ¿Cómo se hará para prevenir el impacto de la basura? ¿Cómo será el alumbrado? ¿Cuáles serán los puntos de acceso en todas las áreas y que personal tendrán en los puntos? Cuale será el acceso de transporte para llegar a los puntos? Me encantaría ver equipo para hacer ejercicio y bancas durante el trayecto donde hay pocas áreas verdes. Luz donde se pueda caminar durante la tarde y noche.</p>
69	11/20/2019	Other Written Comment	Maywood Elementary School	Jorge A. Martinez		<p>My biggest concern is the large number of homeless people who live on the entire riverbank because this causes insecurity, crime, and drugs. It is an impact on the environment because these people accumulate an amount of garbage that ends directly in the river. I would like a solution to this problem or create a measure that does not allow camping near the river. Another thing, I would like this project to be fair in all areas where it will be built. Thank you. And keep in mind that families with children live in this area; please think of the children.</p> <p>Mi mayor preocupación es la gran cantidad de indigentes que viven en toda la orilla del río porque esto causa inseguridad, crimen, y drogas. Es un impacto al medio ambiente porque estas personas acumulan una cantidad de basura que termina directamente en el río. Me gustaría que hubiera una solución para este problema o crear una medida de que no se puede acampar en las cercanías del río. Otra cosa, me gustaría que este proyecto fuera en equidad en todas las áreas donde se va a construir. Gracias. Y tengan en cuenta que en nuestras áreas vivimos familias con niños; por favor piensen en los niños</p>

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70	11/20/2019	Other Written Comment	Maywood Elementary School	Cristina Silvestre		<p>How will the security be implemented in that place?  Will there be police officers along the way?  In this project, how will you make sure that there are no homeless people established along the river?  Will there be enough lighting?  Will you avoid dark stretches that favor crime and how will you do it?  What will you do to avoid the accumulation of garbage in these places and keep it clean at all times?  Will all sections of this project be the same in terms of the diversity of things to be implemented, that is, in the north, the center and south?  Will there be no discrimination in the sections due to the people who live nearby?  Will this be a safe place for our children and the elderly?</p> <p>¿Cómo será la seguridad implementada en ese lugar?  ¿Habrá agentes de policía en el transcurso del camino?  ¿Cómo evitarán que no haya indigentes establecidos en este proyecto?  ¿Habrá suficiente iluminación?  ¿Evitarán tramos oscuros que propician la delincuencia y como lo harán?  ¿Cómo trabajarán para evitar el acumulamiento de basura en estos lugares y poder mantenerlo limpio en todo momento?  ¿Serán todos los tramos de este proyecto iguales en cuestión de la diversidad de cosas que se van a implementar, o sea, tanto en el norte como en el centro y el sur?  ¿No habrá discriminación en las secciones debido a las personas que viven cerca?  ¿Será este un lugar seguro para nuestros hijos y las personas de la tercera edad?</p>
71	11/20/2019	Other Written Comment	Maywood Elementary School	Anonymous		<p>How are you going to support the city in terms of safety? For starters, Maywood doesn't have a police station. Is this not going to bring more homeless people to the city? How can this benefit the entire community?</p> <p>¿De qué forma van apoyar en la seguridad a la ciudad? Para empezar, Maywood no tiene ni estación de policías. ¿Eso no va a traer más indigentes para la ciudad?  ¿En que puede beneficiar esto a toda la comunidad?</p>
72	11/20/2019	Other Written Comment	Maywood Elementary School	Wagner Mayca		<p>One very important fact for me would be safety for everyone. What would be done so no homeless gets access into those roads. Would it be well lit at night times? Would it be open from certain hours or would it have access 24/7? Would it have places where families can stop and have a little time together, maybe like a playground. Safety first.</p>
73	11/20/2019	Other Written Comment	Maywood Elementary School	Maria Hernandez		<p>What will be done to maintain good air quality?  Would like enough security with lights and include the police  Quick and efficient emergency access points  What would they do to control the homeless so they don't live throughout the project.  Will there be signs to divide people walking from those who ride bicycles?  Will there be buttons, phones, or anything to report an emergency when needed?  What will bring us closer to the access points in case of not having transportation? Will the buses arrive nearby?  How much lighting will there be?  Will it be open 24 hours?</p> <p>¿Que se haría para mantener la buena calidad del aire?  Que hubiera bastante seguridad con luz e incluyera la policía  Puntos de acceso en caso de emergencia rápido y eficaz  Que harían para el control del indigente para que no vivan a lo largo del proyecto.  ¿Habrá señalamientos para dividir a las personas caminando de las que van en bicicleta?  ¿Habrá botones, teléfonos, o alguna cosa para reportar alguna emergencia cuando se necesite?  ¿Qué nos acercara a los puntos de acceso en caso de no tener transporte? Sera que los buses llegaran cerca?  ¿Cuánto alumbrado habrá?  ¿Estará abierto las 24 horas?</p>
74	11/20/2019	Other Written Comment	Maywood Elementary School	Tania Vicano		<p>In terms of safety that the Project includes lighting, patrolling, cleaning; that the problem of the homeless is taken very seriously because it is a problem at the national level. Have activities for children, exercise, etc.</p> <p>En cuestión de seguridad que el Proyecto tenga iluminación, patrullaje, limpieza, que se tome muy en serio el problema de los indigentes porque es un problema a nivel nacional. Que se tengan actividades para niños, ejercicio, etc.</p>

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75	11/20/2019	Other Written Comment	Maywood Elementary School	Griselda Salcido		<p>Safety; I think you should take care of that because of the homeless. I hope you already have a plan for that. I believe that is the problem along the river. So if they want families to use this path, they must begin to figure out where to put the homeless and how to keep them from returning. If I go to the river to walk, I want to feel safe when I am there. You have to have a plan A and B to know what will work. I don't know, maybe having people at key points and cameras to solve the problem quickly if some homeless person arrives. Thank you for this project; It seems good to me. Safety is the only thing that worries me.</p> <p>La seguridad; creo que eso deberían ver más por los indigentes. Espero que ya tengan un plan para eso. Creo que a lo largo del río ese es el problema. Entonces si quieren que las familias usemos este camino, deben de empezar a resolver donde poner los indigentes y cómo hacer para que no regresen. Si voy al río a caminar, quiero sentir esa seguridad cuando este ahí. Tienen que tener un plan A y B para saber que va a funcionar. No sé, talvez tener personas en puntos clave, cámaras, y resolver el problema rápido si llega algún indigente. Gracias por este proyecto; me parece bueno. Solamente la seguridad me preocupa.</p>
76	11/20/2019	Other Written Comment	Maywood Elementary School	Anonymous		<p>Install telephones or lights for emergencies.  What times will the path be available?  Who will maintain it (lights, graffiti, homeless people)?  Who will control the air quality?  Que instalen teléfonos o luces para emergencia.  ¿A qué horas estaría disponible?  ¿Quién estaría dándole mantenimiento (luces, grafiti, indigentes)?  ¿Quién controlará la calidad del aire?</p>
77	11/20/2019	Other Written Comment	Maywood Elementary School	Anonymous		<p>Is there going to be a way to keep the homeless out? What safety precautions will be taken?</p>
78	11/20/2019	Other Written Comment	Maywood Elementary School	Heather Vargas		<p>How well or bad will contamination get and what will get done to get it better. What will get done about homeless people because that will be one of the first thing to happen and start making it not secure.</p>
79	11/20/2019	Email		Michael Charboneau		<p>Hi there,</p> <p>My name is Michael Charboneau—I'm a Hollywood resident and I regularly ride my bike to get around LA. I also frequently use the northern section of the LA River Bike path. Below are my ideas and suggestions for the LA River Path Project, which I am very excited to see completed.</p> <ol style="list-style-type: none"> <li>1. I would encourage Metro to think beyond the river path itself, and coordinate with LADOT where necessary, when planning bike infrastructure. In order for the path to reach its full use potential, it needs a network of *feeder bike lanes *(preferably protected bike lanes) to get people from their homes/workplaces onto the path, and vice versa. Connecting to the existing bike lanes on 3rd and 4th streets in the Arts District, for example, is a must—and building similar intersecting bike lanes along the rest of the river path should absolutely be a goal of this project.</li> <li>2. If space permits, marking off designated lanes for bikes and pedestrians would be ideal. This makes the path safer and more usable both for people on foot (especially children) and for people on bikes.</li> <li>3. Make sure the path has good overhead lighting throughout, so it's easy to navigate at night. Even with bike lights, a completely dark path (especially under bridges) can be dangerous, as it's not always easy to see people in shadows or objects in the path.</li> <li>4. I would encourage Metro to plant native shade plants and trees along the route. I've biked several river paths in LA, including the San Gabriel River path and the Ballona Creek path, and riding under the blazing sun on a completely concretized river channel can be brutal (not to mention ugly). Shade trees would make the path much more pleasant to use. I'd also pointout that when riding towards the ocean, I've often encountered a really strong headwind, and trees might also function as a windbreak to make the headwind less intense.</li> </ol> <p>Overall I'm really excited to see this project completed, especially alongside other serious improvements to LA's bike infrastructure. A continuous LA River Bike Path would be a major asset for navigating across the LA area safely by bike. I hope to see it completed as quickly as possible!</p> <p>Best of luck,</p> <p>Michael  --  *Michael Charboneau*  Freelance Journalist</p> <p><b>[Redacted]</b></p>
80	11/22/2019	Email		Jamie Cane		<p>Please open grffth prk segment!</p>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
81	11/22/2019	Website		Cris Lombardi		<p>The three alternatives are to cross the river six or seven times.. really bad idea. The river channel is quite wide, as you no doubt know; you should take this into account.</p> <p>Crossing the river so many times will make any trip much longer, plus I imagine that would involve getting back into car traffic when crossing via bridges. Traffic is horrible on all the bridges through downtown, so that's another negative.</p> <p>Obviously, there will be crossings necessitated by logistics, those I can't argue about, but if there are crossings being considered so that the path can be "shared" by communities on both sides of the river, please rethink this approach. I live downtown, but I'd happily have the entire path run on the East side of the river, rather than have to cross over six or seven times on the new path. I truly believe that so many crossings will actually discourage cyclists from using the path. Instead, many will use city streets that parallel the river, rather than having to cross over so many times. It's not practical, both in terms of time and energy expenditure to do all of those crossings!</p> <p>I hope you'll value this input. I'm a veteran cyclist and have ridden many thousands of miles by bicycle in Los Angeles. We want to make it as easy as possible for anyone to use the new path. Making the path longer with so many crossovers will be a disincentive to use it for many people, which is the opposite of what should be your goal.</p>
82	11/22/2019	Website		Jean Gayoso		<p>Hello,</p> <p>I am French Canadian, and i am really enjoying the projects that are improving LA commute and transportation since I moved here. Thanks a lot for working on the Los Angeles River Path project, it is indeed great to be able to connect the northern section ( Frog town), to Chinatown station and the state historic park ( maybe on North Broadway if the bridge in the park gets terminated to go over the tracks, or on North Spring ).</p> <p>Also, I am wondering, if there is a project to connect Washington station on the A (blue line), and Little Tokyo station on the gold line with a Two-way protected bike lane, that can be on the east side of the Long beach avenue ( from Washington to Olympic ), and on Mc Garry st , and then on the west side on the South Alameda street, all the way to 1st street. That will be a great link, i am currently using that path to commute ( i bike and take the train ), and it is quite fast, but a bike lane will be safer and a great incentive for other people to bike from/to the Art district. Also, people will be able to take the A line to go to the Art district (Smorgasburg and Row DTLA for instance) which is not something that people think about that much yet.</p> <p>Sincerely yours,</p> <p>Jean</p>
83	11/23/2019	Website		Michael Rippens		<p>Thanks for working on this important project.</p> <p>As a cyclist who often rides on area river paths, my preference would be for whichever option allows the bike path to remain clean, safe and accessible year round. Separating pedestrian and cyclist lanes would be the safest option, if possible.</p> <p>As a resident of South LA (Leimert Park), I prefer to have more access points in this area. Moreover, safe bike routes to those access points is crucial to encourage use of the river path. Currently, the ride from my home to the nearest access point (in Vernon) is extremely dangerous, even for an experienced and confident cyclist. Creating safe cycling corridors to the river path access points should be integral to a wholistic approach to this project.</p>
84	11/23/2019	Email		Christopher Tufty		<p>I like Alternative B for the bike path. The incised routes seem the best!</p> <p>Cheers,</p> <p>Christopher Tufty</p>
85	11/23/2019	Website		Yeun-Bin Lee		<p>Hi! My preferences are alternatives B, C, A in that order. Main factor is the access points to various communities. Thanks and keep up the good work!</p>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
86	11/24/2019	Email		Karl Eggers		<p>In performing the Environmental Impact Report for the Los Angeles River Project, Metro should consider the following:</p> <p>Equity considerations for the LA River Path must be part of the EIR, particularly focusing on how to ensure that existing communities are not displaced as a result of the public investment in the River Path. For too long, low-income minority communities have suffered from public disinvestment, only to be displaced when public dollars are invested in an area. How can the public stakeholders (e.g., citizens and cities) capture a portion of the increased land values caused by the public investment that otherwise private interests (e.g., corporations and developers) historically have secured by displacing low income residents with new residents (gentrification). Could all new residential developments built within the "3-mile corridor" during a certain time period (e.g., 10 years) following ground breaking on the River Path be required to provide a certain minimum number of low-income housing units, or other payment for the public investment. I recognize this is an issue to be taken on at the city level, but it might be beneficial for the EIR to provide model language cities could use to craft land use ordinances to benefit existing low-income minority communities.</p> <p>The objectives should be clearly stated and should include:</p> <ol style="list-style-type: none"> <li>1) Provide an uninterrupted off-street pedestrian and bicycle path along the Los Angeles River that connects directly to the exiting paths at Elysian Valley and Maywood.</li> <li>2) Provide access points and connections to surrounding neighborhoods and other transportation options (e.g., on-street bicycle, pedestrian facilities, and public transit). Access points should, to the extent possible, be evenly spaced along the corridor on both sides of the LA River. The access points must be usable to pedestrian and bicyclists of all ages and abilities.</li> <li>3) Transition of the path between the proposed types (i.e., elevated, top-of-bank, cantilevered, and incised) must be designed to allow unimpeded travel for all path users including those with disabilities (e.g., wheel chairs).</li> <li>4) The use of "bottom of channel" path should be avoided. Further, the alignment of the path should be designed to minimize the need to close the path to the public except in emergency conditions (e.g., severe weather). Repeated and/or extended closures will negate the utility of the path.</li> </ol>
87	11/26/2019	Website		Tod Mesirov		<p>I like Alternative C for the mixture it provides and the most access points.</p> <p>thank you. as someone who has lived near the LA River for 32 years it's exciting to see it come back to useful life.</p>
88	11/26/2019	Email		Karl Gudder		<p>Please provide some sort of connection to the Arroyo bike path.</p> <p>I dream of riding from the Rose Bowl to the Zoo.</p>
89	11/26/2019	Website		Miguel Ramos	The Nature Conservancy	<p>Please make sure to include nature-based projects/ green infrastructure into the river path. People expect to see nature when they go to the river. Please ensure there is planning of stormwater capture and park space that contributes to habitat enhancement for people and bio diversity.</p> <p>Thanks!</p>
90	11/26/2019	Website		Kristal Caidoy		<p>Hi LA Metro,</p> <p>I support the LA river path. It is great to see a transit agency take lead in a enormous project that will bring people to the outdoors and out of their cars. I have biked along the LA river in Long Beach and I want to ride it to Highland Park without taking side roads. I am excited to see more paths along the river.</p> <p>I support alternative C.</p> <p>Thanks Kristal Caidoy</p>
91	11/26/2019	Website		Steve Gerhardt	West holl Long Beach	<p>We're so happy that this project is moving forward, and appreciate the dedication of meaningful outreach that's happened so far. Keep it up!</p> <p>We'd like to see excellent way-finding signage and features, both along the path and at the access point, and the integration of public art considered as much as possible as part of this gap-closure project.</p> <p>Thanks!</p>
92	11/26/2019	Website		Isaac West		<p>I am a resident of Chinatown and very excited for the prospect of this LA River Path Project to connect the full pathway. I work in Long Beach, and am excited to think that I can ride my bike a few miles to the LA River Path and take that all the way down to Long Beach. While all Alternatives sound great, I lean more in favor of Alternative C.</p>

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93	11/27/2019	Website		Kristin Fukushima	Little Tokyo Community Council	<p>The only option that provides connection for Little Tokyo would appear to be option B - therefore, that is the alignment we would support the most.</p> <p>As has been said in past meetings, given that this project is a little further away from the core of Little Tokyo, we haven't spent as much time delving into the project, and overall defer to those most impacted by the project on their feedback. Little Tokyo's two main priorities for this project are - for there to be ways (via public art, messaging, and information provided) that this area was once part of the Little Tokyo community (at a time, especially pre-War, when LT's eastern border was the LA River), and for there to be connectivity and linkages to the LT neighborhood. This last priority seems to be only achieved in option B. However, if other options were to include this connection, that would suffice.</p>
94	11/30/2019	Email		Erik Miron		<p>Hello,</p> <p>My name is Erik Miron, I live near the LA River at 120 S. Vignes St., Los Angeles, CA 90012 (in downtown/Little Tokyo/Arts District neighborhood). I would like to voice my support for expanding and connecting the LA River bike path between Long Beach and Burbank/Glendale, and for other cycling projects. I am a musician and travel to jobs primarily by bicycle, so any improvements to cycling infrastructure make my life safer and more pleasant. I use the cycling infrastructure of Los Angeles as my primary means of transportation for work; because cycling is a critical part of how I make a living, I am very interested in this and other cycling projects.</p> <p>I would urge Metro to take a number of elements into consideration when moving forward with this project:</p> <ol style="list-style-type: none"> <li>1.) Please construct a path that will not be subject to weather closures. The Arroyo Seco bike path has been incredibly frustrating to use because the path is at the bottom of the channel, and it is so often closed due to even relatively light rains. Furthermore, damage to a small section of the path caused it to be closed for the better part of a year, forcing cyclists to take much more congested and dangerous routes. If the city is to make cycling a more viable transportation option (and not just recreation), it needs to create infrastructure that is reliable.</li> <li>2.) Please make entrances/exits to the LA river path that connect to other cycling infrastructure (bike lanes, Metro stops, etc.). Here in the Arts District, we are only a few miles away from good cycling paths (Arroyo Seco and LA River), but getting to those paths requires taking surface streets that are dangerous and unpleasant (cracked pavement, truck traffic, high vehicle speeds due to lack of stop lights/signs, etc.). In an ideal situation, the LA River path would be a backbone that connects many protected, reversible bike lanes that allow cyclists to travel freely with minimal interaction with motor vehicles).</li> <li>3.) Please connect the LA River path with the Arroyo Seco bike path. This would be such a game-changer in LA cycling— it would allow cyclists to travel between Burbank, Long Beach, and Pasadena without interacting with motor vehicles. I know many people who live in Downtown but work in Northeast LA (and vice versa) who would love to bike to work but do not feel safe doing so using the city's current infrastructure.</li> <li>4.) Please find a way to make the bike path open and secure 24 hours a day. This could include ample lighting, patrols by park rangers/police/public safety staff, etc. The current bike paths have become de facto homeless encampments, discouraging cyclists from using them (and causing resistance from the general public to construction of additional paths). I realize the solution to the problem of homelessness requires a holistic approach that is largely outside Metro's line of work (and the people squatting along the path need somewhere to live), but security is something that must be taken into consideration for ease of use and safety in any river cycling path.</li> </ol> <p>Feel free to add me to your email list and let me know if there is anything I can do support the project. My band travels to our performances by bicycle; we would be interested in performing at events related to the river path. You can find out more about the band at the following website: <a href="http://rooftoprevival.com/press/">http://rooftoprevival.com/press/</a></p> <p>Best,</p> <p>Erik Miron</p>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
95	12/2/19	Email		Alex Ward		<p>Dear Chairman Butts:</p> <p>I am writing to you as a resident of Los Angeles County, a METRO user, a professional architect and urbanist, and an ardent supporter of the ongoing revitalization of the Los Angeles River, to express both support and concern for the proposed LA River Path Study, to be presented to you tomorrow for approval to move forward into the official EIR process. First, I highly commend Metro for undertaking such a significant and monumental project to achieve greater connectivity for bike and other users to and along the Los Angeles River and to realize a long-standing dream of uniting upper and lower River bikeways. It would be truly exciting to see this goal finally achieved. My concern revolves around the three alternatives that will be presented to you for approval going forward into the EIR process. I have reviewed the extensive work done in the "Conceptual Design Report", September 2019, the five alternatives studied, and the three recommended Alternatives A, B and C. All three alternatives certainly address the six main goals set out as primary decision criteria in the study. However:</p> <ul style="list-style-type: none"> <li>• All three entail extensive engineering and construction as part of the solution, including 6 or more bridges and up to a third of the pathway on elevated infrastructure</li> <li>• Partly due to this, all three propose preliminary costing potentially well above the current funding, and probably allow too little contingency for cost escalation, especially considering the duration of the project and the necessity of property acquisition</li> <li>• All three propose significant construction in and adjacent to the existing River channel I am concerned that the elaborate nature of the design for these three alternatives will:</li> <li>• Lead to significant cost overruns, thus incurring removal of some portions of the project and significant compromise of the design</li> <li>• Necessitate a much longer timeline for realization, delaying this dream unnecessarily</li> <li>• Perhaps most importantly, create barriers both physical and financial to other as yet undeveloped ideas for further revitalization, greening and socially beneficial projects along this section of the Los Angeles River</li> </ul> <p>With these concerns in mind, I encourage the Metro board to approve these three alternatives for study and consideration in the EIR process ONLY if the original, in-channel bike path proposal contained in the original Metro feasibility study of May 2016 is also included as a further alternative for full analysis and consideration. The design proposed in the earlier feasibility study, while containing weaknesses that could be solved with further study and community input, more successfully addresses the concerns outlined above than any of the other proposed alternatives. I hope this expression of both support and concern will help guide you and the entire Metro board as you vote to advance a major project affecting both the future of the city and its River. Sincerely, Alex Ward</p>
96	12/4/2019	Letter	NA	Gabrielle Newmark	Los Angeles River Artists & Business Association	<p>Dear Lauren,</p> <p>Please accept this letter as LARABA's comment for the environmental scoping of the above project. We have reviewed the three alternatives (A, B and C) that is now posted to your website. We have also reviewed the Metro report that was issued at the conclusion of the feasibility study. Our request is that the environmental scope be expanded to include a review of some of the options that were studied in the "feasibility study" but were excluded from all the alternatives. To be specific, the location of the bike path integrated at the bottom of the channel or incised into the Levy was mostly abandoned in the three alternatives that are presented. We strongly believe that studying the environmental impact of an in-channel alignment would benefit the project as an addition to any one of the alternatives or as a stand-alone alternative for the following reason:</p> <p>Cost I: The original study (Feasibility study pg.66) identified a cost of \$22,622,100.00 for the bottom of channel alignment + a total cost of \$242,075,200.00 if all 17 point of access were to be used. for a total cost of \$279,916,420.00 The cost of the three alternatives are as follows: Alternative A: \$329M-\$443M Alternative B: \$393M-\$523M Alternative C: \$332M-\$446M</p> <p>Considering that the budget for this project, voted on by people that approved measure M is \$365M, Alternative B should not be an Alternative. Further, the probability of Alternative A and C remaining on target with the approved measure M budget is questionable at best and requires significant scrutiny. As we review available data of the City of Los Angeles with respect to the cost of building bridges across the Los Angeles River, it may require a change in paradigm to bring the cost to a place where it would be within the allowed budget of \$365M. Another reason for the big gap between the cost of an In-Channel alignment versus a top channel alignment is the fact that some of the land at the top of the channel is owned by private stakeholders and it will have to go through eminent domain.</p> <p>Cost II: A detailed analysis of the crossing appears in all three alternatives starting at the North point of Washington Blvd and landing South of 26 Street. Although this is described as "one crossing", it in fact will likely end up as one of the most complex bridges ever built in Los Angeles. The crossing entails meandering through a maze of rail road and street bridges with very tight clearances above and below, and very limited space for structural support. This crossing by itself can "drain a significant percentage of the entire budget and without careful cost analysis of this section, the viability of the entire project comes into question.</p> <p>Environmental scope should include the impact of the three alternatives on the approved Los Angeles River Master plan: The three alternatives offer a varying number of bridges as well as elevated portions of the path to be able to get through obstacles like existing bridges, rail crossings and freeways. These super-structures will require spanning the length of the river and the obstacles that can range between 80-to 200'-00 spans. These structures will require massive foundations that will surcharge the existing Levy and will make the future of greening the river as envisioned in the City of LA River Master plan practically impossible. Any removal of concrete and widening of the channel would not be significantly more expensive or impossible and could render a city approved master plan into a document that collects dust on a shelf for this 7.8 miles.</p>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
						<p>Environmental scope should analyze the economic reality of “365 day per year Bike/ped path”</p> <p>Another glaring difference between the feasibility study and the three alternatives is that the three alternatives were developed under the instruction of elected officials stating that the bike path “must” be operational 365 days a year. That statement rendered the feasibility study useless as clearly one cannot use an in-channel path during a rainy day. Based on the analysis that was included in the feasibility study on how many days per year the bottom of the channel will not be used due to rain, it appears that an average of 340 days a year there would be no problem while the usability of any bike path a recreational pedestrian during rainy day is minimal if not negligible. We therefore ask that an economic model of the daily cost per user be compared to the cost of each one of the alternatives as well as the cost of the In-Channel plan that was studied in the Feasibility study.</p> <p>Environmental scope should analyze the health impact of users in active transportation.</p> <p>Due to the physical constraints of the above channel alternatives, a significant portion of the alignment (more than 50%) is located right below high Voltage line of LADWP. Being near high voltage lines (these lines have the highest voltage in the entire LADWP distribution grid) may prove as having a negative health impact on the users of the path. Providing users with an option that is further away from the electric lines and providing proper notification for users may be recommendation.</p> <p>Environmental scope should analyze the health impact of users in active transportation.</p> <p>Due to the limited amount of space, significant amount of the cycling alignment is within 20'-0 feet or less of the busiest railroad leading to Union Station. Exposing users to the diesel fumes of engines is counterintuitive to a project that is designed to provide a healthy alternative for cyclist to be off the streets of the city and provide an attractive and health option for transportation.</p> <p>Environmental scope should analyze who the new bike path is serving.</p> <p>There are glaring gaps in basic statistics between the feasibility study and the three-alternative studies. According the feasibility study (Pg. 140) there are 208,000 residents living within the Three-mile corridor of the project area. According to the 3-alternative studies (Pg. 27) there are more than 933,000 residents in the same 3-mile corridor...Someone seems to have made a big mistake. Regardless of the massive discrepancy, the study should analyze the most important benefit which is closing the gap between the two existing bike paths, one that goes from Atlantic Blvd to Long Beach and Seal Beach, and the other from Riverside Dr. to the Autry Museum. The completed bike path will be serving a significantly larger constituency and will provide a real alternative for mechanized transportation for millions of people. The study should look at the long-term health benefits of Angelino's that will shift from driving to work, to safely cycling to work through the major employment centers located along the river (DTLA and the entire Industrial area along 70% of the proposed bike path.)</p> <p>Environmental scope should analyze the value of crossing the river.</p> <p>The three alternatives offer 6-8 new bridges. These bridges were requested by elected official under the need to provide equitable access on both side of the river. Considering the fact that this section of the river has already 16 existing bridges that connect local streets and have sidewalks, the need to add so many new bridges just to justify access to one side of the river or another seems questionable. The environmental scope should include the cost benefit analysis of building a new bridge compared to using the existing bridges as a method of connectivity to the future path. Whether the alignment of the path is on the West or the East Side of the river is negligible if it provides convenient access to the local streets and sidewalk network.</p> <p>Environmental scope should analyze the diminishing value of “world class” bike path when right angle turns are introduced.</p> <p>Due to the introduction of many new bridges along the proposed path and due to the limitation of space between the edge of the river channel and obstacles like rail roads, it appears that no less than 12 and possibly up to 16 right angle turns would be part of the “World class” bike way. What do these turns mean for commuting cyclists and what would be the minimum radius that these paths would have to comply to make sure the path remains a “world class” bike path.</p> <p>Environmental scope should analyze the benefit of modifying the low flow channel between Washington Blvd and Bandini Bl.</p> <p>The study should examine the benefit of changing the cross section at the bottom of this segment to mirror the cross section of the rest of the alignment (central low-flow channel that provides ample dry space on either side of the channel)</p> <p>We respectfully ask that NONE of these alternatives be presented to the Board in September and that the project team stay true to its mandate to provide a bike path gap closure that would offer a true sustainable alternative to driving a car in the region.</p> <p>Sincerely,  Gabrielle Newmark  President, LARABA</p>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
97	12/4/2019	Website		Sarah Kevorkian	Mountains Recreation and Conservation Authority	<p>Hello,</p> <p>Thank you for hosting multiple scoping meeting events. I am glad to see this project moving forward. My personal comments on the LA River Path are as follows:</p> <ol style="list-style-type: none"> <li>1) Consider the standard width to include directional bike path lanes and an additional pedestrian walkway, when space allows. I use the existing bike path along the LA River as both a bicyclist and a pedestrian and find the existing shoulder very narrow. As connectivity is increased along the LA River, more user-ship is anticipated; therefore, please consider allowing viewing platforms or additional pedestrian space.</li> <li>2) In addition, there are so many people that live relatively close to the existing bike path and have no knowledge that they can enjoy this access. Please consider as many access points as possible in your new project.</li> <li>3) Taking into consideration existing and future open spaces will be a great indicator of success in this project. There are already investments made along the River and this bike path can connect those spaces. Also, there are so many opportunities for future open spaces that will depend on your project. Please consider the future project opportunities for which the LA River Path Project may act as a general outline for.</li> <li>4) I'm curious about what programming will take place if and when the project is completed. The construction of the LA River Path will be a great success and an awesome resource for the community; however, there are many individuals, such as long-time residents, who are not even aware of the bike path. I encourage you to continue programming about the facilities, even after construction.</li> </ol> <p>Thank you for taking the time to read my comments and I would like to continue to be involved in these conversations regarding the LA River path.</p> <p>Thank you, Sarah Kevorkian</p>
98	12/4/2019	Website		Roy Orecchio		<p>Please consider connecting the Arroyo Seco bike path to the LA River bike path at the Confluence of the two rivers. Leaving this connection out means missing a vital opportunity to join an already existing bike path reaching as far north as South Pasadena to the rest of the LA River bike system.</p> <p>Thank you.</p>
99	12/4/2019	Email		David Syner		<p>Ridiculous how long this takes to build an 8 mile pedestrian /bike trail / released in 2021. begin until 2023, with a completion date of 2027</p>
100	12/4/2019	Email		Todd Saalman		<p>Greetings,</p> <p>One of the difficulties for me evaluation the three options is not knowing the proposed design of the 'incised' and 'elevated' sections of the path. My concerns are:</p> <ol style="list-style-type: none"> <li>1) Safety. Is the width consistent with bank-top path widths, with shoulders for pedestrians. What is the visibility of users, are there places where there is little exposure, providing cover for those who might accost users? I apologize if this information has already been made available; if so, please provide it to me.</li> <li>2) Cost. Do the different plans have different costs and might be subject to overruling due to that rather than to the benefit of users?</li> <li>3) How much if any of the proposed additions cross roads (where traffic crossings are required), go under roads or go over roadways?</li> <li>4) Lighting. Nature, hours active? Would any of the path be restricted at any time (other than high river flow rates)?</li> </ol> <p>Kind Regards,</p>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
101	12/4/2019	Website		David Matsu		<p>Thank you for the opportunity to provide comments on the draft plan. I do not have the knowledge or expertise of the specific conditions and technical issues that would warrant advocating for one of the specific draft proposals over the others. However, I would like to offer these recommendations in light of my experience with the Glendale Narrows section of the river path and experience travelling around the city by bicycle, transit and by foot.</p> <p>A key element that will make the path useful and used will be its ease of access and interconnectedness with the streets, neighborhoods, destinations, transit hubs and other features that it passes through. Every effort should be made to create access points at every opportunity, even when there is not the budget or physical conditions to create large, decorative access points. A path with limited access will likely serve as a limited use recreational path only. The path has a real opportunity to become a serious transportation resource for cyclists, transit riders, pedestrians and shared use services (scooters, etc.) Older sections of the river path were long hampered by limited number of access points, fenced off openings to local streets, and general hiddenness and inaccessibility.</p> <p>Beyond just creating points of access it is vital that the path be designed and supported in ways that integrate it into the broader environment instead of seeing it as a stand alone, isolated recreational resource. Wayfinding signage is vital both on the path itself as well as on local streets, transit centers, etc. that are parts of the larger area served by the path. Effort should be made to integrate the path into the city's broader bicycle lane network, bike share stations, small and large train and bus nodes, and other resources. In short, I encourage you to think, design, and implement the river path as part of a city wide transportation network.</p> <p>While the path extension will be a great addition to the city as a recreational resource, it's real transformational opportunity is in its potential to become a genuine transportation backbone that serves, expands and supports the broader system of alternative transport that Los Angeles and Metro are attempting to build.</p> <p>Thank you</p>
102	12/4/2019	Website		Carlos Montes		<p>I live in Boyle Heights in 90023 area code and within a short walking distance to the LA river. I live in a high density area. We need more and easy access areas for recreation to the LA river.</p> <p>Lauren Cencic,</p> <p>Thank you for the opportunity to review the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the subject project. The following comments from Los Angeles County Public Works (Public Works) are for your consideration:</p> <ol style="list-style-type: none"> <li>1. The Los Angeles County Flood Control District (LACFCD) has stream gaging facility on the west side of the LA River within the vicinity of the path project: F57C-R: L.A. River Above Arroyo Seco. * Care should be taken that the path project does not affect the operation of or access to the stream gaging facility.</li> <li>2. This project will need a flood permit and use agreement with LACFCD. Additionally, an Operation &amp; Maintenance document must also be provided to and approved by LACFCD.</li> <li>3. This project is included as an existing project in the LA River Master Plan (LARMP) updates and is in line with LARMP updates' goals for access, trails, and connectivity. This project will need to follow the new LARMP design guidelines that are currently in development.</li> <li>4. Please note there is a large homeless population within the northern portion of the proposed project. The DEIR should address any impacts and include mitigations as needed.</li> </ol>
103	12/4/2019	Email		Jose Cruz	Los Angeles County Department of Public Works	<p>We request the opportunity to review the future environmental document when it is available. Please route all future documents to Mr. Jose Suarez of Public Works, Land Development Division. If you have any question or require additional information, please contact Mr. Jose Suarez at (626) 458-4921 or <a href="mailto:jsuarez@dpw.lacounty.gov">jsuarez@dpw.lacounty.gov</a>&lt;<a href="mailto:jsuarez@dpw.lacounty.gov">mailto:jsuarez@dpw.lacounty.gov</a>&gt;.</p> <p>Jose D. Cruz Civil Engineering Assistant Los Angeles County Public Works Office#: (626) 458-4921</p> <p>Project Number: PRJ2019-000294 Plan Name: RPPL2019006356 Plan Type: Environmental Work Class: Environmental Plan Location: Various Along LA River LDD Project Manager: Toan Duong PCA # / Task #: LOACEQAF/A559</p>
104	12/4/2019	Website		James Okazaki	Little Tokyo Community Council	Inasmuch as Option B proposed to have access to Little Tokyo, I support Option B as the preferred alternative for the LA River Bike Path

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105	12/4/2019	Email		Walter Davis		<p>Bike path needs to be accessible from both sides of the river. There's no access to the bike path from the east side of the River between Fletcher Dr. and Riverside Dr., which is a distance of about 3 miles. Absent a bridge, the Los Angeles communities of Cypress, Glassell Park, Mount Washington, and Eagle Rock will not have access to the bike path. There needs to be a bridge in the Rio de Los Angeles State Park area, which is at about the half way point between Fletcher and Riverside.</p> <p>Walter Davis  <b>[Redacted]</b></p>
106	12/4/2019	Email		David Johnsonny		<p>I just wish the path would be safe for cyclist. Lights and maybe those emergency panic buttons or just anything. Cuz the path near los felix is a bit sketchy at times with homeless n stuff.</p>
107	12/4/2019	Email		Kevin Bruce	ISI Development	<p>Hello,</p> <p>My name is Kevin Bruce. I'm a developer and a member of CCALA. I met Julia Brown at the November meeting. She put me in touch with Michael Cortez, with whom I've recently left a couple of messages but have yet to hear back.</p> <p>I was informed of the week of community meetings, unfortunately, my schedule didn't allow for me to attend. I left a brief message on Mr. Cortez's voicemail.</p> <p>I have a series of development projects that address Angela Barranca, of River LAs, call for installations along that path that have bathrooms.</p> <p>My developments, referred to as Urban Recreation Centers, are vertical parks with recreational facilities, that include bathrooms and I'd like to look into Measure M funds to see if they qualify for construction and sustainability under the umbrella of improving system connectivity and enhancing bike and pedestrian connections.</p> <p>These developments will incorporate modern technology as they will all be LEED certified green buildings and will be inter-connected through their internet cafes. These URCs are set to be dispersed about DTLA and connect to the LA River Path.</p> <p>I would love the opportunity to give a full presentation of the details of the URCs and how I see them complementing the LA River Path Plan.</p> <p>I wanted to get my "public comment " in during the open comment period.</p> <p>Please contact me to 1) inform me if such a project qualifies under Measure M, and 2) to schedule a full presentation on how I see the URCs being beneficial as well as providing restrooms.</p> <p>Thank you very much for your time, and many apologies to Mr. Cortez for me not being as timely as I need to be with this subject, I wish I could have been involved earlier.</p> <p>Please get back to me at your earliest convenience. I prefer phone calls over emails, but contact me either way.</p> <p>Kevin Bruce  ISI Development  626-533-1910</p>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
						<p>Hello,</p> <p>My name is Kevin Bruce. I'm a developer and a member of CCALA. I met Julia Brown at the November meeting. She put me in touch with Michael Cortez, with whom I've recently left a couple of messages but have yet to hear back.</p> <p>I was informed of the week of community meetings, unfortunately, my schedule didn't allow for me to attend. I left a brief message on Mr. Cortez's voicemail.</p> <p>I wanted to get my "public comment " in during the open comment period.</p> <p>I have a series of development projects that address Angela Barranca, of River LAs, call for installations along that path that have bathrooms.</p> <p>My developments, referred to as Urban Recreation Centers(TM), are vertical parks with recreational facilities, that include bathrooms and I'd like to look into Measure M funds to see if they qualify for construction and sustainability under the umbrella of improving system connectivity and enhancing bike and pedestrian connections.</p>
108	12/4/2019	Email		Kevin Bruce	ISI Development	<p>These developments will incorporate modern technology as they will all be LEED certified green buildings and will be inter-connected through their internet cafes. These URCs are set to be dispersed about DTLA and connect to the LA River Path.</p> <p>I would love the opportunity to give a full presentation of the details of the URCs and how I see them complementing the LA River Path Plan.</p> <p>Please contact me to 1) inform me if such a project qualifies under Measure M, and 2) to schedule a full presentation on how I see the URCs being beneficial as well as providing restrooms.</p> <p>Thank you very much for your time, and many apologies to Mr. Cortez for me not being as timely as I need to be with this subject, I wish I could have been involved earlier.</p> <p>Please get back to me at your earliest convenience. I prefer phone calls over emails, but contact me either way.</p> <p>Kevin Bruce ISI Development 626-533-1910</p>
109	12/5/2019	Website		Greg Bianchini		<p>Closing the gap in the bike path would be wonderful. It would really open up the recreational possibilities, and also allow people to more safely commute into downtown by bike. Please proceed ASAP! Right now getting from the northern to the southern paths requires a death defying ride through downtown traffic.</p> <p>This looks like a great project with multiple benefits for the community. It is an excellent opportunity to link the people who live in the area to one of the city's most iconic natural resources. The Los Angeles River is the genesis of the city and has been the life source of the Tongva, the Spanish, the Mexicans, and later, the Americans who have made Los Angeles home.</p> <p>I do believe; however, that since this project will cut through the regions many Latino neighborhoods, there should be cultural considerations made. I believe that this project can be great for moving people from the Eastside to DTLA efficiently, but it can also be a cultural landmark that can honor the City's Chicana/o residents who have seen their homes and livelihoods changed with increased and rapid gentrification. Much of that gentrification enabled by Metro projects. I support incorporating a large mural project along the bike path that would highlight local Chicana/o artists and honor the people who have called the Eastside their home for generations. I would cite Destination Crenshaw as a perfect example of what Metro can do along this bike path with a fraction of the cost. Metro awarded Destination Crenshaw \$15 million, it would cost much less to provide local Chicana/o muralists with the space and resources to create colorful and thought provoking murals honoring this City's Mexican and Chicana/o history.</p>
110	12/5/2019	Website		Sebastian Lozano		<p>As you begin to enter the more active planning stages of this project, please consider adding a mural project component that would highlight and honor the City's Chicana/o and Mexican history. This will not only make the bike path an efficient artery for the movement of people, but it will make this bike path a cultural landmark and destination. it would be great if people using the bike path can take in a mural while enjoying sweeping views of the city and be reminded of the people and history Los Angeles is so rich with. Also, adding a Chicana/o mural component to this project would help Metro in building goodwill with the community! I strongly urge you to take this into consideration and dream big for what this project can be beyond a bike path.</p> <p>P.S. the bike path path should be either elevated or top-of-bank. Anything that can get the bike path closed down during rain should not be considered.</p> <p>Thank you for your time!</p>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
111	12/5/2019	Website		Steve Messer	Concerned Off-Road Bicyclists Association	<p>On behalf of the Concerned Off-Road Bicyclists Association, I'd like to submit these comments in support of the effort to close the 8 mile gap in the LA River bikeway. We support designs that will minimize the need to close the path during wet weather and high water events.</p> <p>We would also like to propose that a bicycle skills park and/or a pump track be considered as an additional recreational amenity somewhere along the path, preferably in a park setting with other recreational and open space amenities. A bicycle skills park that is suitable for most styles of bikes would encourage younger riders to get out and get much-needed physical activity.</p> <p>CORBA has overseen the construction of a bike skills park in the city of Thousand Oaks, and the community response has been overwhelmingly positive.</p> <p>With no off-road cycling or mountain biking opportunities in the City of Los Angeles, a bike skills park or pump track would help encourage youth to use their bikes for more than just transport. A bike skills park that is accessible from the LA River Bikeway would allow kids from miles away to access the park by bicycle instead of driving.</p> <p>We have proposed similar facilities at Balboa Park in the San Fernando Valley. Having two such skills parks along the full LA River Bikeway is something we feel would elevate cycling, encourage physical activity and outdoor exercise, and be an incredibly valuable asset to the community.</p>
112	12/5/2019	Email		John Rossant	CoMotion LA	<p>Dear Lauren,</p> <p>As the head of CoMotion LA, the large forum on new urban mobility, I wanted to write to you directly to add our voice in the review of the three alternatives for the LA River Path Project. Three years ago, one of the reasons we in fact chose Los Angeles as the home of CoMotion was our excitement about the promise of a grand new biking and active transportation path along the axis of the LA River that would help knit together our vast city, bring to life the LA River, and encourage active mobility for Angelenos - with all that implies for the health and wellbeing of our citizens. What is currently being envisaged, however, is very far from that simple, elegant and important vision.</p> <p>We have real concerns about the path forward, and believe that the new proposed Alternatives raise some serious issues:</p> <ul style="list-style-type: none"> <li>- In-Channel path versus top Channel approach favored in Alternatives A, B, and C: Apart from raising the overall cost of the project in a serious way, we have concerns that the necessary new super-structures required will put at existential any further greening of the LA River.</li> <li>- The use of many right-angle turns, as envisaged in the Alternatives, will make it almost impossible to create a 'world class' bike path.</li> <li>- We have real concerns about the crossing envisaged in all three Alternatives that would run from the north end of Washington Boulevard to south of 26th Street. As our friends at FOLAR have noted, this would result in "one of the most complex bridges ever built in Los Angeles" and by itself could drain a considerable portion of the entire budget of the Project.</li> </ul> <p>Thank you, Lauren, for considering some of our reservations. I would be happy to meet up at any time to discuss further.</p>
113	12/5/2019	Email		Ron Kosinski	Caltrans (District 7 Division of Environmental Planning)	<p>Dear Ms. Cencic,</p> <p>Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Los Angeles (LA) River Path Project. An 8-mile bicycle and walking path is proposed along the LA River from Elysian Valley to the City of Maywood. Upon review of the project description, it was understood the proposed path alignment intersects the California Department of Transportation (Caltrans) facilities at Interstates (I)-5, I-10, State Route (SR) -110 and US-101. Coordination with Caltrans is required for the portions of the path that bypass these routes because the airspace below the facilities is owned by Caltrans. To best designate interagency responsibilities and expectations, a Cooperative (Co-Op) Agreement will be needed between Caltrans and Los Angeles County Metropolitan Transportation Authority (Metro). The Co-Op Agreement will clearly describe the capacity at which the two agencies will collaborate to effectively complete the project. The Co-Op Agreement will require Metro prepare a Project Study Report-Project Report (PSR-PR) and obtain an encroachment permit. The PSR-PR will study the effects of the proposed project and the encroachment permit will provide Metro the right to access the area within Caltrans right-of-way. Additionally, Caltrans will serve as a Responsible Agency under the California Environmental Quality Act (CEQA) and work together with Metro to have this project approved. As a Responsible Agency, Caltrans will review the Draft Environmental Impact Report (DEIR) and analyze any potential impacts the project may have within the abovementioned airspace.</p> <p>The LA River Project is an innovative project with the potential to transform and recreate public space along the LA River. Bicycle and walking paths are part of the new sustainable vision to reconstruct LA from a car-centric culture to a more mobility diverse system. To better support this change, the DEIR should include the following bicycle data:</p> <ul style="list-style-type: none"> <li>• The Average Daily Trips (ADT) expected to occur on the new proposed bikeway.</li> <li>• The current ADT on the portions of the LA River bike path existing to the north (San Fernando Valley) and south (Long Beach) of the proposed project.</li> <li>• The expected number of users and trips occurring during peak hours, off-peak hours, weekends, and weekdays.</li> </ul> <p>"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"</p> <p>If you have any further questions, please contact Lourdes Ortega, Senior Environmental Planner at (213) 897-9572. Caltrans looks forward to coordinating with Metro in this capacity and strongly supports the construction of the LA River Path Project.</p>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
114	12/5/2019	Website		Jalima Maldonado		<p>Hello, my name is Jalima Maldonado and I grew up in Boyle Heights and currently live on the Eastside. Over the last couple of years I have seen the Eastside dramatically change as gentrification intensifies. Though I welcome some of the changes, I have found it difficult to accept the erasure of the historic contributions and history of the Eastside's Chicana population. Los Angeles used to be famous for its Chicano murals, yet recently gentrification has led to the erasure of many of these historic murals.</p> <p>I support this bike path and think that it will be a great addition to the city. I do want to see Metro incorporate Chicano murals into this project. I think that murals would bring people to the bike path beyond commuting. A series of Chicana murals along the bike path would go far in honoring the community which has found itself under siege by rising rents and increased gentrification. Metro can do great things for mobility and the community with a well thought out muralization project. There are so many great artists that can contribute to a series of murals along the bike path.</p> <p>This looks like a really great project and I cannot wait to use it! Thank you for speaking with the community on this project!</p>
115	12/5/2019	Email		Anthony Higgins	Caltrans (District 7 Office of Regional Planning)	<p>Dear Lauren Cencic:</p> <p>Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The LA River Path is a proposed walking and bicycling path along an approximately 8-mile stretch of the Los Angeles River from Elysian Valley through downtown Los Angeles and the City of Vernon to the City of Maywood. The proposed pedestrian and bicycle path would provide connections to and between downtown Los Angeles, including the Arts District, Little Tokyo, Civic Center, El Pueblo District/Union Station, and the Wholesale District; the surrounding communities of Elysian Valley, Cypress Park, Elysian Park, Lincoln Heights, Chinatown, and Boyle Heights; and the cities of Vernon and Maywood. The surrounding area is currently underserved with limited pedestrian and bicycling infrastructure connecting the communities. Land uses within the Project area include single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational uses including the Los Angeles State Historic Park, health and medical facilities, educational institutions, flood control facilities, and transportation facilities.</p> <p>After reviewing the NOP, Caltrans has the following comments: Caltrans encourages projects of this nature that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and double trips made by walking and public transit by 2020. The Strategic Plan also seeks to achieve a 15% reduction in statewide, per capita, vehicle miles traveled (VMT) by 2020. Similar goals are embedded in the California Transportation Plan 2040, and Southern California Association of Governments' (SCAG) Regional Transportation Plan. Statewide "Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability" legislation such as AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals.</p> <p>Additionally, Caltrans recommends the following:</p> <ol style="list-style-type: none"> <li>1. Ensure robust connectivity from local surface streets and sidewalks. Adequate connecting facilities are critical to any active transportation network.</li> <li>2. Provide way-finding signage to highlight access points to the LA River Pathway.</li> <li>3. Look for opportunities to enhance safety for pedestrians/bicyclists in areas on or near Freeway on- and off-ramps and consult with Caltrans regarding any proposed improvements.</li> <li>4. As the project will cross under or adjacent to the 1-5, SR-110, US-101, and 1-10, multiple Caltrans permits and design approvals will be required.</li> <li>5. An encroachment permit will be required for any portion of the project that is within Caltrans Right of Way.</li> <li>6. If available, please provide a Construction Traffic Management Plan and Truck Haul Route Program for Caltrans review.</li> <li>7. Bicycle and pedestrian detours during construction should meet or exceed standards required in the California Manual on Uniform Control Devices. Maintaining viable detour routes during construction, that include adequate barriers against motorized traffic, is critical to the safety and comfort of pedestrians and bicyclists.</li> <li>8. Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.</li> </ol> <p>If you have any questions, please contact project coordinator Anthony Higgins, at <a href="mailto:anthony.higgins@dot.ca.gov">anthony.higgins@dot.ca.gov</a> and refer to GTS# 07-LA-2019-02878.</p>
116	12/5/2019	Website		Rose Gutierrez		<p>As a lifelong resident of Los Angeles, I welcome these projects as they begin to bridge the gaps of equability that exist between the Eastside and the Westside. This project looks like it has the potential to be a game changer in "bridging" the LA river and making the Downtown core more accessible to the residents who live in the communities of Cypress Park, Lincoln Heights, and Boyle Heights. I hope that you strive to make the bike path accessible for ALL and make it safe for women at all hours of operation. Women should be able to use this bike path and not have to worry about being attacked. For this reason I suggest that the bike path be built with as much exposure as possible. I feel that an elevated or top bank plan would best suit this need to make people feel safe. Exposure and light are key! I also favor Metro using the bike path as an opportunity create a series of murals using Chicano artists to depict the history and culture of the Chicano community. Los Angeles was once well known for its Chicano murals and this project could honor the Chicano community by allowing themselves to be represented in this large project that will be enjoyed by all.</p> <p>Thank you.</p>
117	12/5/2019	Email		Yuval Bar-Zemer	Linear City Development LLC	<p>Dear Lauren,</p> <p>Please accept this letter as summary of points which I believe should be addressed during the</p>

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						<p>environmental review process. I have carefully studied the three alternatives (A, B and C) that is now posted to your website. I have also reviewed the Metro report that was issued at the conclusion of the feasibility study (2016). I request that the environmental scope will be expanded to include a review of some of the options that were studied in the "feasibility study" but were excluded from all the alternatives. To be specific, the location of the bike path integrated at the bottom of the channel or incised into the Levy was mostly abandoned in the three alternatives that are presented. I strogly believe that studying the environmental impact of an in-channel alignment would benefit the project as an addition to any one of the alternatives or as a stand-alone alternative for the following reason:</p> <p>Cost I:  The original study (Feasibility study pg.66) identified a cost of \$22,622.100.00 for the bottom of channel alignment + a total cost of \$242,075,200.00 if all 17 point of access would be used. for a total cost of \$279.916,420.00  The cost of the three alternatives are as follows:  Alternative A: \$329M-\$443M  Alternative B: \$393M-\$523M  Alternative C: \$332M-\$446M  Considering that the budget for this project as voted by people that approved measure M is \$365M, Alternative B should not be an Alternative and that the probability of Alternative A and C to remain with he approved measure M budget is questionable and requires significant scrutiny. As we review available data of the City of Los Angeles with respect to the cost of building bridges across the Los Angeles River, it may require a change in paradigm to bring the cost to a place where it would be within the allowed budget of \$365M. Other reason for a big gap between the cost of an In-Channel alignment versus a top channel alignment is the fact that some of the land at the top of the channel is owned by private people and it will have to go through eminent domain</p> <p>Cost II  A detailed analysis of the crossing that appears in all three alternatives starting at the North point of Washington Blvd and landing South of 26 street. Although this is described as "one crossing" in fact this will probably end up one of the most complex bridges ever built in Los Angeles. The crossing entails meandering through a maze of rail road and street bridges with very tight clearances above and below, very limited space for structural support. This crossing by itself can "drain a significant percentage of the entire budget and without careful cost analysis of this section, the viability of the entire project would be at question. Environmental scope should include the impact of the three alternatives on Severn historically designated bridges. Every one of the three alternatives is intersecting going through, above or below historic bridges that are subject to secretary of State standards. Environmental scope should include the impact of the three alternatives on the approved Los Angeles River Master plan: The three alternatives offer a varying number of bridges as well as elevated portions of the path to be able to get through obstacles like existing bridges, rail crossings and freeways. These super-structures will require spanning the length of the river and the obstacles that can range between 80- to 200'-00 spans. These structures will require massive foundation that will surcharge the existing Levy and will make any of the future of greening the river as envisioned in the City of LA River Master plan practically impossible. Any removal of concrete and widening the channel would not be significantly more expensive or impossible and will render a city approved master plan a document that will dust on a shelf for this 7.8 miles. Environmental scope should analyze the the specific demand in between every point of access of the path. The current report (3 Alternatives) has provided a useful demand analysis with a projection for 2035. However this level of data is grossly lacking as it is the most important parameter of analyzing objectives for the path. The environmental review should provide an analysis that will show demand for each section (between two points of access) and should provide different data for pedestrian demand andCycling demand. This information is critical as it will be a tool for responsible design that meets the actual need of each segment. It will also provide a toll for projecting "return on investment" from a green perspective. How many car trips would be replaced by cycling trips and what is the carbon benefit of that). It is also critical to understand the role of this segment as part of the combined length of the path as it clearly will be now serving all communities that are within 3 miles of the path from Long Beach (or Seal Beach) to Griffith Park and very shortly all the way to Canoga park. Environmental scope should analyze the economic reality of "365 day per year Bike/ped path" Another glaring difference between the feasibility study and the three alternatives is that the three alternatives where develop under the instructions by elected officials that the bike path "must" be operationa l365 days a year. That statement made the feasibility study render useless as clearly one can not use an in-channel path during a rainy day. Based on the analysis that was included in the feasibility study on how many days per year the bottom of the channel will not be used due to rain, it appears that an average of 340 days a year there would be no problem while the usability of any bike path a recreational pedestrian during rainy day is minimal if not negligible. We therefore ask that an economic model of the daily cost per user would compare the cost of each one of the alternatives with the cost of the In-Channel version that was studied in the Feasibility study. Environmental scope should analyze the health impact of users in active transportation. Due to the physical constraints of the above channel alternatives, a significant portion of the alignment (more than 50%) is located right below high Voltage line of LADWP. Being near high voltage lines (these lines have the highest voltage in the entire LADWP distribution grid) may prove as having a negative health impact on the users of the path. Providing users with an option that is further away from theelectric lines and providing proper notification for users may be recommendation. Environmental scope should analyze the health impact of users in active transportation. Due to the limited amount of space, significant amount of the cycling alignment is within 20'-0 feet or less of the busiest railroad leading to Union Station. Exposing users to the diesel fumes of engines iscounter intuitive to a project that is designed to provide a healthy alternative for cyclist to be off the streets of the city and provide an attractive and health option for transportation. Environmental scope should analyze the who is the new bike path is serving. There are glaring gaps in basic statistics between the feasibility study and the three-alternative study. According the feasibility study (Pg. 140 there are 208,000 residents living within the Three-mile corridor of the project area. According to the 3-alternative study (Pg. 27) there are more than 933,000 residents in the same 3-mile corridor.... Someone must have made a big mistake. Regardless of the correct answer, the study should analyze the most important benefit which is closing the missing gap of two existing bike path one that goes from Atlantic Blvd to Long beach and Seal beach, and the other from Riverside Dr to the Autry Museum. The completed bike path will be serving a significantly larger constituency and will provide a real alternative for mechanized transportation for millions of people. The study should look at the long-term health befits of Angelson that will move from driving to work to safely cycling to work in the major employment centers that are right along the river (DTLA and the entire Industrial area along 70% of the</p>

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						<p>proposed bike path.) Environmental scope should analyze the value of crossing the river. The three alternatives offer 6-8 new bridges. These bridges were requested by elected official under the need to provide equitable access on both side of the river. Considering the fact that this section of the river has already 16 existing bridges that connect local streets and have sidewalks, the need to add so many new bridges just to justify access to one side of the river or another seems questionable.</p> <p>The environmental scope should include the cost benefit analysis of building a new bridge compared to using the existing bridges as a method of connectivity to the future path. Whether the alignment of the path is on the West or the East side of the river is negligible if it provides convenient access to the local street and sidewalk network. Environmental scope should analyze the diminishing value of "world class" bike path when right angle turns are introduced. Due to the introduction of many new bridges along the proposed path and due to the limitation of space between the edge of the river channel and obstacles like rail roads, it appears that no less than 12 and possibly up to 16 right angle turns would be part of the "World class bike way. What do these turns mean for commuting cyclists and what would be the minimum radius that these paths would have to comply to make sure the path remains a "world class" bike path.</p> <p>Environmental scope should analyze the benefit of modifying the low flow channel between Washington Blvd and Bandini Bl. The study should examine the benefit of changing the cross section at the bottom of this segment to mirror the cross section of the rest of the alignment (central low-flow channel that provides ample dry space on either side of the channel)</p>
118	12/5/2019	Website		Aditi Shakkarwar		<p>I think this is a great project and will increase bike access in the city. I would love to see a series of murals alongside the bike path that are commissioned to local Chicano/a artists and pay tribute to the Chicano/a heritage of the many neighborhoods the bike path will go through.</p>
119	12/5/19	Email		Brian Baldauf	Mountains Recreation and Conservation Authority	<p>Dear Ms. Cencic:</p> <p>The Mountains Recreation and Conservation Authority (MRCA) respectfully submits comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the proposed Los Angeles River Path Project (Project) along an approximately 8-mile stretch of the Los Angeles River from Elysian Valley through downtown Los Angeles, the City of Vernon, and ending at the City of Maywood. The MRCA supports the development of a continuous multi-user path with access points along the Los Angeles River, connecting to the surrounding communities, and the significant accomplishment of 32-miles of regional connectivity to the existing River paths to the north and south. This letter highlights items the MRCA hopes to be addressed in the planning, development, and analysis of the LA River Path Project and it's EIR. The MRCA is a public agency which was established in 1985 pursuant to the Joint Powers Act and is a partnership between the Santa Monica Mountains Conservancy, the Conejo Recreation and Park District, and the Rancho Simi Recreation and Park District. The MRCA manages more than 75,000 acres of parkland and is dedicated to the preservation and management of local open space and parkland, wildlife habitat, watershed lands, and trails as well as ensuring public access to public parkland. As advocates for the Los Angeles River, we have actively acquired and developed open spaces adjacent to the River. We have and continue to develop and provide planning of River and tributary path greenways (e.g. Elysian Valley Bikeway, Studio City Zev Yaroslavsky Los Angeles River Greenway Trail, Tujung Wash Greenway, Pacoima Mountain Bikeway, and Ballona Creek/Park to Playa) and existing parks (e.g. Elysian Valley Gateway Park, Lewis MacAdams Riverfront Park, Egret Park, Maywood Riverfront Park, Pacoima Wash Natural Park, and Compton Creek Natural Park) and planned future parks (e.g. Caballero Creek Confluence Park, Pacoima Wash Greenway-El Dorado Park, Arroyo Seco Confluence Park-Phase 2 and Taylor Yard-G2) located along existing and future River paths. The MRCA has been engaged as a stakeholder with the proposed Project over the last several years and during this scoping period by attending community events and the bus tour. We have compiled below a list of items with which we would like to share with you and hopefully will be thoroughly analyzed in your study:</p> <p>Access Points</p> <p>The Project's Feasibility Study currently proposes access points to be studied at every one-half mile along the River; however, the MRCA encourages Metro to take an approach that maximizes additional regular access points due to the need for frequent access to the Project. The currently proposed spacing cadence of access points seems sparse considering the dense, diverse communities that surround the Project. Though access points may be prohibitively expensive, Metro has an opportunity to create meaningful access points for these diverse neighborhoods and should study as many access points as possible, even if some may need to be developed in a phased approach. Connection to Existing and Planned Open Space Assets Based on our experience, immediate connectivity to adjacent developed public open space assets will symbiotically enhance usership of both spaces. In our estimation, Alternative A is the superior alignment in that the Project provides the simplest connection to the regionally significant Los Angeles State Historic Park (LASHP) by remaining on River right. Alternatives B and C do not accomplish this goal as they require a slight or more off-path connection via bridge from River left. Connectivity to an established open space provides a valuable resource to those using the future Project as it allows them to continue to recreate, decrease vehicle miles traveled (VMT), and also serves as a meaningful stopping venue, such as in this case to regionally important LASHP. Further, Alternative A includes a potential secondary greenway corridor on River left through Cypress Park/Lincoln Heights that will additionally connect existing and new parks that we see as a better option. MRCA is currently in design development of Arroyo Seco Confluence Park-Phase 2 that will be a link from existing and new River right users over the Figueroa/Riverside Bridge and could easily tie into this secondary loop and an eventual Arroyo Seco Greenway, as proposed in the Draft Upper Los Angeles River and Tributaries (ULART) Revitalization Plan. We look forward to working with Metro on planning this important connection.</p> <p>Greenway Enhancements</p> <p>Greenway improvements constructed alongside transportation paths and corridors are important and provide multiple benefits. Oftentimes, non-motorized vehicular paths may be implemented in phases due to available funding at the time with greenway improvements to be constructed later. The MRCA supports the priority goal to implement greenway improvements that include irrigated native plant landscaping, trees, stormwater best management practices (BMPs), shade, seating and gathering areas, and interpretive elements. These multi-benefit elements can be essential to the providing aesthetic continuity, resource conservation, habitat connectivity, cues to care, and generally useable spaces. We further encourage you to include analysis in your study that considers in-channel landscaped terracing that is co-located adjacent with the proposed path and offers greenway improvements where they may not be otherwise available due to narrow right-of-ways.</p>

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						<p>Existing Recreation Zones The existing seasonal (May-September) Elysian Valley Los Angeles River Recreation Zone (RRZ) has an in-channel take-out access point just up-stream of the MRCA's Egret Park. RRZ users exiting the River with kayaks or other steerable watercraft regularly need to cross the existing River path in order to get to staged vehicles for loading. The intersection of users and equipment can create conflicts and we welcome that your study examine strategies for optimizing this transition zone. As this is the northern terminus of the Project, we request that Metro consider this existing recreational access point into your work, and how safety for pedestrians, bicyclists, and individuals transporting their equipment across the path can be expanded. Furthermore, if off-path space for staging, loading, bike parking, and/or congregating of RRZ users and path users can be added into your Project would be an additional value captured. Consideration of the seasonal use of the access point should also be taken into account during the staging and construction of the Project.</p> <p>Future Recreation Zones Finally, the MRCA requests that Metro take future recreation zones into consideration when planning the Project, so as to not preclude future recreational opportunities for the public. There remain opportunities for future RRZs that could be implemented downstream of Elysian Valley all of the way to Long Beach, notably in the Project area perhaps near Downtown LA.. Though they have not been implemented to date, use of inchannel inflatable dams could create multiple or linked RRZs, and would require the same conditions described in the above comment. We look forward to working with Metro as this process continues, and thank you for reviewing our comments pertaining to the Los Angeles River Path Project. Please keep us informed as your team progresses and contact me with any questions at (323) 221-9944 x 190 or at brian.baldauf@mrca.ca.gov.</p>
120	12/5/2019	Email		Tom Perkins		<p>Just do it! This will be an incredible asset for The LA region. Ride your bike to the beach from downtown!</p> <p>Sent from my iPhone</p>
121	12/6/2019	Letter	NA	Todd Terrazas	Arts District Community Council	<p>Dear Lauren, Please accept this letter as ADCCLA's comment for the environmental scoping of the above project. We have reviewed the three alternatives (A, B and C) that is now posted to your website. We have also reviewed the Metro report that was issued at the conclusion of the feasibility study. Our request is that the environmental scope be expanded to include a review of some of the options that were studied in the "feasibility study" but were excluded from all the alternatives. To be specific, the location of the bike path integrated at the bottom of the channel or incised into the Levy was mostly abandoned in the three alternatives that are presented. We strongly believe that studying the environmental impact of an in-channel alignment would benefit the project as an addition to any one of the alternatives or as a stand-alone alternative for the following reason:</p> <p>Cost I: The original study (Feasibility study pg.66) identified a cost of \$22,622,100.00 for the bottom of channel alignment + a total cost of \$242,075,200.00 if all 17 point of access were to be used. for a total cost of \$279,916,420.00 The cost of the three alternatives are as follows: Alternative A: \$329M-\$443M Alternative B: \$393M-\$523M Alternative C: \$332M-\$446M</p> <p>Considering that the budget for this project, voted on by people that approved measure M is \$365M, Alternative B should not be an Alternative. Further, the probability of Alternative A and C remaining on target with the approved measure M budget is questionable at best and requires significant scrutiny. As we review available data of the City of Los Angeles with respect to the cost of building bridges across the Los Angeles River, it may require a change in paradigm to bring the cost to a place where it would be within the allowed budget of \$365M Another reason for the big gap between the cost of an In-Channel alignment versus a top channel alignment is the fact that some of the land at the top of the channel is owned by private stakeholders and it will have to go through eminent domain</p> <p>Cost II A detailed analysis of the crossing appears in all three alternatives starting at the North point of Washington Blvd and landing South of 26 Street. Although this is described as "one crossing", it in fact will likely end up as one of the most complex bridges ever built in Los Angeles. The crossing entails meandering through a maze of rail road and street bridges with very tight clearances above and below, and very limited space for structural support. This crossing by itself can "drain a significant percentage of the entire budget and without careful cost analysis of this section, the viability of the entire project comes into question.</p> <p>Environmental scope should include the impact of the three alternatives on the approved Los Angeles River Master plan: The three alternatives offer a varying number of bridges as well as elevated portions of the path to be able to get through obstacles like existing bridges, rail crossings and freeways. These super-structures will require spanning the length of the river and the obstacles that can range between 80- to 200'-00 spans. These structures will require massive foundations that will surcharge the existing Levy and will make the future of greening the river as envisioned in the City of LA River Master plan practically impossible. Any removal of concrete and widening of the channel would not be significantly more expensive or impossible and could render a city approved master plan into a document that collects dust on a shelf for this 7.8 miles.</p>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
						<p>Environmental scope should analyze the economic reality of “365 day per year Bike/ped path”</p> <p>Another glaring difference between the feasibility study and the three alternatives is that the three alternatives were developed under the instruction of elected officials stating that the bike path “must” be operational 365 days a year. That statement rendered the feasibility study useless as clearly one cannot use an in-channel path during a rainy day. Based on the analysis that was included in the feasibility study on how many days per year the bottom of the channel will not be used due to rain, it appears that an average of 340 days a year there would be no problem while the usability of any bike path a recreational pedestrian during rainy day is minimal if not negligible. We therefore ask that an economic model of the daily cost per user be compared to the cost of each one of the alternatives as well as the cost of the In-Channel plan that was studied in the Feasibility study.</p> <p>Environmental scope should analyze the health impact of users in active transportation.</p> <p>Due to the physical constraints of the above channel alternatives, a significant portion of the alignment (more than 50%) is located right below high Voltage line of LADWP. Being near high voltage lines (these lines have the highest voltage in the entire LADWP distribution grid) may prove as having a negative health impact on the users of the path. Providing users with an option that is further away from the electric lines and providing proper notification for users may be recommendation.</p> <p>Environmental scope should analyze the health impact of users in active transportation. Due to the limited amount of space, significant amount of the cycling alignment is within 20'-0 feet or less of the busiest railroad leading to Union Station. Exposing users to the diesel fumes of engines is counter intuitive to a project that is designed to provide a healthy alternative for cyclist to be off the streets of the city and provide an attractive and health option for transportation.</p> <p>Environmental scope should analyze who the new bike path is serving.</p> <p>There are glaring gaps in basic statistics between the feasibility study and the three-alternative studies.</p> <p>According the feasibility study (Pg. 140) there are 208,000 residents living within the Three-mile corridor of the project area.</p> <p>According to the 3-alternative studies (Pg. 27) there are more than 933,000 residents in the same 3-mile corridor....Someone seems to have made a big mistake. Regardless of the massive discrepancy, the study should analyze the most important benefit which is closing the gap between the two existing bike paths, one that goes from Atlantic Blvd to Long Beach and Seal Beach, and the other from Riverside Dr to the Autry Museum. The completed bike path will be serving a significantly larger constituency and will provide a real alternative for mechanized transportation for millions of people. The study should look at the long-term health benefits of Angelino's that will shift from driving to work, to safely cycling to work through the major employment centers located along the river (DTLA and the entire Industrial area along 70% of the proposed bike path.)</p> <p>Environmental scope should analyze the value of crossing the river.</p> <p>The three alternatives offer 6-8 new bridges. These bridges were requested by elected official under the need to provide equitable access on both side of the river. Considering the fact that this section of the river has already 16 existing bridges that connect local streets and have sidewalks, the need to add so many new bridges just to justify access to one side of the river or another seems questionable. The environmental scope should include the cost benefit analysis of building a new bridge compared to using the existing bridges as a method of connectivity to the future path.</p> <p>Whether the alignment of the path is on the West or the East Side of the river is negligible if it provides convenient access to the local streets and sidewalk network.</p> <p>Environmental scope should analyze the diminishing value of “world class” bike path when right angle turns are introduced.</p> <p>Due to the introduction of many new bridges along the proposed path and due to the limitation of space between the edge of the river channel and obstacles like rail roads, it appears that no less than 12 and possibly up to 16 right angle turns would be part of the “World class” bike way.</p> <p>What do these turns mean for commuting cyclists and what would be the minimum radius that these paths would have to comply to make sure the path remains a “world class” bike path.</p> <p>Environmental scope should analyze the benefit of modifying the low flow channel between Washington Blvd and Bandini Bl.</p> <p>The study should examine the benefit of changing the cross section at the bottom of this segment to mirror the cross section of the rest of the alignment (central low-flow channel that provides ample dry space on either side of the channel)</p> <p>We respectfully ask that NONE of these alternatives be presented to the Board in September and that the project team stay true to its mandate to provide a bike path gap closure that would offer a true sustainable alternative to driving a car in the region.</p>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
122	12/6/2019	Email			City of Los Angeles Bureau of Engineering	<p>Hi Lauren,</p> <p>I am managing the City of LA's proposed Park, Arts, and River Connectivity (PARC) Improvements project underneath the Sixth Street Viaduct, and would like to comment on the Notice of Preparation for Metro's LA River Path Project. The 12 acre PARC which spans the length of the Viaduct will join the communities of Boyle Heights and the heart of the Arts District, and will be a vital link to the LA River. It will feature active recreational opportunities, access to art and culture, and improve the vitality of both communities. In addition, cyclists will be using the West Park as an access point to cross the Viaduct which will include bicycle lanes. I also understand that Metro is exploring a future rail station near West Park. The existing Sixth Street tunnel immediately adjacent to West Park is a natural gateway to and from the LA River.</p> <p>I am encouraged to see that Metro is considering the Sixth Street tunnel as an access point in its LA River Path project for Alternative B and Alternative C. What concerns me, however, is that Alternative A only considers the Sixth Street tunnel as a *future opportunity* *potential *access point, favoring the 7th Street access point to the south instead. My colleagues in the City and myself feel that the Sixth Street tunnel access is so important to the area that we are requesting Metro to include it as an access point in all three Alternatives as the PARC aligns itself well with the statement in the Notice of Preparation for the LA River Path's project objective of providing a corridor that "enhances and provides recreational opportunities, livability, regional and local connectivity..."</p> <p>We are hopeful this can be done and are looking forward to the upcoming draft EIR.</p> <p>On Thu, Oct 31, 2019 at 12:49 PM Jan Green Rebstock &lt;Jan.Green.Rebstock@lacity.org&gt; wrote:</p> <p>&gt; FYI attached - Gary you might want to review and comment if there is a more favorable design for connectivity to 6th Street PARC. Comments are due December 6.</p> <p>&gt;</p> <p>&gt; Thanks,</p> <p>&gt; Jan</p> <p>&gt; Dr. Jan Green Rebstock</p> <p>&gt; Environmental Management Group   Environmental Supervisor II</p> <p>&gt; Bureau of Engineering   Department of Public Works</p> <p>&gt; 1149 S. Broadway, Suite 600</p> <p>&gt; Los Angeles, CA 90015</p> <p>&gt; Phone: 213 485 5761</p> <p>--</p> <p>Gary Lam, P.E. Sixth Street Viaduct Division   Senior Civil Engineer Bureau of Engineering   Department of Public Works 585 S. Santa Fe Avenue Los Angeles, CA 90013 Mail Stop 495-2 O: 213 694 4329   C: 213 923 4932 gary.lam@lacity.org</p> <p>&lt;<a href="http://eng.lacity.org/">http://eng.lacity.org/</a>&gt; &lt;<a href="https://www.facebook.com/LABureauEngineering/">https://www.facebook.com/LABureauEngineering/</a>&gt; &lt;<a href="https://www.instagram.com/labureauengineering/">https://www.instagram.com/labureauengineering/</a>&gt; *Proud Recipient of the Mayor's Office 2019 Gender Equity Award!*</p>
123	12/6/2019	Website		Phillip Gruber		<p>I am very excited about this initiative to connect the bike paths on the LA River across the downtown segment. I do not have any preference between the three proposals, and would favor whichever proposal is most likely to be expediently completed.</p>
124	12/6/2019	Email		Michael MacDonald		<p>Ms. Cencic, Thank you for the opportunity to provide feedback on Metro's LA River Path project.</p> <p>I support this important project that seeks to close the gap between north and south sections of the LA River Path, improve opportunities for walking/rolling, biking, and access to open spaces. I write with the following considerations that I urge Metro's project team address to ensure this project serves the most community benefit.</p>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
						<p>1. *Minimize potential of path closures.* While recreational use may be a large component of an off-street shared use path, many Angelenos use these paths as a low stress routes for travel and commuting. As we have seen with long and recurring closures of the LA River Path for maintenance and by the Army Corps of Engineers for flooding concerns, these paths lose much of their value if they are not dependably open. Thus the design types selected must be designed to maximize the all-season opening. Metro should select the path types that will minimize potential of flooding impacts: use elevated and top of bank path types, and absolutely avoid bottom of channel paths.</p> <p>Additionally, Metro should incorporate in its design the ability to perform necessary maintenance of the path in ways that does not prohibit passage during maintenance. This would mean either path designs that can be accommodate partial path maintenance that accommodates through passage and/or incorporating opportunities for detours that maintain the same level of safety, access, and comfort that the path provides. One option to meet this need would be to provide paths on both sides of the channel.</p> <p>2. *Connectivity/Access:* Metro should prioritize route options and access improvements that maximize access to and from the river path for pedestrians, people on bikes, and people with disabilities. This means maximizing the number and quality of access points, especially those which connect with current and future bike infrastructure, quality pedestrian facilities, destinations, and open spaces.</p> <p>Metro should identify and incorporate design, funding, and implementation for key bike, pedestrian, and transit connections adjacent to the project area. For example, incorporate adjacent protected bike lanes and pedestrian access on Riverside Drive and Stadium Way within project scope to allow safe and comfortable access to Elysian Park from LA River Path. Incorporate protected bike lanes on North Spring Street to allow safe and comfortable access between the river path and LA State Historic Park.</p> <p>Incorporate access from and connection to all bicycle routes identified on the City of LA's Mobility Plan 2035 "Bicycle Enhanced Network," including Broadway, North Main St, First St, and 6th St.</p> <p>Incorporate connections to the 6th Street Viaduct replacement's bike/pedestrian river crossings and bottom of channel access. Consider possible future connection to an southern extension of the Arroyo Seco Bike Path. Identify and incorporate connection to Metro's in-progress Active Transportation Rail to River Corridor.</p> <p>3. *Security:* Provide sufficient lighting for nighttime use, avoid hidden areas from which attacks of path users could be mounted, and provide regular egress points to allow user escape and to maximize equitable use of the path by women.</p> <p>4. *Ease of use:* Minimize grade changes throughout the path, particularly as the path crosses bridges above the river. Avoid relying on on-street crossovers to connect paths on each bank of the river.</p> <p>5. *Design to maximize family use:* Provide wide pathways with separate areas for pedestrians and people on bikes and area for side-by-side cycling and walking. Additionally, as e-bikes and e-scooters become more and more popular, it is critical that the path project incorporates plentiful and legible graphic signage that makes path use limitations on Type 3 e-bikes and e-scooters clear for all users regardless of language at access points and along the path itself to discourage dangerous use of the path.</p> <p>6. *Maximize consideration of Angelenos experiencing homelessness:* Many unhoused Angelenos currently reside in and around the Los Angeles River. These neighbors rely on pedestrian and bike routes for needed travel. Metro should take every effort in the design of the river path to minimize negative impact to residents experiencing homelessness, including those design decisions that might create situations that would increase their interactions with law enforcement.</p> <p>Additionally, while Metro's current project scope may focus on issues related to transportation, the project scope must recognize and take steps to address the homelessness crisis with which our region finds itself in. Metro's project team should provide recommendations and urgency to County and City agencies to provide supportive housing and services for unhoused residents who reside in and along the Los Angeles River to help address the needs and well being of these residents before the project starts construction.</p> <p>Thank you for your consideration,</p> <p>Michael MacDonald  <span style="color: red;">[Redacted]</span></p>
125	12/6/2019	Email		Liz Jones	Los Angeles Waterkeeper	<p>Ms. Cencic, Los Angeles Waterkeeper ("Waterkeeper") submits the following comments on the Notice of Preparation of a Draft Environmental Impact Report for the LA River Path Project.</p> <p>Waterkeeper is a nonprofit environmental organization with members throughout the LA region. We safeguard LA's inland and coastal waters by enforcing laws and empowering communities throughout Los Angeles County. In the twenty-five years since our founding, Waterkeeper has protected L.A. waterways from</p>

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						<p>thousands of Clean Water Act violations, worked to ensure access to safe drinking water, encouraged stormwater and wastewater recycling, and generated billions of investment dollars for remediation of our region’s most threatened waterways. Much of Waterkeeper’s work centers around rehabilitating the Los Angeles River and its watershed, and Waterkeeper has actively participated in the development of the LA River Master Plan as a Steering Committee member. Waterkeeper supports many aspects of the Path Project as an important community resource. However, given that the Project will determine the use of an 8-mile stretch immediately adjacent to the Los Angeles River, it is critical to ensure this project will not foreclose other opportunities for river rehabilitation by coordinating with other Los Angeles River planning processes. In addition, Metro and its partners at the City of Los Angeles and County of Los Angeles should take the opportunity during the CEQA process to determine the feasibility of providing public access to the Los Angeles River itself, as required by California law, and to more thoughtfully consider ancillary path improvements like signage and trash receptacles. Don’t Foreclose Other Revitalization Opportunities</p> <p>While Metro alludes to other ongoing revitalization efforts in its informational guidance about the LA River Path Project, more should be done to ensure the Path Project is appropriately integrated with these larger efforts—including the County LA River Master Plan Update, LA City LA River Revitalization Master Plan, City of LA pLAn, and Lower LA River Revitalization Plan—and will not foreclose revitalization opportunities envisioned in the efforts.</p> <p>For example, floodplain reclamation is mentioned in the LA River Master Plan meetings as a key way to reduce flood risk and improve resiliency. It is critical to determine whether the LA River Path Project will cross parcels that are good candidates for reclamation, based on potential to reduce flood risk, availability of land, or interest of property-owners to sell. If it will, those portions of the Project should be constructed accordingly—either by building the path on the opposite bank or by ensuring that the construction method selected does not make it more difficult to reclaim land in the future. The last thing we want is to spend resources building a particular route that is expensive to move and precludes future projects that could have multiple benefits. Similarly, the pLAn, County Master Plan, LA City LA River Revitalization Master Plan, and Lower LA River Revitalization Plan suggest concepts like terracing parks into the channel or restoring previously-industrial areas to create more green space. Some parcels have already been identified to create parks. The Path Project should complement these efforts rather than complicate them. We are especially skeptical of alternatives that cantilever the path over the river. Unless this option is particularly inexpensive and is presented as a temporary solution while additional land is acquired, this method will cement current infrastructure in place, inhibit habitat restoration, and physically separate people from the river. Relatedly, soil contamination should be addressed as the path is being constructed. Based on our experience filing Clean Water Act enforcement actions against industrial facilities in Vernon, we know that areas adjacent to the river in Vernon have an especially high concentration of contaminated sites. Metro should be especially thoughtful about the route of the path through Vernon, and should initiate conversations with facility owners early to acquire parcels and make sure they are safe to ride through. Ignoring these parcels and cantilevering the path will not help create a “safe” or “world-class” path.</p> <p>Determine the Feasibility of Providing Access to the River. The California Streets and Highways Code requires that entities building new bridges on city or county “streets” and “highways” across navigable waters first study, conduct public hearings, and prepare a report on the feasibility of providing public access to the waterway for recreational purposes. Cal. Sts. &amp; High. Code §§ 84.5, 991, 1809. This requirement extends to projects like the LA River Path Project because “street” and “highway” are defined broadly as “all or part of, or any right in, a . . . public highway, road, street, avenue, alley, lane, driveway, place, court, trail, or other public right-of-way or easement, or purported public street or highway, and rights connected therewith, including, but not limited to, restrictions of access or abutters’ rights, sloping easements, or other incidents to a street or highway.” Id. § 8308. According to the Notice of Preparation and information publicly available on Metro’s website, the Project will have up to seven river crossings and will be managed by the City and County of Los Angeles. As a result, these bike path crossings qualify for a river access feasibility analysis; Metro and the two municipalities must investigate opportunities to provide access from the proposed bike path bridges to the water itself—not just opportunities for access to the bike path from the surrounding community. And that investigation must happen now, before the crossings are selected and built. The current LA River revitalization planning processes re-imagine the river as a major open space resource for people living in adjacent communities. The LA River Path Project planning process should aim to further this vision by considering how the path might also provide access into the river. Our understanding is that the path will be designed for walking and general mobility, not just for bike riding. Therefore, the paths and bridges should connect people with the water and not just adjacent areas. Consider Improved Signage, Barriers, and Trash Receptacles In conjunction with assessing river access opportunities, the LA River Path Project should more explicitly include informational signage, barrier, shade trees to reduce the urban heat island effect, and trash receptacle improvements. The current barriers and signs along the LA River are largely unwelcoming, especially for community members that hope to access the river channel. Barriers restrict channel access and signs often tell the public to keep out of the river because it is unsuitable for recreational activities. The new path provides a good opportunity to rethink the barriers and introduce more inviting and educational signage about river access. This signage should be uniform along the Path so as not to send the public mixed messages about how they can recreate in and around the River. We also advocate for multilingual educational signage to inform our diverse Angeleno communities about the river’s history, ecology, and flood risk. In addition, barriers and signage should be reconsidered to facilitate access to the channel while still ensuring the public is informed about the risks during certain times of the year. This would help ensure compliance with California Constitution Art. X, § 4, which states that “No individual, partnership, or corporation, claiming or possessing the frontage or tidal lands of a . . . navigable water in this State, shall be permitted to exclude the right of way to such water whenever it is required for any public purpose, nor to destroy or obstruct the free navigation of such water.”</p> <p>Trash receptacles should also be incorporated into the path design as should a plan for maintaining the receptacles and removing the trash regularly. Trash remains a pervasive water quality pollutant. In fact, California State Water Resources Control Board lists the Los Angeles River Reach 2 as impaired for trash. A Total Maximum Daily Load has been set to reduce trash and allow the reach to once again support its intended beneficial uses, such as providing aquatic habitat and recreational opportunities. Receptacles are especially important to introduce because new sections of the path will allow more people to get closer to the river channel while conducting activities like walking, fishing, and biking that have the potential to generate plastic bottles and other trash.</p> <p>Conclusion; The LA River Path Project will be one of the first major projects completed along the Los Angeles River since LA River revitalization planning processes began. Its emphasis on creating recreational space for surrounding communities should serve as an example for future proposed projects along the river. At the same time, the Path Project presents an important opportunity to set an example for projects going forward. Los Angeles Waterkeeper encourages Metro to consider the above comments, especially as it works on the next phases of the project.</p> <p>Thank you for this opportunity to comment.</p>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
						Sincerely, Liz Jones
						Hello, Please find my comments below on the LA River Path project:  1) Please prioritize access and connectivity. Facilitating connections to key transit hubs along the Gold Line and Union Station will be crucial for those who do not live adjacent to the path. Also, it is imperative that this project is accompanied by street-grade infrastructure, including new bike lanes. The path will not get use without these connections.  2) Security. Please provide nighttime lighting. The path has the potential to become more than just a recreational path, but also a commuter bike path. However, riders must feel safe using the path at night as well.  3) Wayfinding. Ensure that there is sufficient and well-designed signage along the route.  Thank you, Sebastian Reyes  Sent from my iPhone
126	12/6/2019	Email		Sebastian Reyes		We live in cypress park, 90065, and our main wish is to have the rio de Los Angeles state park or the near by metro train Hub be connected to the bike paths so that we may access Both downtown And studio city/ Burbank by bike without having to ride on scary San Fernando rd at all.  We also would love the bike paths to connect to downtown/ china town along the la river.  We can not wait for the Taylor yard bridge to be built either, but really hope that bridge will be able To be accessed even when the rio de Los Angeles Park is closed for holidays or what have you.  We also would like it if the paths and access points and areas under the highway overpasses would be policed and the encampments kept an eye on. We know that homeless people don't have anywhere else to go, And do not support ticketing them or removing them, but sometimes We fear for our safety when we have to pass through an encampment where potentially violent people reside.  We also would like it if the Previously mentioned nearby metro train hub that is the one in between the 110 And the rio de Los Angeles state park Off of San Fernando) could be public; like, that we could walk down and catch a train from there.  Thank you!
127	12/6/2019	Website		Susanna Boney		I am writing to share my support for the LA River Path Project. Whatsoever, I do think a big focus needs to be on how cyclist can get to the actual river path via a protected bike lane network that is safe, reliable, well maintained, and connected. It is a failure if the river path is developed without fully considering connections to it. For example getting from Downtown up to the existing entrance of the park in Elysian Valley is quite dangerous and scare, Figueroa is a nightmare for cyclist, no protected lanes. So please, I urge you to assess how you're getting cyclist from all surrounding neighborhoods onto the new river paths safely.
128	12/6/2019	Website		Andres Quinche		I'm so happy that LA is expanding the LA river bike bath! I am both a commuter and recreational cyclist. I believe safety, reliability, and ease of connectivity are the important for any bike path. All three plans look wonderful, I personally prefer alternative A because it has the highest percentage of top bank path, but like the additional access points of Alternative B.  In regards to safety, will the path be well lit? I have generally avoided the river path after dark due to the isolation and some suspicious characters.
129	12/6/2019	Website		Kim Schrock		Are there any plans to expand bike paths near the access points for the LA river route?  I have found that in other protected bike paths (such as the San Gabriel River trail), the most perilous moment is when merging from a protected zone into traffic, especially if it is on a bridge and the access point is obstructed from view of traffic. I think adding a small section of bicycle bollards on streets with low visibility access points would be helpful (I understand that may be outside the scope of this project).  Thanks again for working on this wonderful project, I look forward to riding on the new path in the future. Have a wonder weekend.

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						Sincerely, Kim Schrock
130	12/6/2019	Website		Gabrielle Lessard		<p>I support the expansion of the LA River bike path, which by closing gaps in our bicycling infrastructure will enable more people to bicycle safely. I encourage Metro's project team to maximize the path's connectivity with streets, parks, Metro stations and other bicycling infrastructure. Much of the LA River bike path suffers from dangerous 'last mile' problems, such as the dangerous connection from Fletcher drive and the often-congested connection between the path and Griffith Park. At minimum, Metro should incorporate protected bike lanes between the expanded river path and Elysian Park, Riverside Drive and Stadium Way.</p> <p>Metro should maximize the security of the path by providing sufficient lighting and minimizing spaces where attackers can hide. The design should also address the reality that unhoused Angelinos live along the river and provide adequate space for them to move about while avoiding confrontations with path users.</p> <p>Metro should incorporate methods of maintaining the pathway that eliminate or minimize requirements for closure. Prolonged closures like those we have seen on other parts of the path discourage its use by commuters and others needing to travel from point to point. Finally, Metro should provide designated lanes for e-bikes and scooters or enforce a prohibition on their use on the path. These fast-moving vehicles can be a danger to pedestrians and slower-moving cyclists.</p>
131	12/6/2019	Website		Kristin Miller	UC Santa Cruz	<p>Reviewing the plans, I think it's clear that plan A is the safest and most viable option because it includes the most path on top of the riverbank at street level. Incised and elevated path designs make the path less safe and usable for women users, and are less accessible for more casual users and those with mobility issues.</p> <p>The farther removed I am from sightlines of motorists, pedestrians, and surrounding buildings while using a bike or walking path, the less likely I am to use it alone, early in the morning, or after dark, as I would need to for through-commuting by bike. I feel strongly that a top-of-bank design is the most equitable, and the one that will therefore get the most use.</p>
132	12/6/2019	Email		David McDonald		<p>My comments are as follows:</p> <p>Please provide walkable paths and easy access for all users in the project area.</p> <p>Plant as many trees and landscaping as possible so to mitigate the air pollution from surrounding industrial areas and nearby freeways.</p> <p>Please notify me of future projects in the San Fernando Valley, especially in the Studio City and Sherman Oaks communities as I live along the LA River in Studio City.</p> <p>Thank you. David McDonald</p>
133	12/6/2019	Website		Tim McDonald		<p>I support the LA River Path Project. It is important for the path to have access to a completed Arroyo Seco bike path for the great communities of Northeast LA to benefit from the LA River Path project.</p> <p>Thank you!</p>
134	12/6/2019	Website		Jim Meyer	Trails4All	<p>Hello and thank you for this opportunity to comment on this important project. I know that we are "late to the game", but it took us some-doing to finally make the right connection! (I spoke briefly at your Maywood scoping meeting.)</p> <p>For the past four years, Trails4All has represented the "other-than-bicycle" recreational and commuting trail users on the AB-530, "Lower Los Angeles River Revitalization Plan Working (LLARRP) Group". We currently have a Prop-68 grant pending to begin a feasibility study (and hopefully, prepare a trail plan that will connect the seven "Signature Projects" called out in the LLARRP. (See <a href="https://lowerlariver.org/#thePlan">https://lowerlariver.org/#thePlan</a>) If granted, Trails4All will be partnering with LA County Parks Trails Planning Section, and with the National Parks Service Rivers Trails Conservation Assistance Program (RTCA).</p> <p>Historically, the "Lario Trail" is a multi-use trail (dirt path) that parallels the LA River Bike Path, between the confluence of the Rio Hondo in South Gate, downstream to just below Spring Street in Long Beach. (Approx. 9.5 miles.)</p> <p>The new LLARRP proposes several new Parks, three of which will be upstream of the confluence, and we believe it will be possible to add an additional 4-5 miles of trail connecting us to the proposed "Atlantic Ave. River Park" in Vernon.</p> <p>While dirt multi-use trails are preferred by many users who are simply not comfortable sharing a paved path with fast moving bicycles, they are essential for equestrian users of which there are quite a few. In our lower section there are old, established equestrian stables/communities in South Gate, Paramount, North Long Beach, Compton, and Long Beach. The City of South Gate's Hollydale Park offers public riding arenas and pull-through equestrian parking, as does LA County Parks, with their 72nd St. Equestrian Facility in North Long Beach.</p>

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						<p>When we first heard that you all were looking for a way to close the gap for bicyclists between the upper and lower sections of the River, we realized that working with you would be our ONLY opportunity to connect our equestrian communities with the many equestrian communities in the upper LAR.</p> <p>There are very few funding sources for recreational trails, and huge costs like acquisitions, bridges or tunnels are generally out of our reach. However, a partnership whereby designing an adjacent trail, bridge or tunnel that is some feet wider, (as little as six feet may do), is much more feasible. If push-comes-to-shove (and, since we may be talking about bridges here, this is NOT meant literally ;-), maybe there could be sections where there would be "traffic control", and users would take turns.</p> <p>We are available (and eager) to discuss this in more detail...</p> <p>Regards, Jim Meyer Executive Director</p> <p>Trails4All 310-344-9229</p>
135	12/6/2019	Email		Belle Hsu		<p>To whom it might concern,</p> <p>However the committee decides to do, I would like to stress the importance of "timing".</p> <p>Please do take it into serious consideration that spring (from late February to late April and May) is the "nesting season" for all kinds of birds. When the committee plans any major constructions, please please please try to avoid these months as it will result seriously detrimental damages to the bird populations that habitat in these river areas, as the construction itself will already have a huge impact to all wild lives.</p> <p>Please help try to minimus the damages. Thank you for listening and your consideration.</p> <p>Warm regards,</p> <p>Belle Hsu</p>
136	12/6/2019	Email		Roderick Diaz	Southern California Regional Rail Authority (Metrolink)	<p>Dear Ms. Cencic:</p> <p>The Southern California Regional Rail Authority (SCRRA) has reviewed the NOP of the DEIR for the LA River Path Project (Project). We appreciate your emphasis on reducing vehicle miles traveled by constructing a new active transportation route. The Project carries great potential to provide a safe and accessible route for people traveling along the LA River, particularly those from neighboring historically disadvantaged communities. We acknowledge that this NOP represents the very beginning of a planning process and appreciate the opportunity to weigh in as early project decisions are considered. As the operator of the regional commuter rail system known as Metrolink, SCRRA has a shared responsibility to increase mobility across Los Angeles County and beyond by seeking out opportunities for a more integrated and connected transportation system for all. As an agency that highly values safety, SCRRA also has an obligation to ensure that safety comes first, always.</p> <p>As promoters of both mobility and safety, we would like to put forth the following initial comments:</p> <ol style="list-style-type: none"> <li>1. The Project design must not encroach over or onto railroad right-of-way (ROW), whether the design is elevated, top-of-bank/cantilevered, shared-use, separate use, or another alternative.</li> <li>2. The Project must be constructed with no provisions of access of any type into railroad ROW. The barrier height that separates train tracks from the Project must be tall and durable enough to preclude trespassing and minimize vandalism or destruction.</li> <li>3. The graphics and public outreach materials for this Project, such as on brochures and presentations, should accurately reflect this barrier and inability to trespass so as not to miscommunicate any access or aesthetics expectations to the general public.</li> <li>4. No access points may cross the railroad at grade. No new at-grade crossings shall be constructed to accommodate access points.</li> <li>5. Proper lighting should be installed to guide path users appropriately without interfering with railroad operations or impairing the train engineer's vision in any way. Any structural elements, including overhead crossings and stairways, must not block visibility of train signals or railroad warning devices.</li> <li>6. No drainage into the railroad ROW will be allowed from the Project, during or after its completion, from construction or shade partitions, for example.</li> <li>7. Trains can run 24 hours per day, 7 days per week. Metrolink operates trains on both the East and West Banks of the LA River. The Orange County and 91/Perris Valley Lines require access to the West Bank, as they operate South of Los Angeles Union Station (LAUS). The Antelope Valley and Ventura County Lines access the West Bank and operate North of LAUS. The San Bernardino and Riverside Lines traverse the East bank of the LA River, operating primarily East of LAUS. Within the above corridors and alongside the Project corridor, you may expect additional train traffic from Amtrak and freight train operators like BNSF and UP. In the future, California High Speed Rail may operate on the West Bank of the LA River.</li> </ol>

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						<p>8. To assess any requirements for barriers and other elements of the river path adjacent to railroad ROW, plans for the Project alternatives should be sent to the SCRRRA Engineering Department at the following address:</p> <p>SCRRRA Engineering Department Attn : Andrew Althorp, Principal Engineer 2558 Supply Street Pomona, CA 91767</p> <p>Andrew is also accessible via email at <a href="mailto:althor.Q.§@scrra.net">althor.Q.§@scrra.net</a>. Please continue to consult SCRRRA Engineering Standards and Design Manuals, and other engineering and construction guidelines as necessary, found at: <a href="http://www.metroinktrains.com/about/agency/engineering--construction/">www.metroinktrains.com/about/agency/engineering--construction/</a>. Thank you again for providing us with a copy of this NOP of the DEIR for review and for allowing us to provide commentary. We look forward to further collaboration and continuous involvement in the LA River Path Project. If you have any questions, please contact me at (213) 452-0455 or via email at <a href="mailto:diazr@scrra.net">diazr@scrra.net</a>.</p>
137	12/6/2019	Website		Clara Solis		<p>Metro needs to do a better job on outreach. There were hardly any participants at the scoping meeting I attended. Particular efforts should be made to reach under-served communities</p> <p>There should be access points to the bottom of the channel along the path.</p> <p>None of the Alternatives have all the components which I feel are important to provide access to under served communities. The chosen Alternative should have Eastside access from the 1st street Gold Line Station. It should have an access point from Atlantic Blvd. at the South end in addition to the existing one. Atlantic Blvd. here has a great deal of traffic. It should have access to Ed Reyes Greenway on the East. There should be Downey Road access.</p> <p>Thank you</p> <p>Clara Solis</p>
138	12/6/2019	Website		LARP Scoping: Steven Appleton	LA River Kayak Safari/WISP	<p>Dear Metro LA Riverpath Project Team, My apologies for my limited response but I am sure you have gotten a lot of detailed feedback from others. I will offer just a few brief comments: (1) Potential East/West Loops offered by A will expand access and future possibilities: One of the intriguing aspects of A is the potential for a future “loop” between Albion and Figueroa Street. The possibility exists to go beyond this and connect the dots: (1) West bank Elysian Valley and “Colonnades” of the 1924 Dayton Ave Bridge (2) Figueroa St and (3) the not much discussed East bank corridors along San Fernando Rd. and connecting to the future G2 park. Though outside the scope of this project, I hope that Metro will note this and urge future engagement of Metrolink to open needed additional space along San Fernando Rd. There is room along San Fernando Rd. to expand adjacent to the Metrolink Central Maintenance Facility. The “landscaped” fence should move back to the required minimum distance to railroad tracks and allow safe bike passage along this busy route. Alternatively, East river may itself become a future path. I favor the Alternative A in the way that it creates possibility for various future loops: such as Elysian ValleyàColonnades àAlbion àFigueroa or G2 ParkàSan FernandoàFigueroaàAlbionàColonnades etc. Not only would such routes be practical and useful, they are also visually epic in the way that they mix urban, industrial, historical and nature experiences. I urge the team to take a look at a conceptual design I worked on for the area of the remnant colonnades of the 1924 Dayton Ave Bridge: <a href="https://stevenappleton.com/Riverside-Colonnade-Figueroa">https://stevenappleton.com/Riverside-Colonnade-Figueroa</a> I explored the public use concepts for this site and worked through many historical documents during the process. (2) Make Union Station a key destination: I favor the most direct connection possible to Union Station. Not only would this project practical transit value but it brings together practical use with urban/nature and historic resources. From the description B seems to make the more direction connection to Union Station. Is there a way to make such a direct connection in option A, while retaining some of the features of the Northern portion of A? (3) Weave historical structures, visual experiences, nature and safety features. I urge that features be built into the path that slows the path in a natural way at key junctures, offering views and experiences that will help to mediate potential for conflict between peds, rollers and bikes. Related, I hope that a policy will be developed to limit speed or type of electric bikes. These are great devices, but they will pose challenges over time and I believe that forward looking discussion and policy is in order. As a designer and community member in Elysian Valley, I had a chance to explore this a bit in another conceptual design I rendered see: <a href="https://stevenappleton.com/Paseando-Pathway">https://stevenappleton.com/Paseando-Pathway</a> During the many years I have lead kayakers and cyclists on tours in Elysian Valley I oft spoken about the future where we can “turn the corner” to downtown. This project is the most important tangible contribution underway in the river zone and you should feel inspired to do your utmost.</p>

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139	12/6/19	Email		Christina H		The LA River should have as much of a 'being in nature and park feel' as possible. We need it deparately in LA! For the northern portion of the plan, between Egret Park and Union Station, Alternative A looks best. For the next section until Washington Blvd Alternative B looks best. It is important to consider the noise of trains! Less noise is more relaxation and less stress!! Top of the bank is great where there is room for plants, and people are not right next to trains or freeways. Otherwise the feeling of nature would be strongest with an incision path. One feels protected and removed from the buzzle and noise closer to the water and below loud noises. I am not a fan of the elevated path. Everything is louder from up top. Thanks for considering. Christina
140	12/6/19	Email		Gloria Kannas		Lauren Cencic, METRO Los Angeles must not proceed with this unconscionable project that has been promoted with a cartoon (see below), marketing to children the direct ingestion of manufactured gas plant wastes mixed with synthetic chemical weapons wastes. By comparing the marketing "spin" being sold as "beneficial to the health and prosperity" of all Los Angeles residents of this "LA River bike path", to a historic photo of the same location in the 1930s', you can see the actual environmental impacts inflicted on the proposed "LA River bike path" south of the Macy Street bridge crossing the Los Angeles river in the same location as METRO Los Angeles' "marketing" cartoon. This is the same location - today - of the western side of the Macy Street bridge (AKA Cesar Chavez) bridge that clearly shows the water wastes being pumped from the Aliso Street Manufactured Gas Plant toxic acid lake directly underneath the surface by both METRO Los Angeles and the City of Los Angeles. If you need to understand what it's like to ingest the hazardous and toxic industrial chemical wastes from this location, I can provide an excruciatingly detailed testimonial of the effects on human health from a worker grievously harmed at this location between 2008 and 2015 as a civilian employee of the City of Los Angeles.As a basic human rights issue, anyone who loves their own life or family would agree this project is highly hazardous to human health, and the costs to medically treat the people affected by the poisons pouring out along the Los Angeles River will be far greater than any prosperity proposed by METRO Los Angeles. This will allow public access and direct exposure on top of the "water discharge" pipes underneath the Macy Street (AKA Cesar Chavez Street) bridge that has been discharging water from "chemical treatment plants" installed by METRO Los Angeles in 1995 and from the City of Los Angeles in 2006. This "water" is the output of "clarifiers" and "chemical oxidation injection" treatment plants operating underneath the P4 parking level at the METRO One Gateway Center as well as underneath Space 140 of the Edmund C. Piper Technical Center directly east from Union Station. Every day, the toxic industrial chemical acid lake left from the historic operation of the Aliso Street MGP and then the Naval Synthetic chemical weapons plant from World War II is being flushed into the LA River. METRO Los Angeles wants to put a bicycle/walking path directly over these water discharge drains, exposing countless new victims - including children - to the hazardous wastes still present underneath Union Station and the historic grounds of the .\liso Street MGP 1870-1943/Naval Synthetic Chemical Plant 1943 -1948. This 64-acre parcel of land - a world heritage chemical waste brownfield-- is the historic home of the Aliso Street MGP 1870-1943/Naval Synthetic Chemical Plant 1943-1948, and must be COM PLETELY remediated of the toxic acid lake still present below the proposed LA River Path. Change the land use designation and be managed as open space as a new National Park - Aliso Street MGP Memorial NP - allowing access through an untrammee natural area providing for a foot/bicycle thoroughfare between the Los Angeles River and Union Station. METRO Los Angeles marketing cartoon of the "LA River Path", shows families and children blissfully huffing carcinogenic PAH-VOCs', being immersed in soil gases that places them into a narcotic stupor as their brain cells begin dying, their blood stream via their lungs filled with PAH-VOCs', altering the DNA of their white blood cells in ways that induce harmful incurable blood cancers such as leukemia, lymphoma, and multiple myeloma. If this project proceeds as planned, future generations will suffer horrible, painful, unnecessary, deaths
141	12/6/19	Email		John Laue	City of Los Angeles Bicycle Advisory Committee	The comments below are my own opinions--they do not reflect my membership of the Bicycle Advisory Committee of LA. While I support overall project to connect the two segments of the LA River Bike Path with each other, I think the proposed design is over-engineered and way over-priced. With the proposed price-tag of this project, a number of much needed improvements directly related to the LA River bike path should have been included as part of the overall project. These include the following: 1. Repaving and improving access routes to the existing LA River bike path and developing a bike path from Griffith Park to Figueroa on the Eastern of the river. 2. Connecting and improving the existing Arroyo Seco bike path directly to the LA river bike path. 3. Developing at least one or more bike paths on one of the LA River tributaries to provide access to LA River bike path to serve a number of underserved minority communities in the San Fernando Valley. Bike paths in both the Pacoima and Tujunga washes would provide access to the communities of Pacoima, Sylmar, Van Nuys, Lake View Terrace. My problem with the project as proposed is that it's serve the low income communities in the San Fernando valley as well as other neighborhood not located along the river corridor. The project should have been broader in scope, and should have included improved access routes to the existing bike path as well as the development of bike paths in at least one or more LA River tributaries. If afraid that price-tag of this grandiose project is going to make it difficult if not impossible, to get the funding needed to complete bike paths along some of the LA river tributaries that are needed to develop a real, viable bikeway system that serves a much larger population than those who live near the river corridor itself,

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142	12/6/19	Email		Malcolm Katz		<p>Lauren Cencic,  METRO Los Angeles must not proceed with this unconscionable project that has been promoted with a cartoon (see below), marketing to children the direct ingestion of manufactured gas plant wastes mixed with synthetic chemical weapons wastes. By comparing the marketing "spin" being sold as "beneficial to the health and prosperity" of all Los Angeles residents of this "LA River bike path", to a historic photo of the same location in the 1930s', you can see the actual environmental impacts inflicted on the proposed "LA River bike path" south of the Macy Street bridge crossing the Los Angeles river in the same location as METRO Los Angeles' "marketing" cartoon. This is the same location - today - of the western side of the Macy Street bridge (AKA Cesar Chavez) bridge that clearly shows the water wastes being pumped from the Aliso Street Manufactured Gas Plant toxic acid lake directly underneath the surface by both METRO Los Angeles and the City of Los Angeles. If you need to understand what it's like to ingest the hazardous and toxic industrial chemical wastes from this location, I can provide an excruciatingly detailed testimonial of the effects on human health from a worker grievously harmed at this location between 2008 and 2015 as a civilian employee of the City of Los Angeles. As a basic human rights issue, anyone who loves their own life or family would agree this project is highly hazardous to human health, and the costs to medically treat the people affected by the poisons pouring out along the Los Angeles River will be far greater than any prosperity proposed by METRO Los Angeles. This will allow public access and direct exposure on top of the "water discharge" pipes underneath the Macy Street (AKA Cesar Chavez Street) bridge that has been discharging water from "chemical treatment plants" installed by METRO Los Angeles in 1995 and from the City of Los Angeles in 2006. This "water" is the output of "clarifiers" and "chemical oxidation injection" treatment plants operating underneath the P4 parking level at the METRO One Gateway Center as well as underneath Space 140 of the Edmund C. Piper Technical Center directly east from Union Station. Every day, the toxic industrial chemical acid lake left from the historic operation of the Aliso Street MGP and then the Naval Synthetic chemical weapons plant from World War II is being flushed into the LA River. METRO Los Angeles wants to put a bicycle/walking path directly over these water discharge drains, exposing countless new victims - including children - to the hazardous wastes still present underneath Union Station and the historic grounds of the Aliso Street MGP 1870-1943/Naval Synthetic Chemical Plant 1943-1948. This 64-acre parcel of land - a world heritage chemical waste brownfield- is the historic home of the Aliso Street MGP 1870-1943/Naval Synthetic Chemical Plant 1943-1948, and must be COMPLETELY remediated of the toxic acid lake still present below the proposed LA River Path. Change the land use designation and be managed as open space as a new National Park - Aliso Street MGP Memorial NP - allowing access through an untrammelled natural area providing for a foot/bicycle thoroughfare between the Los Angeles River and Union Station. METRO Los Angeles marketing cartoon of the "LA River Path", shows families and children blissfully huffing carcinogenic PAH-VOCS', being immersed in soil gases that places them into a narcotic stupor as their brain cells begin dying, their bloodstream via their lungs filled with PAH-VOCS', altering the DNA of their white blood cells in ways that induce harmful incurable blood cancers such as leukemia, lymphoma, and multiple myeloma. If this project proceeds as planned, future generations will suffer horrible, painful, unnecessary, deaths</p>
143	12/6/19	Email		Mal Granger	LAUSHS	<p>Lauren Cencic,  METRO Los Angeles must not proceed with this unconscionable project that has been promoted with a cartoon (see below), marketing to children the direct ingestion of manufactured gas plant wastes mixed with synthetic chemical weapons wastes. By comparing the marketing "spin" being sold as "beneficial to the health and prosperity" of all Los Angeles residents of this "LA River bike path", to a historic photo of the same location in the 1930s', you can see the actual environmental impacts inflicted on the proposed "LA River bike path" south of the Macy Street bridge crossing the Los Angeles river in the same location as METRO Los Angeles' "marketing" cartoon. This is the same location - today - of the western side of the Macy Street bridge (AKA Cesar Chavez) bridge that clearly shows the water wastes being pumped from the Aliso Street Manufactured Gas Plant toxic acid lake directly underneath the surface by both METRO Los Angeles and the City of Los Angeles. If you need to understand what it's like to ingest the hazardous and toxic industrial chemical wastes from this location, I can provide an excruciatingly detailed testimonial of the effects on human health from a worker grievously harmed at this location between 2008 and 2015 as a civilian employee of the City of Los Angeles. As a basic human rights issue, anyone who loves their own life or family would agree this project is highly hazardous to human health, and the costs to medically treat the people affected by the poisons pouring out along the Los Angeles River will be far greater than any prosperity proposed by METRO Los Angeles. This will allow public access and direct exposure on top of the "water discharge" pipes underneath the Macy Street (AKA Cesar Chavez Street) bridge that has been discharging water from "chemical treatment plants" installed by METRO Los Angeles in 1995 and from the City of Los Angeles in 2006. This "water" is the output of "clarifiers" and "chemical oxidation injection" treatment plants operating underneath the P4 parking level at the METRO One Gateway Center as well as underneath Space 140 of the Edmund C. Piper Technical Center directly east from Union Station. Every day, the toxic industrial chemical acid lake left from the historic operation of the Aliso Street MGP and then the Naval Synthetic chemical weapons plant from World War II is being flushed into the LA River. METRO Los Angeles wants to put a bicycle/walking path directly over these water discharge drains, exposing countless new victims - including children - to the hazardous wastes still present underneath Union Station and the historic grounds of the Aliso Street MGP 1870-1943/Naval Synthetic Chemical Plant 1943-1948. This 64-acre parcel of land - a world heritage chemical waste brownfield- is the historic home of the Aliso Street MGP 1870-1943/Naval Synthetic Chemical Plant 1943-1948, and must be COMPLETELY remediated of the toxic acid lake still present below the proposed LA River Path. Change the land use designation and be managed as open space as a new National Park - Aliso Street MGP Memorial NP - allowing access through an untrammelled natural area providing for a foot/bicycle thoroughfare between the Los Angeles River and Union Station. METRO Los Angeles marketing cartoon of the "LA River Path", shows families and children blissfully huffing carcinogenic PAH-VOCS', being immersed in soil gases that places them into a narcotic stupor as their brain cells begin dying, their bloodstream via their lungs filled with PAH-VOCS', altering the DNA of their white blood cells in ways that induce harmful incurable blood cancers such as leukemia, lymphoma, and multiple myeloma. If this project proceeds as planned, future generations will suffer horrible, painful, unnecessary, deaths</p>

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144	12/6/19	Email		Thomas J Hofmann		<p>Lauren Cencic,  METRO Los Angeles must not proceed with this unconscionable project that has been promoted with a cartoon (see below), marketing to children the direct ingestion of manufactured gas plant wastes mixed with synthetic chemical weapons wastes. By comparing the marketing "spin" being sold as "beneficial to the health and prosperity" of all Los Angeles residents of this "LA River bike path", to a historic photo of the same location in the 1930s', you can see the actual environmental impacts inflicted on the proposed "LA River bike path" south of the Macy Street bridge crossing the Los Angeles river in the same location as METRO Los Angeles' "marketing" cartoon. This is the same location - today - of the western side of the Macy Street bridge (AKA Cesar Chavez) bridge that clearly shows the water wastes being pumped from the Aliso Street Manufactured Gas Plant toxic acid lake directly underneath the surface by both METRO Los Angeles and the City of Los Angeles. If you need to understand what it's like to ingest the hazardous and toxic industrial chemical wastes from this location, I can provide an excruciatingly detailed testimonial of the effects on human health from a worker grievously harmed at this location between 2008 and 2015 as a civilian employee of the City of Los Angeles. As a basic human rights issue, anyone who loves their own life or family would agree this project is highly hazardous to human health, and the costs to medically treat the people affected by the poisons pouring out along the Los Angeles River will be far greater than any prosperity proposed by METRO Los Angeles. This will allow public access and direct exposure on top of the "water discharge" pipes underneath the Macy Street (AKA Cesar Chavez Street) bridge that has been discharging water from "chemical treatment plants" installed by METRO Los Angeles in 1995 and from the City of Los Angeles in 2006. This "water" is the output of "clarifiers" and "chemical oxidation injection" treatment plants operating underneath the P4 parking level at the METRO One Gateway Center as well as underneath Space 140 of the Edmund C. Piper Technical Center directly east from Union Station. Every day, the toxic industrial chemical acid lake left from the historic operation of the Aliso Street MGP and then the Naval Synthetic chemical weapons plant from World War II is being flushed into the LA River. METRO Los Angeles wants to put a bicycle/walking path directly over these water discharge drains, exposing countless new victims - including children - to the hazardous wastes still present underneath Union Station and the historic grounds of the Aliso Street MGP 1870-1943/Naval Synthetic Chemical Plant 1943-1948. This 64-acre parcel of land - a world heritage chemical waste brownfield- is the historic home of the Aliso Street MGP 1870-1943/Naval Synthetic Chemical Plant 1943-1948, and must be COMPLETELY remediated of the toxic acid lake still present below the proposed LA River Path. Change the land use designation and be managed as open space as a new National Park - Aliso Street MGP Memorial NP - allowing access through an untrammled natural area providing for a foot/bicycle thoroughfare between the Los Angeles River and Union Station. METRO Los Angeles marketing cartoon of the "LA River Path", shows families and children blissfully huffing carcinogenic PAH-VOCs', being immersed in soil gases that places them into a narcotic stupor as their brain cells begin dying, their blood stream via their lungs filled with PAH-VOCs', altering the DNA of their white blood cells in ways that induce harmful incurable blood cancers such as leukemia, lymphoma, and multiple myeloma. If this project proceeds as planned, future generations will suffer horrible, painful, unnecessary, deaths</p>
145	12/6/19	Email		Vicki Rice		<p>Lauren Cencic,  METRO Los Angeles must not proceed with this unconscionable project that has been promoted with a cartoon (see below), marketing to children the direct ingestion of manufactured gas plant wastes mixed with synthetic chemical weapons wastes. By comparing the marketing "spin" being sold as "beneficial to the health and prosperity" of all Los Angeles residents of this "LA River bike path", to a historic photo of the same location in the 1930s', you can see the actual environmental impacts inflicted on the proposed "LA River bike path" south of the Macy Street bridge crossing the Los Angeles river in the same location as METRO Los Angeles' "marketing" cartoon. This is the same location - today - of the western side of the Macy Street bridge (AKA Cesar Chavez) bridge that clearly shows the water wastes being pumped from the Aliso Street Manufactured Gas Plant toxic acid lake directly underneath the surface by both METRO Los Angeles and the City of Los Angeles. If you need to understand what it's like to ingest the hazardous and toxic industrial chemical wastes from this location, I can provide an excruciatingly detailed testimonial of the effects on human health from a worker grievously harmed at this location between 2008 and 2015 as a civilian employee of the City of Los Angeles. As a basic human rights issue, anyone who loves their own life or family would agree this project is highly hazardous to human health, and the costs to medically treat the people affected by the poisons pouring out along the Los Angeles River will be far greater than any prosperity proposed by METRO Los Angeles. This will allow public access and direct exposure on top of the "water discharge" pipes underneath the Macy Street (AKA Cesar Chavez Street) bridge that has been discharging water from "chemical treatment plants" installed by METRO Los Angeles in 1995 and from the City of Los Angeles in 2006. This "water" is the output of "clarifiers" and "chemical oxidation injection" treatment plants operating underneath the P4 parking level at the METRO One Gateway Center as well as underneath Space 140 of the Edmund C. Piper Technical Center directly east from Union Station. Every day, the toxic industrial chemical acid lake left from the historic operation of the Aliso Street MGP and then the Naval Synthetic chemical weapons plant from World War II is being flushed into the LA River. METRO Los Angeles wants to put a bicycle/walking path directly over these water discharge drains, exposing countless new victims - including children - to the hazardous wastes still present underneath Union Station and the historic grounds of the Aliso Street MGP 1870-1943/Naval Synthetic Chemical Plant 1943-1948. This 64-acre parcel of land - a world heritage chemical waste brownfield- is the historic home of the Aliso Street MGP 1870-1943/Naval Synthetic Chemical Plant 1943-1948, and must be COMPLETELY remediated of the toxic acid lake still present below the proposed LA River Path. Change the land use designation and be managed as open space as a new National Park - Aliso Street MGP Memorial NP - allowing access through an untrammled natural area providing for a foot/bicycle thoroughfare between the Los Angeles River and Union Station. METRO Los Angeles marketing cartoon of the "LA River Path", shows families and children blissfully huffing carcinogenic PAH-VOCs', being immersed in soil gases that places them into a narcotic stupor as their brain cells begin dying, their blood stream via their lungs filled with PAH-VOCs', altering the DNA of their white blood cells in ways that induce harmful incurable blood cancers such as leukemia, lymphoma, and multiple myeloma. If this project proceeds as planned, future generations will suffer horrible, painful, unnecessary, deaths</p>

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
146	12/6/19	Email		Nancy Pfeiffer	Gateway Cities Council of Governments	<p>The Gateway Cities Council of Governments (Gateway Cities COG) thanks the Los Angeles County Metropolitan Transportation Authority (Metro) and staff for their important work in developing the Conceptual Design Report and initiation of the Draft Environmental Impact Report for the Los Angeles River Path Project (Project). As the southern end of the Project falls within the boundaries of the cities of Commerce, Maywood, Vernon and the unincorporated community of East Los Angeles, the Gateway Cities COG is grateful for the opportunity to provide comment on the proposed scope of the Draft EIR and respectfully submits the following comments for consideration:</p> <ul style="list-style-type: none"> <li>• Consider and evaluate increased access points commensurate with southeast Los Angeles population density and access to parks, open space, recreation and opportunities.</li> <li>• Evaluate mosquito mitigation, environmental management of mosquito habitats, and potential public health impacts.</li> <li>• Coordinate Project access points with planned West Santa Ana Branch (WSAB)/Eco-Rapid stations in disadvantaged communities.</li> <li>• Coordinate project access points with the City of Vernon LA River Path Feasibility Study and City of Vernon Bicycle Master Plan.</li> <li>• Coordinate project access points with the City of Commerce and Citadel Outlets.</li> <li>• Align with the Gateway Cities COG's Strategic Transportation Plan Active Transportation Element.</li> <li>• Weigh cost of path design alternatives with most opportunity for future amenities.</li> </ul> <p>Consider and evaluate increased access points commensurate with southeast Los Angeles population density and access to parks, open space, recreation and access to opportunities. The Gateway Cities region is characterized by historically underinvested, disadvantaged and low-income communities (See Attachment A) that have little to no access to parks and open space, and are at the front lines for air quality impacts due to freeways, freight, and heavy industrial activities. This includes the communities of Commerce, Maywood, Vernon and East LA, which are located at the southern end of the Project. Access to the river path means access to opportunities, open space, recreation, and active transportation and should therefore be made available and prioritized for disadvantaged communities that have not benefitted from these types of opportunities in the past. As a new resource to be added in the Southeast Los Angeles region, alternatives that provide the most, and easiest, access to the river path commensurate with population density of surrounding communities should be prioritized for implementation. The City of Maywood has the highest population density of the Gateway Cities region and is higher than that of the City of Los Angeles (see Attachment B). In evaluating alternatives, existing parks, open space and recreation in the surrounding communities should also be considered as the river path may provide the only, or one of very few, opportunities for residents to access these resources. Evaluate mosquito mitigation, environmental management of mosquito habitats, and potential public health impacts. Addition of landscaping, greening elements, and natural habitats for wildlife as part of the Project should be done in coordination with the Greater Los Angeles County Vector Control District for purposes of potential mosquito increases and mosquito management as it relates to public health. Southeast LA communities are going to be vulnerable to various climate hazards, including extreme heat, flooding, and worsening air quality. There is no telling the level of impact that potential, increased mosquito-breeding habitat could have on disadvantaged communities suffering from other climate-related health hazards and with limited access to health facilities. Coordinate Project access points with planned West Santa Ana Branch (WSAB)/Eco-Rapid stations in disadvantaged communities. The City of Huntington Park is planned to have a WSAB station that can connect to southern project-end cities of Vernon and Maywood. The Project should evaluate impacts of connecting the WSAB corridor to the LA River Path, especially for planned stations that are closest to potential access points. Coordinate project access points with the City of Vernon LA River Path Feasibility Study and City of Vernon Bicycle Master Plan. While the City of Vernon is highly industrial with a population of 112 {2010 Census}, the City has a daytime, employee population of almost 40,000 {City of Vernon LA River Path Feasibility Study). As a low-income, highly industrialized and disadvantaged community, employees and residents could greatly benefit from coordination for increased active transportation modes and infrastructure. The LA River Path Project access points should align with local communities' active transportation priorities. Coordinate project access points with the City of Commerce and Citadel Outlets. The Project should further evaluate Alternatives A and B with benefits of access and recreation to the City of Commerce Citadel with focus on potential resident and employee use, as well as economic benefit. Alternatives A and B provide a second access point for City of Commerce residents and employees, and closer access to the Citadel outlets, via the potential East Atlantic Boulevard access point. As this potential access point is not included in Alternative C, review of Alternative C should include thorough analysis of loss of benefits to the disadvantaged community of Commerce, especially given the low level of community engagement conducted in Commerce during the conceptual design phase of the Project (only one community engagement event conducted in the City). Align with the Gateway Cities COG's Strategic Transportation Plan (STP) Active Transportation Element. Completed in 2015, the COG's Active Transportation Plan recognizes the importance of walking and cycling in reducing traffic and energy consumption, and providing greater transportation options that enhance quality of life and public health in disadvantaged communities. The Active Transportation Element illustrates how city-proposed bike facilities form the framework for a regional system, identifies regionally-significant bicycle projects to connect key activity centers, and visualizes both concerns and potential improvements related to bicycle and pedestrian access at the major transit stations within the Gateway Cities COG region. The Project should align with both local (e.g. City of Vernon Bicycle Master Plan) and regional transportation priorities, including the Gateway Cities COG's STP. Weigh cost of path design alternatives with most opportunity for future amenities. Generally, top-of-bank paths are less expensive and provide the greatest opportunity for adding amenities, including lighting, landscaping, and shading structures. Disadvantaged and low-income communities oftentimes lack the resources to add such amenities. In the area of landscaping, amenities can greatly add to benefits of mitigating urban heat, improving public health, and improving comfort and user experience. Alternatives B and C limit amenities that can be added, due to the proposed path designs. Review should therefore include consideration of benefits from amenities for disadvantaged communities. The Gateway Cities COG region is home to more than 2.1 million residents, many of whom live within the state's most disadvantaged census tracts (CalEnviroScreen 3.0). This includes the communities of Commerce, East Los Angeles, Maywood and Vernon who have much to benefit from active transportation and public health investments. We are thankful for the opportunity to participate and for your consideration of these comments. Please direct any communications to Gateway Cities COG Executive Director Nancy Pfeiffer at nancy@gatewaycog.org or (562) 663- 6850.</p>
147	12/9/19	Email		Jody Rath	River Ridge Stables	Just hurry up please! Great job so far - look forward to riding from Atwater to LBC. Happy to help any way I can. Jody Rath 310.463.4846

Comment Number	Comment Date	Comment Source	Meeting Location (If Applicable)	Name	Agency/ Organization	Comment
148	12/14/19	Email		Donovan Keith		Hi, I'm very excited for the improvements to the bikeways along the LA River. As you make these improvements, please keep in mind the needs of people who use these pathways on a daily basis for their utility and safety. The roughly ~2 year closure of the bike path near La Colombe coffee shop is simply too long, and the provided alternatives are insufficient. The detour along surface streets is no longer passable thanks to months of road construction. This only leaves Riverside drive which commonly has drivers going 50+ MPH and has significant potholes and road imperfections which are dangerous to cyclists, especially in this rainy season. Ideally, the bike trails would remain passable during construction, and any/all detours should be as minimal as possible. Would car drivers be willing to accept a 2 year non-passable detour? Thank you, Donovan Keith

**Attachment 3b**  
Original Comments Received

**BOARD OF PUBLIC WORKS  
MEMBERS**

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# CITY OF LOS ANGELES

CALIFORNIA



**ERIC GARCETTI**  
MAYOR

**OFFICE OF THE  
BOARD OF PUBLIC WORKS**

**DR. FERNANDO CAMPOS**  
EXECUTIVE OFFICER

200 NORTH SPRING STREET  
ROOM 361, CITY HALL  
LOS ANGELES, CA 90012

TEL: (213) 978-0261  
TDD: (213) 978-2310  
FAX: (213) 978-0278

<http://bpw.lacity.org>

October 29, 2019

Los Angeles County Metropolitan Transportation Authority (METRO)  
One Gateway Plaza  
Mail Stop 99-22-5  
Los Angeles, Ca 90012

**SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT**

Your correspondence letter dated October 23, 2019 has been assigned Communication Number 122412 and has been referred to our Bureau of Engineering for further research regarding your request.

We expect a response from our bureaus by December 13, 2019.

If you have any questions regarding this matter, please contact Vanessa Martin of my staff at (213) 978-0276. Thank you.

Respectfully,

Dr. Fernando Campos, Executive Officer  
Board of Public Works

FC: vm





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THE INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

DATE 10/15/2001 BY SP-6 [redacted]

EXCEPT WHERE SHOWN OTHERWISE, THIS DOCUMENT IS UNCLASSIFIED

DATE 10/15/2001 BY SP-6 [redacted]



DATE 10/15/2001 BY SP-6 [redacted]

# LOS ANGELES POLICE DEPARTMENT



**MICHEL R. MOORE**  
Chief of Police

**ERIC GARCETTI**  
Mayor

P. O. Box 30158  
Los Angeles, CA. 90030  
Telephone: (213) 972-1273  
TDD: (877) 275-5273  
Ref#: 4.1

October 29, 2019

Lauren Cencic, Senior Director  
Metro  
One Gateway Plaza  
Mail Stop 99-22-5  
Los Angeles, Ca. 90012

Dear Ms. Cencic:

Recently, we received a request for comments on an Environmental Impact Report concerning the Los Angeles River Path Project. In preparation of this request, we consulted representatives within the Arts District Community of Downtown Los Angeles.

Currently, the Los Angeles Police Department has no objections or issues with this project as posted. This only pertains to the portion of the project within the City of Los Angeles and not to the portions of the project within the boundaries of the Cities of Vernon and Maywood.

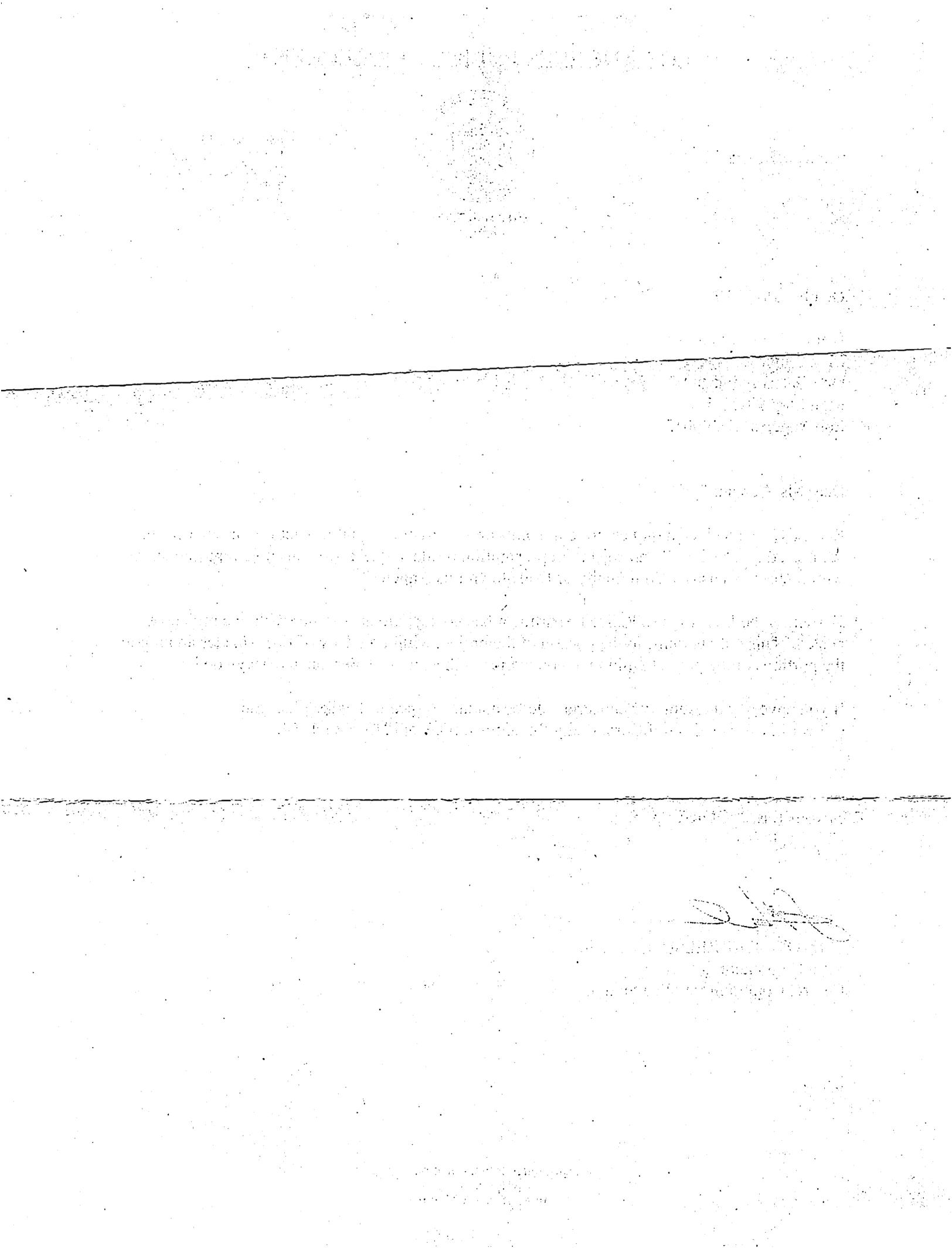
If you have any questions or concerns, please contact Sergeant II Mike Flanagan, Officer in Charge, Central Community Relations Office, at (213) 486-1164.

Respectfully,

MICHEL R. MOORE  
Chief of Police

A blue ink signature of T. Scott Harrelson.

T. SCOTT HARRELSON, Captain  
Area Commanding Officer  
Central Community Police Station



NATIVE AMERICAN HERITAGE COMMISSION  
Cultural and Environmental Department  
1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691 Phone: (916) 373-3710  
Email: [nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
Website: <http://www.nahc.ca.gov>



November 1, 2019

Lauren Cencic  
Los Angeles County  
One Gateway Plaza, Mail Stop 99-22-5  
Los Angeles, CA 90012

RE: SCH# 2019100443, LA River Path Project, Los Angeles County

Dear Ms. Cencic:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

## AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. **Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
  - a. A brief description of the project.
  - b. The lead agency contact information.
  - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
  - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. **Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
  - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. **Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
  - a. Alternatives to the project.
  - b. Recommended mitigation measures.
  - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. **Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:
  - a. Type of environmental review necessary.
  - b. Significance of the tribal cultural resources.
  - c. Significance of the project's impacts on tribal cultural resources.
  - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. **Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. **Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
  - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
  - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
  - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
  - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3(b). (Pub. Resources Code §21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
  - a. Avoidance and preservation of the resources in place, including, but not limited to:
    - i. Planning and construction to avoid the resources and protect the cultural and natural context.
    - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
  - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - i. Protecting the cultural character and integrity of the resource.
    - ii. Protecting the traditional use of the resource.
    - iii. Protecting the confidentiality of the resource.
  - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
  - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
  - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
  - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
  - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
  - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
  - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf)

## SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf).

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
  - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

### NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - a. If part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
  - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
  - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
  - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
  - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
  - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:  
[Andrew.Green@nahc.ca.gov](mailto:Andrew.Green@nahc.ca.gov).

Sincerely,



Andrew Green  
Staff Services Analyst

cc: State Clearinghouse

Noviembre 3, 2019

attn: Sr. Director Civic:

Gracias por darme el folleto. El proyecto del Rio me emociona mucho. Me alegro de todo los estudios que han y estan por realizar.

Agradezco que tiraron el puente viejo aunque tenia su belleza. Pero, la venida del centro al subir a Boyle Hts., se emboraba ya mucho otro temblor y no lo iba a soportar.

Creo que sera más bello y económico para la ciudad la alternativa "A." También estudiar la posibilidad de hacer viviendas de bajos recursos y así mucha gente que esta en la calle (por no poder pagar altas rentas) tendra donde vivir, especialmente los enfermos en silla de ruedas.

Sugiero que pongan flores nativas de los angeles. Yo veni en 1969, y me quede. Estoy contenta de vivir aqui, tambien trabajo - hoy retirada.

Yo no manejo de noche. Espero poder ir a Cypress Park, de lo contrario, me escriben.

Pepito, esta ciudad es linda y yo me considero Angelina!

El centro tiene mucha expansión y eso también me gusta. Ahí muchos buenos edificios, como Zukor's, May Co. La Broadway, 4th St, Polaris May, y varios teatros del ayer. Oh, se me olvidaba, Fed Reserve Bank edificio tan lindo.

Perdone por no tener computadora. Siguen luchando por esta gran ciudad.

Saludos,

Mary Martin



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

SENT VIA USPS AND E-MAIL:

November 19, 2019

[lariverpath@metro.net](mailto:lariverpath@metro.net)

Lauren Cencic, Sr. Director

Los Angeles County Metropolitan Transportation Authority (Metro)

One Gateway Plaza, Mail Stop: 99-22-5

Los Angeles, CA 90012

## **Notice of Preparation of a Draft Environmental Impact Report for the Los Angeles River Path Project**

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. South Coast AQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send South Coast AQMD a copy of the Draft EIR upon its completion and public release. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to South Coast AQMD. Please forward a copy of the Draft EIR directly to South Coast AQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files<sup>1</sup>. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, South Coast AQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

### **Air Quality Analysis**

South Coast AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. South Coast AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from South Coast AQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on South Coast AQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). South Coast AQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

South Coast AQMD has also developed both regional and localized significance thresholds. South Coast AQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to South Coast AQMD's CEQA regional pollutant emissions significance thresholds to determine air quality

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<sup>1</sup> Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

impacts. South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found here at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, South Coast AQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by South Coast AQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance<sup>2</sup> on strategies to reduce air pollution exposure near high-volume roadways can be found at: [https://www.arb.ca.gov/ch/rd\\_technical\\_advisory\\_final.PDF](https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF).

### **Mitigation Measures**

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

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<sup>2</sup> In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

- Chapter 11 “Mitigating the Impact of a Project” of South Coast AQMD’s *CEQA Air Quality Handbook* South Coast AQMD’s CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- South Coast AQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- South Coast AQMD’s Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>
- California Air Pollution Control Officers Association (CAPCOA)’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

### **Alternatives**

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

### **Permits**

If implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the CEQA document. For more information on permits, please visit South Coast AQMD’s webpage at: <http://www.aqmd.gov/home/permits>. If there are permitting questions, they can be directed to Engineering and Permitting Staff at (909) 396-3385.

### **Data Sources**

South Coast AQMD rules and relevant air quality reports and data are available by calling South Coast AQMD’s Public Information Center at (909) 396-2001. Much of the information available through the Public Information Center is also available at South Coast AQMD’s webpage at: <http://www.aqmd.gov>.

South Coast AQMD staff is available to work with the Lead Agency to ensure that project’s air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [lsun@aqmd.gov](mailto:lsun@aqmd.gov).

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

**COMMENTS TO LOS ANGELES RIVER PATH PROJECT**  
**November 24, 2019**

In performing the Environmental Impact Report for the Los Angeles River Project, Metro should consider the following:

Equity considerations for the LA River Path must be part of the EIR, particularly focusing on how to ensure that existing communities are not displaced as a result of the public investment in the River Path. For too long, low-income minority communities have suffered from public disinvestment, only to be displaced when public dollars are invested in an area. How can the public stakeholders (e.g., citizens and cities) capture a portion of the increased land values caused by the public investment that otherwise private interests (e.g., corporations and developers) historically have secured by displacing low income residents with new residents (gentrification). Could all new residential developments built within the “3-mile corridor” during a certain time period (e.g., 10 years) following ground breaking on the River Path be required to provide a certain minimum number of low-income housing units, or other payment for the public investment. I recognize this is an issue to be taken on at the city level, but it might be beneficial for the EIR to provide model language cities could use to craft land use ordinances to benefit existing low-income minority communities.

The objectives should be clearly stated and should include:

- 1) Provide an uninterrupted off-street pedestrian and bicycle path along the Los Angeles River that connects directly to the exiting paths at Elysian Valley and Maywood.
- 2) Provide access points and connections to surrounding neighborhoods and other transportation options (e.g., on-street bicycle, pedestrian facilities, and public transit). Access points should, to the extent possible, be evenly spaced along the corridor on both sides of the LA River. The access points must be usable to pedestrian and bicyclists of all ages and abilities.
- 3) Transition of the path between the proposed types (i.e., elevated, top-of-bank, cantilevered, and incised) must be designed to allow unimpeded travel for all path users including those with disabilities (e.g., wheel chairs).
- 4) The use of “bottom of channel” path should be avoided. Further, the alignment of the path should be designed to minimize the need to close the path to the public except in emergency conditions (e.g., severe weather). Repeated and/or extended closures will negate the utility of the path.

Commented [KE1]:

# alex ward, architect

2409 cloverfield boulevard, santa monica, CA 90405

Mayor James Butts, Chair  
Los Angeles County Metropolitan Transportation Authority Board of Directors  
One Gateway Plaza  
Los Angeles, CA

September 24, 2019

Re: LA River Path (2019-0443)

Dear Chairman Butts:

I am writing to you as a resident of Los Angeles County, a METRO user, a professional architect and urbanist, and an ardent supporter of the ongoing revitalization of the Los Angeles River, to express both support and concern for the proposed **LA River Path** Study, to be presented to you tomorrow for approval to move forward into the official EIR process.

First, I highly commend Metro for undertaking such a significant and monumental project to achieve greater connectivity for bike and other users to and along the Los Angeles River and to realize a long-standing dream of uniting upper and lower River bikeways. It would be truly exciting to see this goal finally achieved.

My concern revolves around the three alternatives that will be presented to you for approval going forward into the EIR process. I have reviewed the extensive work done in the "Conceptual Design Report", September 2019, the five alternatives studied, and the three recommended Alternatives A, B and C. All three alternatives certainly address the six main goals set out as primary decision criteria in the study. However:

- All three entail extensive engineering and construction as part of the solution, including 6 or more bridges and up to a third of the pathway on elevated infrastructure
- Partly due to this, all three propose preliminary costing potentially well above the current funding, and probably allow too little contingency for cost escalation, especially considering the duration of the project and the necessity of property acquisition
- All three propose significant construction in and adjacent to the existing River channel

I am concerned that the elaborate nature of the design for these three alternatives will:

- Lead to significant cost overruns, thus incurring removal of some portions of the project and significant compromise of the design
- Necessitate a much longer timeline for realization, delaying this dream unnecessarily
- Perhaps most importantly, create barriers both physical and financial to other as yet undeveloped ideas for further revitalization, greening and socially beneficial projects along this section of the Los Angeles River

With these concerns in mind, I encourage the Metro board to approve these three alternatives for study and consideration in the EIR process ONLY if the original, in-channel bike path proposal contained in the original Metro feasibility study of May 2016 is also included as a further alternative for full analysis and consideration. The design proposed in the earlier feasibility study, while containing weaknesses that could be solved with further study and community input, more successfully addresses the concerns outlined above than any of the other proposed alternatives.

I hope this expression of both support and concern will help guide you and the entire Metro board as you vote to advance a major project affecting both the future of the city and its River.

Sincerely,

A handwritten signature in black ink, appearing to read "Alexander Ward". The signature is fluid and cursive, with a long horizontal stroke at the end.

Alexander Ward, AIA

2409 Cloverfield Boulevard  
Santa Monica, CA 90405

December 4, 2019

Lauren Cencic  
Project Manager  
Metro  
One Gateway Plaza.  
Los Angeles CA 90012

RE: LA River Path – Gap closure

Dear Lauren,

Please accept this letter as LARABA's comment for the environmental scoping of the above project.

We have reviewed the three alternatives (A, B and C) that is now posted to your website.

We have also reviewed the Metro report that was issued at the conclusion of the feasibility study.

Our request is that the environmental scope be expanded to include a review of some of the options that were studied in the "feasibility study" but were excluded from all the alternatives.

To be specific, the location of the bike path integrated at the bottom of the channel or incised into the Levy was mostly abandoned in the three alternatives that are presented.

We strongly believe that studying the environmental impact of an in-channel alignment would benefit the project as an addition to any one of the alternatives or as a stand-alone alternative for the following reason:

**Cost I:**

The original study (Feasibility study pg.66) identified a cost of **\$22,622.100.00** for the bottom of channel alignment + a total cost of **\$242,075,200.00** if all 17 point of access were to be used. for a total cost of **\$279.916,420.00**

The cost of the three alternatives are as follows:

**Alternative A: \$329M-\$443M**

**Alternative B: \$393M-\$523M**

**Alternative C: \$332M-\$446M**

Considering that the budget for this project, voted on by people that approved measure M is \$365M, Alternative B should not be an Alternative. Further, the probability of Alternative A and C remaining on target with the approved measure M budget is questionable at best and requires significant scrutiny.

As we review available data of the City of Los Angeles with respect to the cost of building bridges across the



Los Angeles River, it may require a change in paradigm to bring the cost to a place where it would be within the allowed budget of \$365M

Another reason for the big gap between the cost of an In-Channel alignment versus a top channel alignment is the fact that some of the land at the top of the channel is owned by private stakeholders and it will have to go through eminent domain

## **Cost II**

A detailed analysis of the crossing appears in all three alternatives starting at the North point of Washington Blvd and landing South of 26 Street.

Although this is described as “one crossing”, it in fact will likely end up as one of the most complex bridges ever built in Los Angeles. The crossing entails meandering through a maze of rail road and street bridges with very tight clearances above and below, and very limited space for structural support.

This crossing by itself can “drain a significant percentage of the entire budget and without careful cost analysis of this section, the viability of the entire project comes into question.

## **Environmental scope should include the impact of the three alternatives on the approved Los Angeles River Master plan:**

The three alternatives offer a varying number of bridges as well as elevated portions of the path to be able to get through obstacles like existing bridges, rail crossings and freeways. These super-structures will require spanning the length of the river and the obstacles that can range between 80- to 200'-00 spans. These structures will require massive foundations that will surcharge the existing Levy and will make the future of greening the river as envisioned in the City of LA River Master plan practically impossible. Any removal of concrete and widening of the channel would not be significantly more expensive or impossible and could render a city approved master plan into a document that collects dust on a shelf for this 7.8 miles.

## **Environmental scope should analyze the economic reality of “365 day per year Bike/ped path”**

Another glaring difference between the feasibility study and the three alternatives is that the three alternatives were developed under the instruction of elected officials stating that the bike path “must” be operational 365 days a year. That statement rendered the feasibility study useless as clearly one cannot use an in-channel path during a rainy day.

Based on the analysis that was included in the feasibility study on how many days per year the bottom of the channel will not be used due to rain, it appears that an average of 340 days a year there would be no problem while the usability of any bike path a recreational pedestrian during rainy day is minimal if not negligible. We therefore ask that an economic model of the daily cost per user be compared to the cost of each one of the alternatives as well as the cost of the In-Channel plan that was studied in the Feasibility study.



**Environmental scope should analyze the health impact of users in active transportation.**

Due to the physical constraints of the above channel alternatives, a significant portion of the alignment (more than 50%) is located right below high Voltage line of LADWP. Being near high voltage lines (these lines have the highest voltage in the entire LADWP distribution grid) may prove as having a negative health impact on the users of the path. Providing users with an option that is further away from the electric lines and providing proper notification for users may be recommendation.

**Environmental scope should analyze the health impact of users in active transportation.**

Due to the limited amount of space, significant amount of the cycling alignment is within 20'-0 feet or less of the busiest railroad leading to Union Station. Exposing users to the diesel fumes of engines is counter intuitive to a project that is designed to provide a healthy alternative for cyclist to be off the streets of the city and provide an attractive and health option for transportation.

**Environmental scope should analyze who the new bike path is serving.**

There are glaring gaps in basic statistics between the feasibility study and the three-alternative studies.

According the feasibility study (Pg. 140) there are 208,000 residents living within the Three-mile corridor of the project area.

According to the 3-alternative studies (Pg. 27) there are more than 933,000 residents in the same 3-mile corridor....

Someone seems to have made a big mistake.

Regardless of the massive discrepancy, the study should analyze the most important benefit which is closing the gap between the two existing bike paths, one that goes from Atlantic Blvd to Long Beach and Seal Beach, and the other from Riverside Dr. to the Autry Museum. The completed bike path will be serving a significantly larger constituency and will provide a real alternative for mechanized transportation for millions of people. The study should look at the long-term health benefits of Angelino's that will shift from driving to work, to safely cycling to work through the major employment centers located along the river (DTLA and the entire Industrial area along 70% of the proposed bike path.)

**Environmental scope should analyze the value of crossing the river.**

The three alternatives offer 6-8 new bridges. These bridges were requested by elected official under the need to provide equitable access on both side of the river.

Considering the fact that this section of the river has already 16 existing bridges that connect local streets and have sidewalks, the need to add so many new bridges just to justify access to one side of the river or another seems questionable. The environmental scope should include the cost benefit analysis of building a new bridge compared to using the existing bridges as a method of connectivity to the future path.

Whether the alignment of the path is on the West or the East Side of the river is negligible if it provides

convenient access to the local streets and sidewalk network.

**Environmental scope should analyze the diminishing value of “world class’ bike path when right angle turns are introduced.**

Due to the introduction of many new bridges along the proposed path and due to the limitation of space between the edge of the river channel and obstacles like rail roads, it appears that no less than 12 and possibly up to 16 right angle turns would be part of the “World class” bike way.

What do these turns mean for commuting cyclists and what would be the minimum radius that these paths would have to comply to make sure the path remains a “world class” bike path.

**Environmental scope should analyze the benefit of modifying the low flow channel between Washington Blvd and Bandini Bl.**

The study should examine the benefit of changing the cross section at the bottom of this segment to mirror the cross section of the rest of the alignment (central low-flow channel that provides ample dry space on either side of the channel)

We respectfully ask that NONE of these alternatives be presented to the Board in September and that the project team stay true to its mandate to provide a bike path gap closure that would offer a true sustainable alternative to driving a car in the region.

Sincerely,



Gabrielle Newmark  
President, LARABA

CC: Phil Washington - Metro  
Jose Huizar - Council District 14  
Eric Garcetti – Mayor, City of Los Angeles  
Seleta Reynolds – Manager, Department of Transportation  
Gary Lee Moore – Manager, Bureau of Engineering  
Michael Afflait - Mayors office - River

# CoMotion» LA

Lauren Cencic  
LA Metro  
One Gateway Plaza  
Los Angeles, CA 90012

Nov. 5, 2019

Dear Lauren,

As the head of CoMotion LA, the large forum on new urban mobility, I wanted to write to you directly to add our voice in the review of the three alternatives for the LA River Path Project. Three years ago, one of the reasons we in fact chose Los Angeles as the home of CoMotion was our excitement about the promise of a grand new biking and active transportation path along the axis of the LA River that would help knit together our vast city, bring to life the LA River, and encourage active mobility for Angelenos — with all that implies for the health and wellbeing of our citizens. What is currently being envisaged, however, is very far from that simple, elegant and important vision.

We have real concerns about the path forward, and believe that the new proposed Alternatives raise some serious issues:

— In-Channel path versus top Channel approach favored in Alternatives A, B, and C: Apart from raising the overall cost of the project in a serious way, we have concerns that the necessary new super-structures required will put at existential any further greening of the LA River.

— The use of many right-angle turns, as envisaged in the Alternatives, will make it almost impossible to create a 'world class' bike path.

— We have real concerns about the crossing envisaged in all three Alternatives that would run from the north end of Washington Boulevard to south of 26th Street. As our friends at FOLAR have noted, this would result in "one of the most complex bridges ever built in Los Angeles" and by itself could drain a considerable portion of the entire budget of the Project.

Thank you, Lauren, for considering some of our reservations. I would be happy to meet up at any time to discuss further.

Best



**John Rossant**  
CEO, CoMotion Inc.  
Founder and Chairman, NewCities Foundation



Ms. Lauren Cencic  
December 5, 2019  
Page 2

If you have any further questions, please contact Lourdes Ortega, Senior Environmental Planner at (213) 897-9572. Caltrans looks forward to coordinating with Metro in this capacity and strongly supports the construction of the LA River Path Project.

Sincerely,

A handwritten signature in black ink that reads "Ron Kosinski". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

**RON KOSINSKI**  
Deputy District Director  
Division of Environmental Planning

**YUVAL BAR-ZEMER**  
**1855 INDUSTRIAL STREET #709**  
**LOS ANGELES CA 90021 (213) 402-1505**

Lauren Cencic – Senior director

Metro

One Gateway Plaza. 99-22-5

Los Angeles CA 90012

RE: LA River Path – Scoping comments

Dear Lauren,

Please accept this letter as summary of points which I believe should be addressed during the environmental review process.

I have carefully studied the three alternatives (A, B and C) that is now posted to your website.

I have also reviewed the Metro report that was issued at the conclusion of the feasibility study (2016).

I request that the environmental scope will be expanded to include a review of some of the options that were studied in the “feasibility study” but were excluded from all the alternatives.

To be specific, the location of the bike path integrated at the bottom of the channel or incised into the Levy was mostly abandoned in the three alternatives that are presented.

I strongly believe that studying the environmental impact of an in-channel alignment would benefit the project as an addition to any one of the alternatives or as a stand-alone alternative for the following reason:

**Cost I:**

The original study (Feasibility study pg.66) identified a cost of **\$22,622.100.00** for the bottom of channel alignment + a total cost of **\$242,075,200.00** if all 17 point of access would be used. for a total cost of **\$279.916,420.00**

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**Alternative C: \$332M-\$446M**

Considering that the budget for this project as voted by people that approved measure M is \$365M, Alternative B should not be an Alternative and that the probability of Alternative A and C to remain with the approved measure M budget is questionable and requires significant scrutiny.

As we review available data of the City of Los Angeles with respect to the cost of building bridges across the Los Angeles River, it may require a change in paradigm to bring the cost to a place where it would be within the allowed budget of \$365M

Other reason for a big gap between the cost of an In-Channel alignment versus a top channel alignment is the fact that some of the land at the top of the channel is owned by private people and it will have to go through eminent domain

#### **Cost II**

A detailed analysis of the crossing that appears in all three alternatives starting at the North point of Washington Blvd and landing South of 26 street.

Although this is described as “one crossing” in fact this will probably end up one of the most complex bridges ever built in Los Angeles. The crossing entails meandering through a maze of rail road and street bridges with very tight clearances above and below, very limited space for structural support.

This crossing by itself can “drain a significant percentage of the entire budget and without careful cost analysis of this section, the viability of the entire project would be at question.

**Environmental scope should include the impact of the three alternatives on Severn historically designated bridges.**

Every one of the three alternatives is intersecting going through, above or below historic bridges that are subject to secretary of State standards.

**Environmental scope should include the impact of the three alternatives on the approved Los Angeles River Master plan:**

The three alternatives offer a varying number of bridges as well as elevated portions of the path to be able to get through obstacles like existing bridges, rail crossings and freeways. These super-structures will require spanning the length of the river and the obstacles that can range between 80- to 200'-00 spans. These structures will require massive foundation that will surcharge the existing Levy and will make any of the future of greening the river as envisioned in the City of LA River Master plan practically impossible. Any removal of concrete and widening the channel would not be significantly more

expensive or impossible and will render a city approved master plan a document that will dust on a shelf for this 7.8 miles.

**Environmental scope should analyze the the specific demand in between every point of access of the path.**

The current report (3 Alternatives) has provided a useful demand analysis with a projection for 2035.

However this level of data is grossly lacking as it is the most important parameter of analyzing objectives for the path. The environmental review should provide an analysis that will show demand for each section (between two points of access) and should provide different data for pedestrian demand and Cycling demand. This information is critical as it will be a tool for responsible design that meets the actual need of each segment. It will also provide a toll for projecting “return on investment” from a green perspective. How many car trips would be replaced by cycling trips and what is the carbon benefit of that). It is also critical to understand the role of this segment as part of the combined length of the path as it clearly will be now serving all communities that are within 3 miles of the path from Long Beach (or Seal Beach) to Griffith Park and very shortly all the way to Canoga park.

**Environmental scope should analyze the economic reality of “365 day per year Bike/ped path”**

Another glaring difference between the feasibility study and the three alternatives is that the three alternatives where develop under the instructions by elected officials that the bike path “must” be operational 365 days a year. That statement made the feasibility study render useless as clearly one can not use an in-channel path during a rainy day.

Based on the analysis that was included in the feasibility study on how many days per year the bottom of the channel will not be used due to rain, it appears that an average of 340 days a year there would be no problem while the usability of any bike path a recreational pedestrian during rainy day is minimal if not negligible. We therefore ask that an economic model of the daily cost per user would compare the cost of each one of the alternatives with the cost of the In-Channel version that was studied in the Feasibility study.

**Environmental scope should analyze the health impact of users in active transportation.**

Due to the physical constraints of the above channel alternatives, a significant portion of the alignment (more than 50%) is located right below high Voltage line of LADWP. Being near high voltage lines (these lines have the highest voltage in the entire LADWP distribution grid) may prove as having a negative health impact on the users of the path. Providing users with an option that is further away from the electric lines and providing proper notification for users may be recommendation.

**Environmental scope should analyze the health impact of users in active transportation.**

Due to the limited amount of space, significant amount of the cycling alignment is within 20’-0 feet or less of the busiest railroad leading to Union Station. Exposing users to the diesel fumes of engines is

counter intuitive to a project that is designed to provide a healthy alternative for cyclist to be off the streets of the city and provide an attractive and health option for transportation.

**Environmental scope should analyze the who is the new bike path is serving.**

There are glaring gaps in basic statistics between the feasibility study and the three-alternative study.

According the feasibility study (Pg. 140 there are 208,000 residents living within the Three-mile corridor of the project area.

According to the 3-alternative study (Pg. 27) there are more than 933,000 residents in the same 3-mile corridor....

Someone must have made a big mistake.

Regardless of the correct answer, the study should analyze the most important benefit which is closing the missing gap of two existing bike path one that goes from Atlantic Blvd to Long beach and Seal beach, and the other from Riverside Dr to the Autry Museum. The completed bike path will be serving a significantly larger constituency and will provide a real alternative for mechanized transportation for millions of people. The study should look at the long-term health benefits of Angelson that will move from driving to work to safely cycling to work in the major employment centers that are right along the river (DTLA and the entire Industrial area along 70% of the proposed bike path.)

**Environmental scope should analyze the value of crossing the river.**

The three alternatives offer 6-8 new bridges. These bridges were requested by elected official under the need to provide equitable access on both side of the river.

Considering the fact that this section of the river has already 16 existing bridges that connect local streets and have sidewalks, the need to add so many new bridges just to justify access to one side of the river or another seems questionable. The environmental scope should include the cost benefit analysis of building a new bridge compared to using the existing bridges as a method of connectivity to the future path.

Whether the alignment of the path is on the West or the East side of the river is negligible if it provides convenient access to the local street and sidewalk network.

**Environmental scope should analyze the diminishing value of “world class’ bike path when right angle turns are introduced.**

Due to the introduction of many new bridges along the proposed path and due to the limitation of space between the edge of the river channel and obstacles like rail roads, it appears that no less than 12 and possibly up to 16 right angle turns would be part of the “World class bike way.

What do these turns mean for commuting cyclists and what would be the minimum radius that these paths would have to comply to make sure the path remains a “world class’ bike path.

**Environmental scope should analyze the benefit of modifying the low flow channel between Washington Blvd and Bandini Bl.**

The study should examine the benefit of changing the cross section at the bottom of this segment to mirror the cross section of the rest of the alignment (central low-flow channel that provides ample dry space on either side of the channel)



**MOUNTAINS RECREATION & CONSERVATION AUTHORITY**  
Los Angeles River Center & Gardens  
570 West Avenue Twenty-Six, Suite 100  
Los Angeles, California 90065  
Phone (323) 221-9944 Fax (323) 221-9934

December 5, 2019

Ms. Lauren Cencic, Senior Director  
Metro  
One Gateway Plaza, Mail Stop: 99-22-5  
Los Angeles, California 90012

<<Transmitted via electronic mail: [lariverpath@metro.net](mailto:lariverpath@metro.net)>>

**RE: Los Angeles River Path Project Notice of Preparation Comments**

Dear Ms. Cencic:

The Mountains Recreation and Conservation Authority (MRCA) respectfully submits comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the proposed Los Angeles River Path Project (Project) along an approximately 8-mile stretch of the Los Angeles River from Elysian Valley through downtown Los Angeles, the City of Vernon, and ending at the City of Maywood. The MRCA supports the development of a continuous multi-user path with access points along the Los Angeles River, connecting to the surrounding communities, and the significant accomplishment of 32-miles of regional connectivity to the existing River paths to the north and south. This letter highlights items the MRCA hopes to be addressed in the planning, development, and analysis of the LA River Path Project and its EIR.

The MRCA is a public agency which was established in 1985 pursuant to the Joint Powers Act and is a partnership between the Santa Monica Mountains Conservancy, the Conejo Recreation and Park District, and the Rancho Simi Recreation and Park District. The MRCA manages more than 75,000 acres of parkland and is dedicated to the preservation and management of local open space and parkland, wildlife habitat, watershed lands, and trails as well as ensuring public access to public parkland. As advocates for the Los Angeles River, we have actively acquired and developed open spaces adjacent to the River. We have and continue to develop and provide planning of River and tributary path greenways (e.g. Elysian Valley Bikeway, Studio City Zev Yaroslavsky Los Angeles River Greenway Trail, Tujunga Wash Greenway, Pacoima Mountain Bikeway, and Ballona Creek/Park to Playa) and existing parks (e.g. Elysian Valley Gateway Park, Lewis MacAdams Riverfront Park, Egret Park, Maywood Riverfront Park, Pacoima Wash Natural Park, and Compton Creek Natural Park) and planned future parks (e.g. Caballero Creek Confluence Park, Pacoima Wash Greenway-El Dorado Park, Arroyo Seco Confluence Park-Phase 2 and Taylor Yard-G2) located along existing and future River paths.

The MRCA has been engaged as a stakeholder with the proposed Project over the last several years and during this scoping period by attending community events and the

bus tour. We have compiled below a list of items with which we would like to share with you and hopefully will be thoroughly analyzed in your study:

### **Access Points**

The Project's Feasibility Study currently proposes access points to be studied at every one-half mile along the River; however, the MRCA encourages Metro to take an approach that maximizes additional regular access points due to the need for frequent access to the Project. The currently proposed spacing cadence of access points seems sparse considering the dense, diverse communities that surround the Project. Though access points may be prohibitively expensive, Metro has an opportunity to create meaningful access points for these diverse neighborhoods and should study as many access points as possible, even if some may need to be developed in a phased approach.

### **Connection to Existing and Planned Open Space Assets**

Based on our experience, immediate connectivity to adjacent developed public open space assets will symbiotically enhance usership of both spaces. In our estimation, Alternative A is the superior alignment in that the Project provides the simplest connection to the regionally significant Los Angeles State Historic Park (LASHP) by remaining on River right. Alternatives B and C do not accomplish this goal as they require a slight or more off-path connection via bridge from River left. Connectivity to an established open space provides a valuable resource to those using the future Project as it allows them to continue to recreate, decrease vehicle miles traveled (VMT), and also serves as a meaningful stopping venue, such as in this case to regionally important LASHP.

Further, Alternative A includes a potential secondary greenway corridor on River left through Cypress Park/Lincoln Heights that will additionally connect existing and new parks that we see as a better option. MRCA is currently in design development of Arroyo Seco Confluence Park-Phase 2 that will be a link from existing and new River right users over the Figueroa/Riverside Bridge and could easily tie into this secondary loop and an eventual Arroyo Seco Greenway, as proposed in the Draft Upper Los Angeles River and Tributaries (ULART) Revitalization Plan. We look forward to working with Metro on planning this important connection.

### **Greenway Enhancements**

Greenway improvements constructed alongside transportation paths and corridors are important and provide multiple benefits. Oftentimes, non-motorized vehicular paths may be implemented in phases due to available funding at the time with greenway improvements to be constructed later. The MRCA supports the priority goal to implement greenway improvements that include irrigated native plant landscaping, trees, stormwater best management practices (BMPs), shade, seating and gathering areas, and interpretive elements. These multi-benefit elements can be essential to the providing aesthetic continuity, resource conservation, habitat connectivity, cues to care, and generally useable spaces. We further encourage you to include analysis in your study that considers in-channel landscaped terracing that is co-located adjacent with the proposed

path and offers greenway improvements where they may not be otherwise available due to narrow right-of-ways.

### **Existing Recreation Zones**

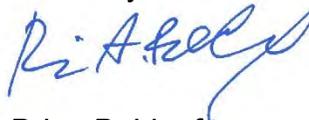
The existing seasonal (May-September) Elysian Valley Los Angeles River Recreation Zone (RRZ) has an in-channel take-out access point just up-stream of the MRCA's Egret Park. RRZ users exiting the River with kayaks or other steerable watercraft regularly need to cross the existing River path in order to get to staged vehicles for loading. The intersection of users and equipment can create conflicts and we welcome that your study examine strategies for optimizing this transition zone. As this is the northern terminus of the Project, we request that Metro consider this existing recreational access point into your work, and how safety for pedestrians, bicyclists, and individuals transporting their equipment across the path can be expanded. Furthermore, if off-path space for staging, loading, bike parking, and/or congregating of RRZ users and path users can be added into your Project would be an additional value captured. Consideration of the seasonal use of the access point should also be taken into account during the staging and construction of the Project.

### **Future Recreation Zones**

Finally, the MRCA requests that Metro take future recreation zones into consideration when planning the Project, so as to not preclude future recreational opportunities for the public. There remain opportunities for future RRZs that could be implemented downstream of Elysian Valley all of the way to Long Beach, notably in the Project area perhaps near Downtown LA.. Though they have not been implemented to date, use of in-channel inflatable dams could create multiple or linked RRZs, and would require the same conditions described in the above comment.

We look forward to working with Metro as this process continues, and thank you for reviewing our comments pertaining to the Los Angeles River Path Project. Please keep us informed as your team progresses and contact me with any questions at (323) 221-9944 x 190 or at [brian.baldauf@mrca.ca.gov](mailto:brian.baldauf@mrca.ca.gov).

Sincerely,



Brian Baldauf  
Chief of Watershed Planning



## Arts District Community Council LA

December 6, 2019

Lauren Cencic  
Project Manager  
Metro  
One Gateway Plaza.  
Los Angeles CA 90012

RE: LA River Path – Gap closure

Dear Lauren,

Please accept this letter as ADCCLA's comment for the environmental scoping of the above project.

We have reviewed the three alternatives (A, B and C) that is now posted to your website.

We have also reviewed the Metro report that was issued at the conclusion of the feasibility study.

Our request is that the environmental scope be expanded to include a review of some of the options that were studied in the "feasibility study" but were excluded from all the alternatives.

To be specific, the location of the bike path integrated at the bottom of the channel or incised into the Levy was mostly abandoned in the three alternatives that are presented.

We strongly believe that studying the environmental impact of an in-channel alignment would benefit the project as an addition to any one of the alternatives or as a stand-alone alternative for the following reason:

**Cost I:**

The original study (Feasibility study pg.66) identified a cost of **\$22,622.100.00** for the bottom of channel alignment + a total cost of **\$242,075,200.00** if all 17 point of access were to be used. for a total cost of **\$279.916,420.00**

The cost of the three alternatives are as follows:

**Alternative A: \$329M-\$443M**

**Alternative B: \$393M-\$523M**

**Alternative C: \$332M-\$446M**

Considering that the budget for this project, voted on by people that approved measure M is \$365M, Alternative B should not be an Alternative. Further, the probability of Alternative A and C remaining on target with the approved measure M budget is questionable at best and requires significant scrutiny.

As we review available data of the City of Los Angeles with respect to the cost of building bridges across the Los Angeles River, it may require a change in paradigm to bring the cost to a place where it would be within the allowed budget of \$365M

Another reason for the big gap between the cost of an In-Channel alignment versus a top channel alignment is the fact that some of the land at the top of the channel is owned by private stakeholders and it will have to go through eminent domain

### **Cost II**

A detailed analysis of the crossing appears in all three alternatives starting at the North point of Washington Blvd and landing South of 26 Street.

Although this is described as “one crossing”, it in fact will likely end up as one of the most complex bridges ever built in Los Angeles. The crossing entails meandering through a maze of rail road and street bridges with very tight clearances above and below, and very limited space for structural support.

This crossing by itself can “drain a significant percentage of the entire budget and without careful cost analysis of this section, the viability of the entire project comes into question.

### **Environmental scope should include the impact of the three alternatives on the approved Los Angeles River Master plan:**

The three alternatives offer a varying number of bridges as well as elevated portions of the path to be able to get through obstacles like existing bridges, rail crossings and freeways. These super-structures will require spanning the length of the river and the obstacles that can range between 80- to 200'-00 spans. These structures will require massive foundations that will surcharge the existing Levy and will make the future of greening the river as envisioned in the City of LA River Master plan practically impossible. Any removal of concrete and widening of the channel would not be significantly more expensive or impossible and could render a city approved master plan into a document that collects dust on a shelf for this 7.8 miles.

### **Environmental scope should analyze the economic reality of “365 day per year Bike/ped path”**

Another glaring difference between the feasibility study and the three alternatives is that the three alternatives were developed under the instruction of elected officials stating that the bike path “must” be operational 365 days a year. That statement rendered the feasibility study useless as clearly one cannot use an in-channel path during a rainy day.

Based on the analysis that was included in the feasibility study on how many days per year the bottom of the channel will not be used due to rain, it appears that an average of 340 days a year there would be

no problem while the usability of any bike path a recreational pedestrian during rainy day is minimal if not negligible. We therefore ask that an economic model of the daily cost per user be compared to the cost of each one of the alternatives as well as the cost of the In-Channel plan that was studied in the Feasibility study.

**Environmental scope should analyze the health impact of users in active transportation.**

Due to the physical constraints of the above channel alternatives, a significant portion of the alignment (more than 50%) is located right below high Voltage line of LADWP. Being near high voltage lines (these lines have the highest voltage in the entire LADWP distribution grid) may prove as having a negative health impact on the users of the path. Providing users with an option that is further away from the electric lines and providing proper notification for users may be recommendation.

**Environmental scope should analyze the health impact of users in active transportation.**

Due to the limited amount of space, significant amount of the cycling alignment is within 20'-0 feet or less of the busiest railroad leading to Union Station. Exposing users to the diesel fumes of engines is counter intuitive to a project that is designed to provide a healthy alternative for cyclist to be off the streets of the city and provide an attractive and health option for transportation.

**Environmental scope should analyze who the new bike path is serving.**

There are glaring gaps in basic statistics between the feasibility study and the three-alternative studies.

According the feasibility study (Pg. 140) there are 208,000 residents living within the Three-mile corridor of the project area.

According to the 3-alternative studies (Pg. 27) there are more than 933,000 residents in the same 3-mile corridor....

Someone seems to have made a big mistake.

Regardless of the massive discrepancy, the study should analyze the most important benefit which is closing the gap between the two existing bike paths, one that goes from Atlantic Blvd to Long Beach and Seal Beach, and the other from Riverside Dr to the Autry Museum. The completed bike path will be serving a significantly larger constituency and will provide a real alternative for mechanized transportation for millions of people. The study should look at the long-term health benefits of Angelino's that will shift from driving to work, to safely cycling to work through the major employment centers located along the river (DTLA and the entire Industrial area along 70% of the proposed bike path.)

**Environmental scope should analyze the value of crossing the river.**

The three alternatives offer 6-8 new bridges. These bridges where requested by elected official under the need to provide equitable access on both side of the river.

Considering the fact that this section of the river has already 16 existing bridges that connect local streets and have sidewalks, the need to add so many new bridges just to justify access to one side of the river or another seems questionable. The environmental scope should include the cost benefit analysis of building a new bridge compared to using the existing bridges as a method of connectivity to the future path.

Whether the alignment of the path is on the West or the East Side of the river is negligible if it provides convenient access to the local streets and sidewalk network.

**Environmental scope should analyze the diminishing value of “world class’ bike path when right angle turns are introduced.**

Due to the introduction of many new bridges along the proposed path and due to the limitation of space between the edge of the river channel and obstacles like rail roads, it appears that no less than 12 and possibly up to 16 right angle turns would be part of the “World class” bike way.

What do these turns mean for commuting cyclists and what would be the minimum radius that these paths would have to comply to make sure the path remains a “world class” bike path.

**Environmental scope should analyze the benefit of modifying the low flow channel between Washington Blvd and Bandini Bl.**

The study should examine the benefit of changing the cross section at the bottom of this segment to mirror the cross section of the rest of the alignment (central low-flow channel that provides ample dry space on either side of the channel)

We respectfully ask that NONE of these alternatives be presented to the Board in September and that the project team stay true to its mandate to provide a bike path gap closure that would offer a true sustainable alternative to driving a car in the region.

Sincerely,



Todd Terrazas  
President, ADCCLA

CC: Phil Washington - Metro  
Jose Huizar - Council District 14  
Eric Garcetti – Mayor, City of Los Angeles  
Seleta Reynolds – Manager, Department of Transportation  
Gary Lee Moore – Manager, Bureau of Engineering  
Michael Afflait – Mayor’s Office - River



December 6, 2019

Lauren Cencic, Sr. Director  
Metro  
One Gateway Plaza, Mail Stop: 99-22-5  
Los Angeles, CA 90012  
[lariverpath@metro.net](mailto:lariverpath@metro.net)

*RE: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the LA River Path Project*

Ms. Cencic,

Los Angeles Waterkeeper (“Waterkeeper”) submits the following comments on the Notice of Preparation of a Draft Environmental Impact Report for the LA River Path Project.

Waterkeeper is a nonprofit environmental organization with members throughout the LA region. We safeguard LA’s inland and coastal waters by enforcing laws and empowering communities throughout Los Angeles County. In the twenty-five years since our founding, Waterkeeper has protected L.A. waterways from thousands of Clean Water Act violations, worked to ensure access to safe drinking water, encouraged stormwater and wastewater recycling, and generated billions of investment dollars for remediation of our region’s most threatened waterways. Much of Waterkeeper’s work centers around rehabilitating the Los Angeles River and its watershed, and Waterkeeper has actively participated in the development of the LA River Master Plan as a Steering Committee member.

Waterkeeper supports many aspects of the Path Project as an important community resource. However, given that the Project will determine the use of an 8-mile stretch immediately adjacent to the Los Angeles River, it is critical to ensure this project will not foreclose other opportunities for river rehabilitation by coordinating with other Los Angeles River planning processes. In addition, Metro and its partners at the City of Los Angeles and County of Los Angeles should take the opportunity during the CEQA process to determine the feasibility of providing public access to the Los Angeles River itself, as required by California law, and to more thoughtfully consider ancillary path improvements like signage and trash receptacles.

### **Don’t Foreclose Other Revitalization Opportunities**

While Metro alludes to other ongoing revitalization efforts in its informational guidance about the LA River Path Project,<sup>1</sup> more should be done to ensure the Path Project is

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<sup>1</sup> Metro, *Frequently Asked Questions -Is this project going to include greening, park space, and river restoration?* <https://www.metro.net/projects/lariverpath/frequently-asked-questions/> (last visited Dec. 4, 2019) (Metro’s response to the FAQ “Is this project going to include greening, park space, and river restoration?” states that “Metro recognizes that there are several ongoing river restoration efforts. Metro is currently coordinating with the agencies involved with river restoration and aims to not preclude any river restoration work with the LA River Path

appropriately integrated with these larger efforts—including the County LA River Master Plan Update, LA City LA River Revitalization Master Plan, City of LA pLAn, and Lower LA River Revitalization Plan—and will not foreclose revitalization opportunities envisioned in the efforts.

For example, floodplain reclamation is mentioned in the LA River Master Plan meetings as a key way to reduce flood risk and improve resiliency.<sup>2</sup> It is critical to determine whether the LA River Path Project will cross parcels that are good candidates for reclamation, based on potential to reduce flood risk, availability of land, or interest of property-owners to sell. If it will, those portions of the Project should be constructed accordingly—either by building the path on the opposite bank or by ensuring that the construction method selected does not make it more difficult to reclaim land in the future. The last thing we want is to spend resources building a particular route that is expensive to move and precludes future projects that could have multiple benefits.

Similarly, the pLAn, County Master Plan, LA City LA River Revitalization Master Plan, and Lower LA River Revitalization Plan suggest concepts like terracing parks into the channel or restoring previously-industrial areas to create more green space.<sup>3</sup> Some parcels have already been identified to create parks.<sup>4</sup> The Path Project should complement these efforts rather than complicate them. We are especially skeptical of alternatives that cantilever the path over the river. Unless this option is particularly inexpensive and is presented as a temporary solution while additional land is acquired, this method will cement current infrastructure in place, inhibit habitat restoration, and physically separate people from the river. Relatedly, soil contamination should be addressed as the path is being constructed. Based on our experience filing Clean Water Act enforcement actions against industrial facilities in Vernon, we know that areas adjacent to the river in Vernon have an especially high concentration of contaminated sites. Metro should be especially thoughtful about the route of the path through Vernon, and should

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project. Metro recognizes the neighborhoods around the project area are in need of parks and is coordinating with local jurisdictions on improving access to open space.”)

<sup>2</sup> *2020 Proposed Working Draft Version 5: LA Master Plan Update*, p. 6 (June 2019)

[https://d3n8a8pro7vhmx.cloudfront.net/larmp/pages/103/attachments/original/1564511775/LARMP\\_2020\\_Proposed\\_WORKING\\_DRAFT\\_GAM\\_SC6-190619\\_%281%29.pdf?1564511775](https://d3n8a8pro7vhmx.cloudfront.net/larmp/pages/103/attachments/original/1564511775/LARMP_2020_Proposed_WORKING_DRAFT_GAM_SC6-190619_%281%29.pdf?1564511775).

<sup>3</sup> *Sustainable City pLAn 2019*, p. 121. [http://plan.lamayor.org/sites/default/files/pLAn\\_2019\\_final.pdf](http://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf) (2025

Milestone / Initiatives to “Build L.A. River Headworks Park project, including habitat restoration and public access to the river,” and “Support terracing along the L.A. River by planning and effectuating public access through City properties”); *2020 Proposed Working Draft Version 5: LA Master Plan Update*, pp. 9, 10, 11 (June 2019)

[https://d3n8a8pro7vhmx.cloudfront.net/larmp/pages/103/attachments/original/1564511775/LARMP\\_2020\\_Proposed\\_WORKING\\_DRAFT\\_GAM\\_SC6-190619\\_%281%29.pdf?1564511775](https://d3n8a8pro7vhmx.cloudfront.net/larmp/pages/103/attachments/original/1564511775/LARMP_2020_Proposed_WORKING_DRAFT_GAM_SC6-190619_%281%29.pdf?1564511775) (“Increase recreation uses within the

corridor where compatible with ecological function,” “Encourage the re-zoning of incompatible land uses, such as waste sites, adjacent to the river, where feasible,” “Planning and development efforts along the river must create habitat areas large enough to support native ecosystems,” “Create a connective network of habitat patches and corridors to facilitate the movement of wildlife and support a diverse ecological community”); See, e.g., the Cudahy River Road access concept. *Lower LA River Revitalization Plan – Volume I, Chapter 3*, p. 49 (Feb. 2018)

<https://lowerlariver.org/wp-content/uploads/2018/02/Volume-1-Chapter-3.pdf>; *LA City LA River Revitalization Master Plan* <http://boe.lacity.org/lariverrmp/> (last visited Dec. 4, 2019).

<sup>4</sup> *Lower LA River Revitalization Plan – Volume II, Chapter 2*, p. 2.1-11, Opportunity ID 121 (Feb. 2018)

<https://lowerlariver.org/wp-content/uploads/2018/02/Volume%202,%20Chapter%202%20List%20of%20Strategies%20for%20All%20Opportunity%20Areas.pdf>.

initiate conversations with facility owners early to acquire parcels and make sure they are safe to ride through. Ignoring these parcels and cantilevering the path will not help create a “safe” or “world-class” path.<sup>5</sup>

### **Determine the Feasibility of Providing Access to the River**

The California Streets and Highways Code requires that entities building new bridges on city or county “streets” and “highways” across navigable waters first study, conduct public hearings, and prepare a report on the feasibility of providing public access **to the waterway** for recreational purposes. Cal. Sts. & High. Code §§ 84.5, 991, 1809. This requirement extends to projects like the LA River Path Project because “street” and “highway” are defined broadly as “all or part of, or any right in, a . . . public highway, road, street, avenue, alley, lane, driveway, place, court, **trail, or other public right-of-way or easement**, or purported public street or highway, and rights connected therewith, including, but not limited to, restrictions of access or abutters' rights, sloping easements, or other incidents to a street or highway.” *Id.* § 8308.

According to the Notice of Preparation and information publicly available on Metro’s website, the Project will have up to seven river crossings<sup>6</sup> and will be managed by the City and County of Los Angeles<sup>7</sup>. As a result, these bike path crossings qualify for a river access feasibility analysis; Metro and the two municipalities must investigate opportunities to provide access from the proposed bike path bridges to the water itself—not just opportunities for access to the bike path from the surrounding community. And that investigation must happen now, before the crossings are selected and built.

The current LA River revitalization planning processes re-imagine the river as a major open space resource for people living in adjacent communities. The LA River Path Project planning process should aim to further this vision by considering how the path might also provide access into the river. Our understanding is that the path will be designed for walking and general mobility, not just for bike riding. Therefore, the paths and bridges should connect people with the water and not just adjacent areas.

### **Consider Improved Signage, Barriers, and Trash Receptacles**

In conjunction with assessing river access opportunities, the LA River Path Project should more explicitly include informational signage, barrier, shade trees to reduce the urban heat island effect, and trash receptacle improvements.<sup>8</sup> The current barriers and signs along the LA River are largely unwelcoming, especially for community members that hope to access the river channel. Barriers restrict channel access and signs often tell the public to keep out of

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<sup>5</sup> *Notice of Preparation – LA River Path Project*, Metro, p. 1 (Oct. 23, 2019) [https://ceqanet.opr.ca.gov/2019100443/2/Attachment/x\\_GEwo](https://ceqanet.opr.ca.gov/2019100443/2/Attachment/x_GEwo).

<sup>6</sup> *Notice of Preparation – LA River Path Project*, Metro, p. 6 (Oct. 23, 2019) [https://ceqanet.opr.ca.gov/2019100443/2/Attachment/x\\_GEwo](https://ceqanet.opr.ca.gov/2019100443/2/Attachment/x_GEwo).

<sup>7</sup> *Frequently Asked Questions - Who is going to own, operate and maintain the path?*, Metro <https://www.metro.net/projects/lariverpath/frequently-asked-questions/> (last visited Dec. 4, 2019).

<sup>8</sup> The Notice of Preparation notes that the Draft “may include, but is not limited to . . . design options for path typologies, refinements to the proposed Project, and ancillary improvements in collaboration with Metro’s local partners.” Metro, *Notice of Preparation – LA River Path Project*, p. 4 (Oct. 23, 2019) [https://ceqanet.opr.ca.gov/2019100443/2/Attachment/x\\_GEwo](https://ceqanet.opr.ca.gov/2019100443/2/Attachment/x_GEwo).

the river because it is unsuitable for recreational activities. The new path provides a good opportunity to rethink the barriers and introduce more inviting and educational signage about river access. This signage should be uniform along the Path so as not to send the public mixed messages about how they can recreate in and around the River. We also advocate for multilingual educational signage to inform our diverse Angeleno communities about the river's history, ecology, and flood risk. In addition, barriers and signage should be reconsidered to facilitate access to the channel while still ensuring the public is informed about the risks during certain times of the year. This would help ensure compliance with California Constitution Art. X, § 4, which states that "No individual, partnership, or corporation, claiming or possessing the frontage or tidal lands of a . . . navigable water in this State, shall be permitted to exclude the right of way to such water whenever it is required for any public purpose, nor to destroy or obstruct the free navigation of such water."

Trash receptacles should also be incorporated into the path design as should a plan for maintaining the receptacles and removing the trash regularly. Trash remains a pervasive water quality pollutant. In fact, California State Water Resources Control Board lists the Los Angeles River Reach 2 as impaired for trash.<sup>9</sup> A Total Maximum Daily Load has been set to reduce trash and allow the reach to once again support its intended beneficial uses, such as providing aquatic habitat and recreational opportunities. Receptacles are especially important to introduce because new sections of the path will allow more people to get closer to the river channel while conducting activities like walking, fishing, and biking that have the potential to generate plastic bottles and other trash.

## **Conclusion**

The LA River Path Project will be one of the first major projects completed along the Los Angeles River since LA River revitalization planning processes began. Its emphasis on creating recreational space for surrounding communities should serve as an example for future proposed projects along the river. At the same time, the Path Project presents an important opportunity to set an example for projects going forward. Los Angeles Waterkeeper encourages Metro to consider the above comments, especially as it works on the next phases of the project.

Thank you for this opportunity to comment.

Sincerely,

Liz Jones

Los Angeles Waterkeeper Staff Attorney

[liz@lawaterkeeper.org](mailto:liz@lawaterkeeper.org)

Melissa von Mayrhauser

Los Angeles Waterkeeper Watershed Programs Manager

[melissa@lawaterkeeper.org](mailto:melissa@lawaterkeeper.org)

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<sup>9</sup> California State Water Resources Control Board, *Impaired Water Bodies Map -Los Angeles River Reach 2 (Carson to Figueroa Street)* [https://www.waterboards.ca.gov/water\\_issues/programs/tmdl/integrated2014\\_2016.shtml](https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml) (last visited Dec. 4, 2019).



**METROLINK**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

[metrolinktrains.com](http://metrolinktrains.com)

December 6, 2019

Lauren Cencic  
Senior Director  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza, MS 99-22-5  
Los Angeles, CA 90012

**RE: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for Los Angeles River (LA River) Path Project**

Dear Ms. Cencic:

The Southern California Regional Rail Authority (SCRRA) has reviewed the NOP of the DEIR for the LA River Path Project (Project). We appreciate your emphasis on reducing vehicle miles traveled by constructing a new active transportation route. The Project carries great potential to provide a safe and accessible route for people traveling along the LA River, particularly those from neighboring historically disadvantaged communities. We acknowledge that this NOP represents the very beginning of a planning process and appreciate the opportunity to weigh in as early project decisions are considered.

As the operator of the regional commuter rail system known as Metrolink, SCRRA has a shared responsibility to increase mobility across Los Angeles County and beyond by seeking out opportunities for a more integrated and connected transportation system for all. As an agency that highly values safety, SCRRA also has an obligation to ensure that safety comes first, always.

As promoters of both mobility and safety, we would like to put forth the following initial comments:

1. The Project design must not encroach over or onto railroad right-of-way (ROW), whether the design is elevated, top-of-bank/cantilevered, shared-use, separate use, or another alternative.
2. The Project must be constructed with no provisions of access of any type into railroad ROW. The barrier height that separates train tracks from the Project must be tall and durable enough to preclude trespassing and minimize vandalism or destruction.
3. The graphics and public outreach materials for this Project, such as on brochures and presentations, should accurately reflect this barrier and inability to trespass so as not to miscommunicate any access or aesthetics expectations to the general public.
4. No access points may cross the railroad at grade. No new at-grade crossings shall be constructed to accommodate access points.

5. Proper lighting should be installed to guide path users appropriately without interfering with railroad operations or impairing the train engineer's vision in any way. Any structural elements, including overhead crossings and stairways, must not block visibility of train signals or railroad warning devices.
6. No drainage into the railroad ROW will be allowed from the Project, during or after its completion, from construction or shade partitions, for example.
7. Trains can run 24 hours per day, 7 days per week. Metrolink operates trains on both the East and West Banks of the LA River. The Orange County and 91/Perris Valley Lines require access to the West Bank, as they operate South of Los Angeles Union Station (LAUS). The Antelope Valley and Ventura County Lines access the West Bank and operate North of LAUS. The San Bernardino and Riverside Lines traverse the East bank of the LA River, operating primarily East of LAUS. Within the above corridors and alongside the Project corridor, you may expect additional train traffic from Amtrak and freight train operators like BNSF and UP. In the future, California High Speed Rail may operate on the West Bank of the LA River.
8. To assess any requirements for barriers and other elements of the river path adjacent to railroad ROW, plans for the Project alternatives should be sent to the SCRRA Engineering Department at the following address:

SCRRA Engineering Department  
Attn: Andrew Althorp, Principal Engineer  
2558 Supply Street  
Pomona, CA 91767

Andrew is also accessible via email at [althorpa@scrra.net](mailto:althorpa@scrra.net).

Please continue to consult SCRRA Engineering Standards and Design Manuals, and other engineering and construction guidelines as necessary, found at:  
[www.metrolinktrains.com/about/agency/engineering--construction/](http://www.metrolinktrains.com/about/agency/engineering--construction/).

Thank you again for providing us with a copy of this NOP of the DEIR for review and for allowing us to provide commentary. We look forward to further collaboration and continuous involvement in the LA River Path Project.

If you have any questions, please contact me at (213) 452-0455 or via email at [diazr@scrra.net](mailto:diazr@scrra.net).

Sincerely,



Roderick Diaz  
Director, Planning and Development

Cc: Ron Mathieu, SCRRA  
Anh Truong, SCRRA  
Danielle Dirksen, SCRRA

Steven Appleton

Dear Metro LA Riverpath Project Team,

My apologies for my limited response but I am sure you have gotten a lot of detailed feedback from others. I will offer just a few brief comments:

**(1) Potential East/West Loops offered by A will expand access and future possibilities:**

One of the intriguing aspects of A is the potential for a future “loop” between Albion and Figueroa Street. The possibility exists to go beyond this and connect the dots: (1) West bank Elysian Valley and “Colonnades” of the 1924 Dayton Ave Bridge (2) Figueroa St and (3) the not much discussed East bank corridors along San Fernando Rd. and connecting to the future G2 park.

Though outside the scope of this project, I hope that Metro will note this and urge future engagement of Metrolink to open needed additional space along San Fernando Rd. There is room along San Fernando Rd. to expand adjacent to the Metrolink Central Maintenance Facility. The “landscaped” fence should move back to the required minimum distance to railroad tracks and allow safe bike passage along this busy route. Alternatively, East river may itself become a future path.

I favor the Alternative A in the way that it creates possibility for various future loops: such as Elysian Valley→Colonnades →Albion →Figueroa or G2 Park→San Fernando→Figueroa→Albion→Colonnades etc. Not only would such routes be practical and useful, they are also visually epic in the way that they mix urban, industrial, historical and nature experiences.

I urge the team to take a look at a conceptual design I worked on for the area of the remnant colonnades of the 1924 Dayton Ave Bridge: <https://stevenappleton.com/Riverside-Colonnade-Figueroa> I explored the public use concepts for this site and worked through many historical documents during the process.

**(2) Make Union Station a key destination:**

I favor the most direct connection possible to Union Station. Not only would this project practical transit value but it brings together practical use with urban/nature and historic resources. From the description B seems to make the more direction connection to Union Station.

Is there a way to make such a direct connection in option A, while retaining some of the features of the Northern portion of A?

**(3) Weave historical structures, visual experiences, nature and safety features.**

I urge that features be built into the path that slows the path in a natural way at key junctures, offering views and experiences that will help to mediate potential for conflict between peds, rollers and bikes. Related, I hope that a policy will be developed to limit speed or type of electric bikes. These are great devices, but they will pose challenges over time and I believe that forward looking discussion and policy is in order.

As a designer and community member in Elysian Valley, I had a chance to explore this a bit in another conceptual design I rendered see: <https://stevenappleton.com/Paseando-Pathway>

During the many years I have lead kayakers and cyclists on tours in Elysian Valley I oft spoken about the future where we can “turn the corner” to downtown. This project is the most important tangible contribution underway in the river zone and you should feel inspired to do your utmost.

Thanks for your efforts,

A handwritten signature in black ink that reads "S Appleton". The signature is fluid and cursive, with a long horizontal stroke at the end.

Steven Appleton

LA River Kayak Safari and

Director of WISP (Water Institute of Science and Policy)

2825 Benedict St LA Ca 90039

310 740 7294

# Los Angeles River Path Project

Draft EIR Comment for METRO Los Angeles

Lauren Cencic,

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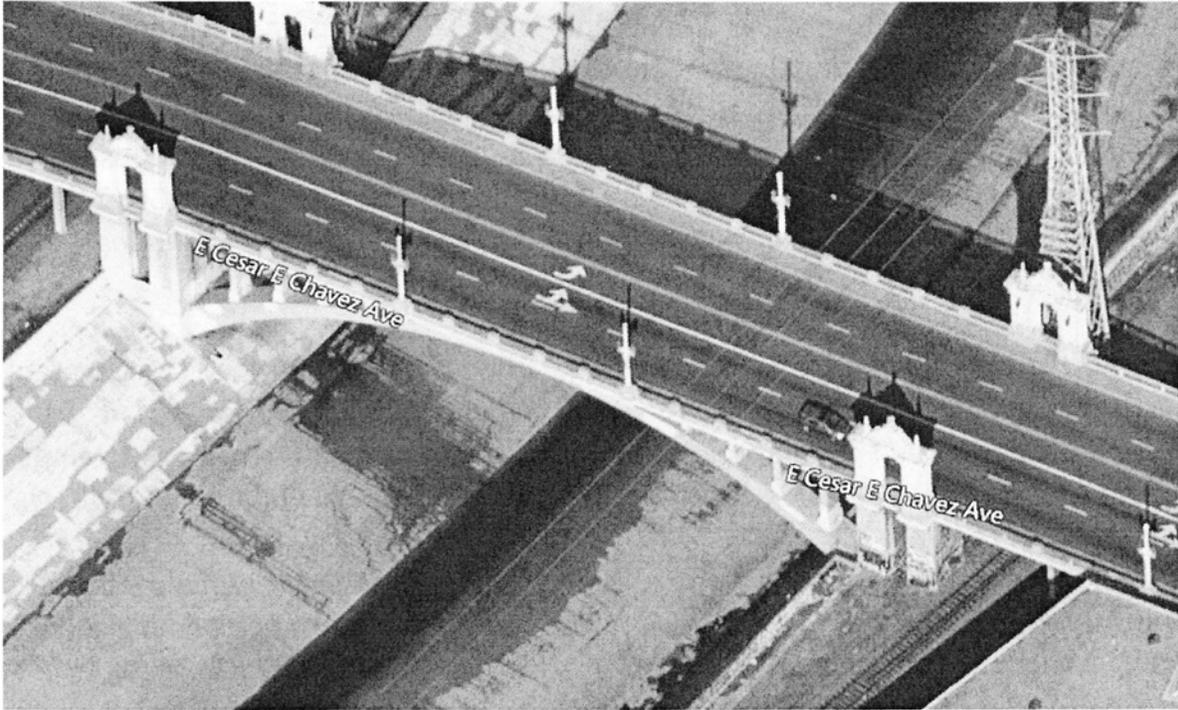
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Respectfully,

*Aloria Kanna*  
18875 290th ST  
Irvine CA 92615

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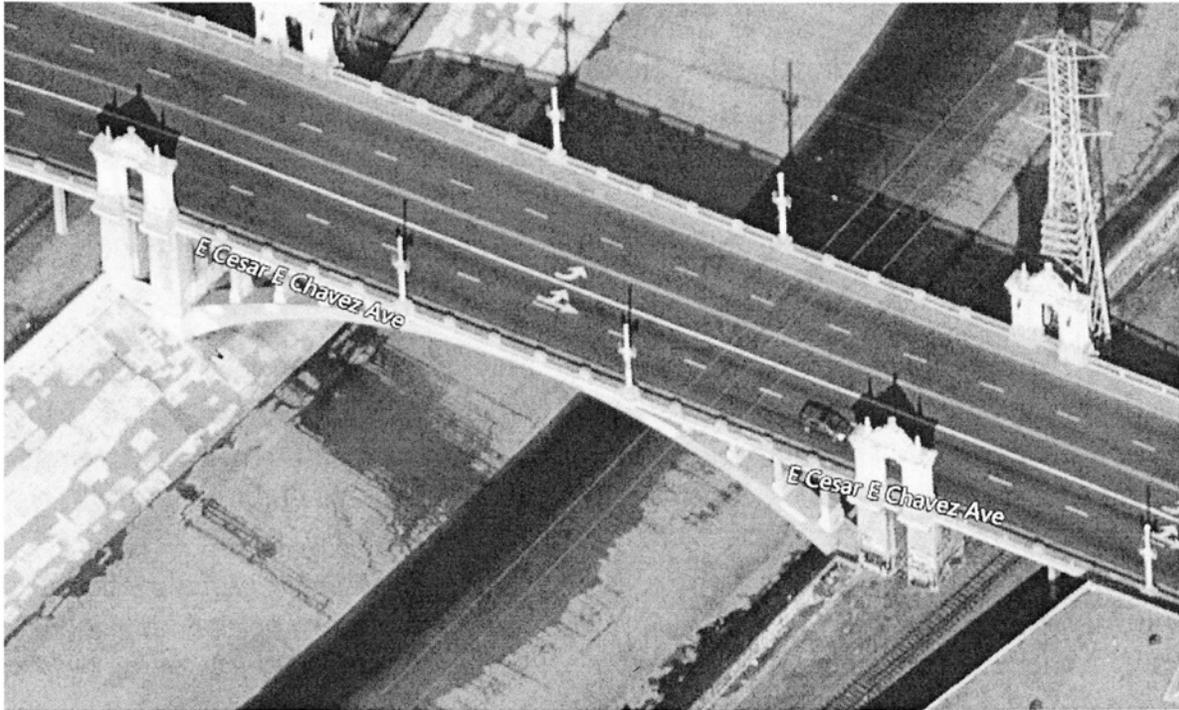
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Respectfully,

*Malcolm Katz* 16580 Adlon Rd Encino 91436

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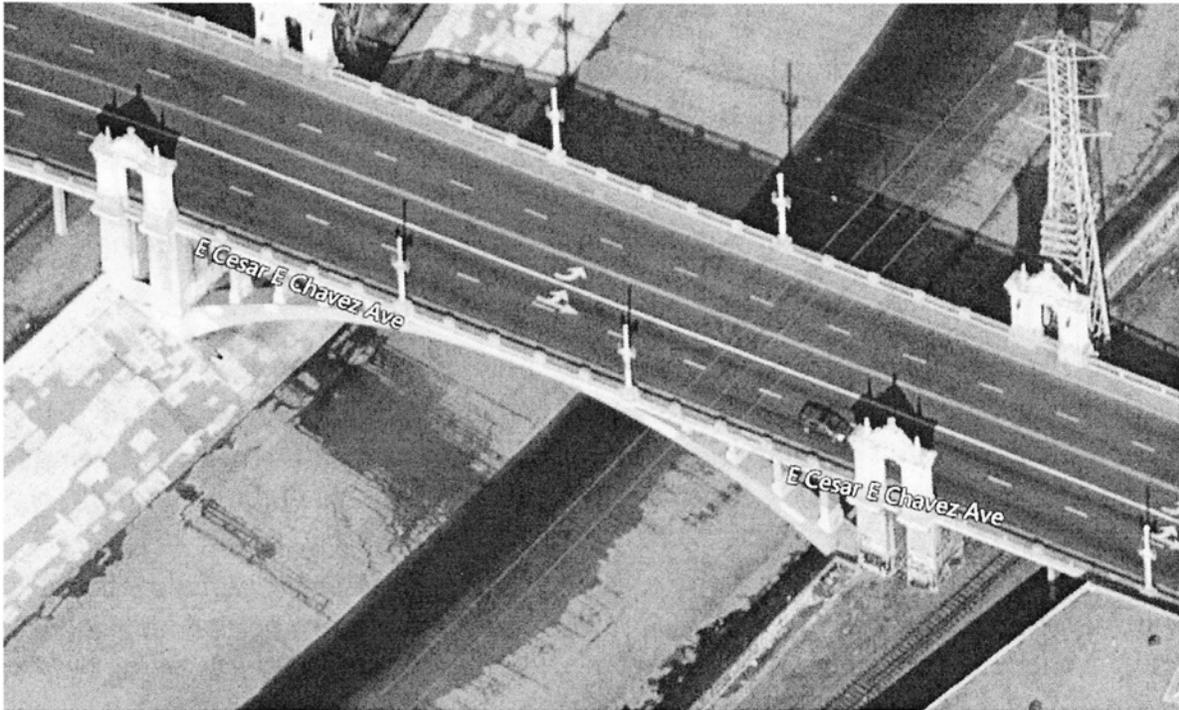
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Respectfully,

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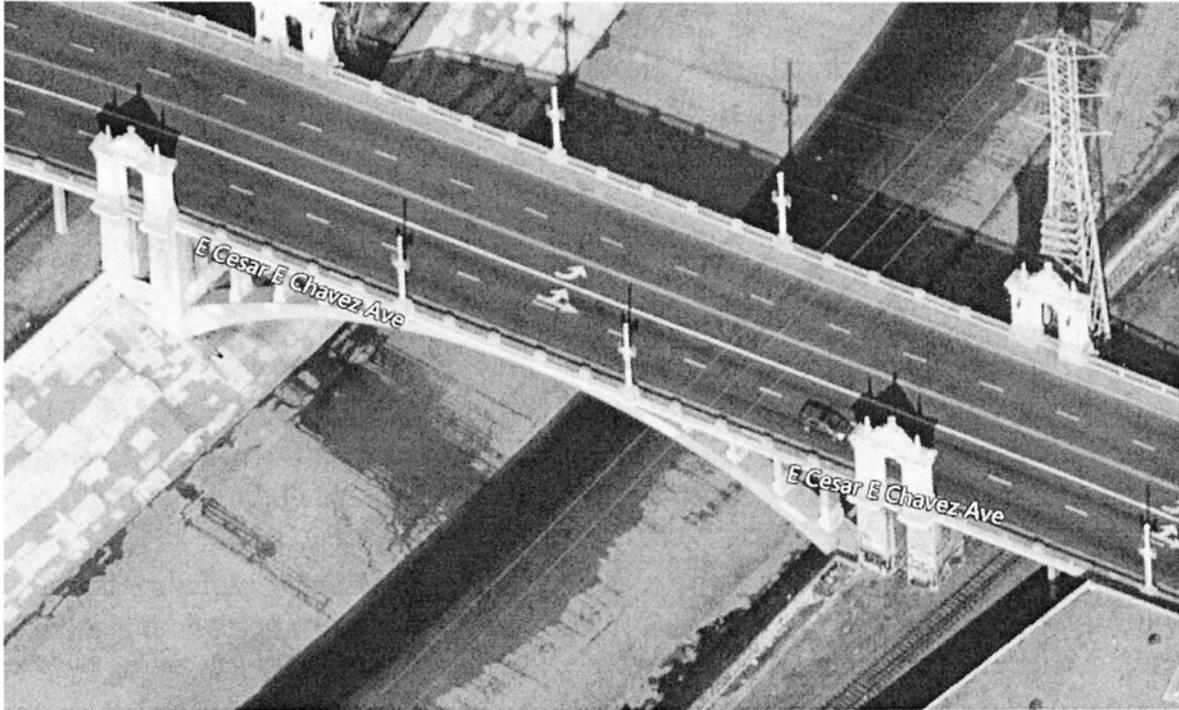
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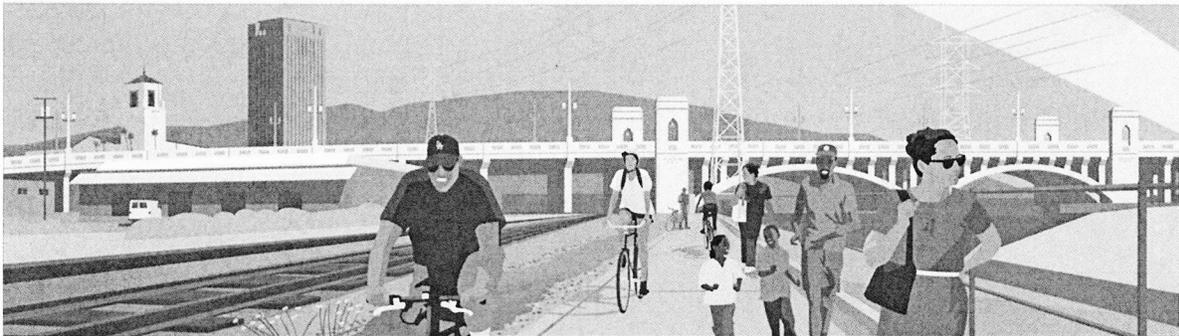
THOMAS J HUFFMAN

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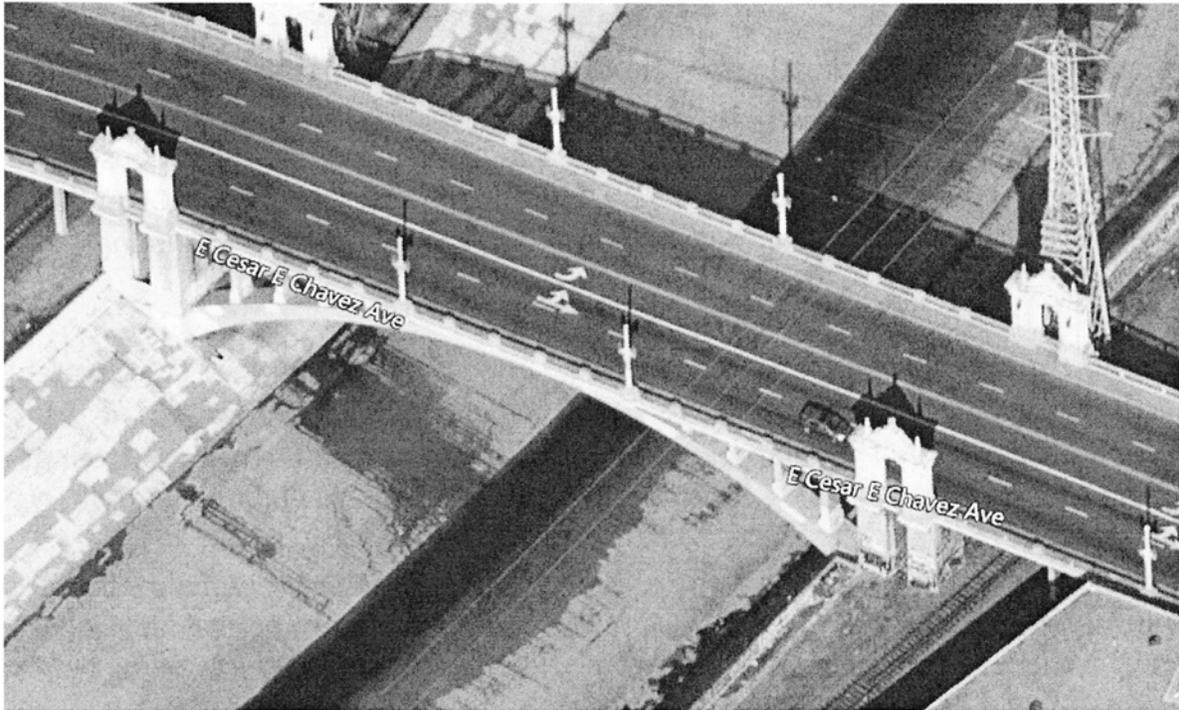
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Vicki Rice, RN  
Registered Nurse  
P.O. Box 336  
Frazier Park, CA 93225



**GATEWAY CITIES**  
COUNCIL OF GOVERNMENTS

December 6, 2019

Ms. Lauren Cencic, Senior Director  
Metropolitan Transportation Authority  
One Gateway Plaza, 99-22-5  
Los Angeles, CA 90012

Dear Ms. Cencic:

**PUBLIC COMMENTS REMITTED BY  
THE GATEWAY CITIES COUNCIL OF GOVERNMENTS  
CONCERNING THE LOS ANGELES RIVER PATH PLAN**

The Gateway Cities Council of Governments (Gateway Cities COG) thanks the Los Angeles County Metropolitan Transportation Authority (Metro) and staff for their important work in developing the Conceptual Design Report and initiation of the Draft Environmental Impact Report for the Los Angeles River Path Project (Project).

As the southern end of the Project falls within the boundaries of the cities of Commerce, Maywood, Vernon and the unincorporated community of East Los Angeles, the Gateway Cities COG is grateful for the opportunity to provide comment on the proposed scope of the Draft EIR and respectfully submits the following comments for consideration:

- Consider and evaluate increased access points commensurate with southeast Los Angeles population density and access to parks, open space, recreation and opportunities.
- Evaluate mosquito mitigation, environmental management of mosquito habitats, and potential public health impacts.
- Coordinate Project access points with planned West Santa Ana Branch (WSAB)/Eco-Rapid stations in disadvantaged communities.
- Coordinate project access points with the City of Vernon LA River Path Feasibility Study and City of Vernon Bicycle Master Plan.
- Coordinate project access points with the City of Commerce and Citadel Outlets.
- Align with the Gateway Cities COG's Strategic Transportation Plan Active Transportation Element.

Artesia

Avalon

Bell

Bellflower

Bell Gardens

Cerritos

Commerce

Compton

Cudahy

Downey

Hawaiian Gardens

Huntington Park

Industry

La Habra Heights

La Mirada

Lakewood

Long Beach

Lynwood

Maywood

Montebello

Norwalk

Paramount

Pico Rivera

Santa Fe Springs

Signal Hill

South Gate

Vernon

Whittier

County of Los Angeles

Port of Long Beach

- Weigh cost of path design alternatives with most opportunity for future amenities.

**Consider and evaluate increased access points commensurate with southeast Los Angeles population density and access to parks, open space, recreation and access to opportunities.**

The Gateway Cities region is characterized by historically underinvested, disadvantaged and low-income communities (See Attachment A) that have little to no access to parks and open space, and are at the front lines for air quality impacts due to freeways, freight, and heavy industrial activities. This includes the communities of Commerce, Maywood, Vernon and East LA, which are located at the southern end of the Project. Access to the river path means access to opportunities, open space, recreation, and active transportation and should therefore be made available and prioritized for disadvantaged communities that have not benefitted from these types of opportunities in the past. As a new resource to be added in the Southeast Los Angeles region, alternatives that provide the most, and easiest, access to the river path commensurate with population density of surrounding communities should be prioritized for implementation. The City of Maywood has the highest population density of the Gateway Cities region and is higher than that of the City of Los Angeles (see Attachment B). In evaluating alternatives, existing parks, open space and recreation in the surrounding communities should also be considered as the river path may provide the only, or one of very few, opportunities for residents to access these resources.

**Evaluate mosquito mitigation, environmental management of mosquito habitats, and potential public health impacts.**

Addition of landscaping, greening elements, and natural habitats for wildlife as part of the Project should be done in coordination with the Greater Los Angeles County Vector Control District for purposes of potential mosquito increases and mosquito management as it relates to public health. Southeast LA communities are going to be vulnerable to various climate hazards, including extreme heat, flooding, and worsening air quality. There is no telling the level of impact that potential, increased mosquito-breeding habitat could have on disadvantaged communities suffering from other climate-related health hazards and with limited access to health facilities.

**Coordinate Project access points with planned West Santa Ana Branch (WSAB)/Eco-Rapid stations in disadvantaged communities.**

The City of Huntington Park is planned to have a WSAB station that can connect to southern project-end cities of Vernon and Maywood. The Project should evaluate impacts of connecting the WSAB corridor to the LA River

Ms. Lauren Cencic, Senior Director  
Metropolitan Transportation Authority  
December 6, 2019  
Page 3

Path, especially for planned stations that are closest to potential access points.

**Coordinate project access points with the City of Vernon LA River Path Feasibility Study and City of Vernon Bicycle Master Plan.**

While the City of Vernon is highly industrial with a population of 112 (2010 Census), the City has a daytime, employee population of almost 40,000 (City of Vernon LA River Path Feasibility Study). As a low-income, highly industrialized and disadvantaged community, employees and residents could greatly benefit from coordination for increased active transportation modes and infrastructure. The LA River Path Project access points should align with local communities' active transportation priorities.

**Coordinate project access points with the City of Commerce and Citadel Outlets.**

The Project should further evaluate Alternatives A and B with benefits of access and recreation to the City of Commerce Citadel with focus on potential resident and employee use, as well as economic benefit. Alternatives A and B provide a second access point for City of Commerce residents and employees, and closer access to the Citadel outlets, via the potential East Atlantic Boulevard access point. As this potential access point is not included in Alternative C, review of Alternative C should include thorough analysis of loss of benefits to the disadvantaged community of Commerce, especially given the low level of community engagement conducted in Commerce during the conceptual design phase of the Project (only one community engagement event conducted in the City).

**Align with the Gateway Cities COG's Strategic Transportation Plan (STP) Active Transportation Element.**

Completed in 2015, the COG's Active Transportation Plan recognizes the importance of walking and cycling in reducing traffic and energy consumption, and providing greater transportation options that enhance quality of life and public health in disadvantaged communities. The Active Transportation Element illustrates how city-proposed bike facilities form the framework for a regional system, identifies regionally-significant bicycle projects to connect key activity centers, and visualizes both concerns and potential improvements related to bicycle and pedestrian access at the major transit stations within the Gateway Cities COG region. The Project should align with both local (e.g. City of Vernon Bicycle Master Plan) and regional transportation priorities, including the Gateway Cities COG's STP.

Ms. Lauren Cencic, Senior Director  
Metropolitan Transportation Authority  
December 6, 2019  
Page 4

**Weigh cost of path design alternatives with most opportunity for future amenities.**

Generally, top-of-bank paths are less expensive and provide the greatest opportunity for adding amenities, including lighting, landscaping, and shading structures. Disadvantaged and low-income communities oftentimes lack the resources to add such amenities. In the area of landscaping, amenities can greatly add to benefits of mitigating urban heat, improving public health, and improving comfort and user experience. Alternatives B and C limit amenities that can be added, due to the proposed path designs. Review should therefore include consideration of benefits from amenities for disadvantaged communities.

The Gateway Cities COG region is home to more than 2.1 million residents, many of whom live within the state's most disadvantaged census tracts (CalEnviroScreen 3.0). This includes the communities of Commerce, East Los Angeles, Maywood and Vernon who have much to benefit from active transportation and public health investments.

We are thankful for the opportunity to participate and for your consideration of these comments. Please direct any communications to Gateway Cities COG Executive Director Nancy Pfeffer at [nancy@gatewaycog.org](mailto:nancy@gatewaycog.org) or (562) 663-6850.

Sincerely,

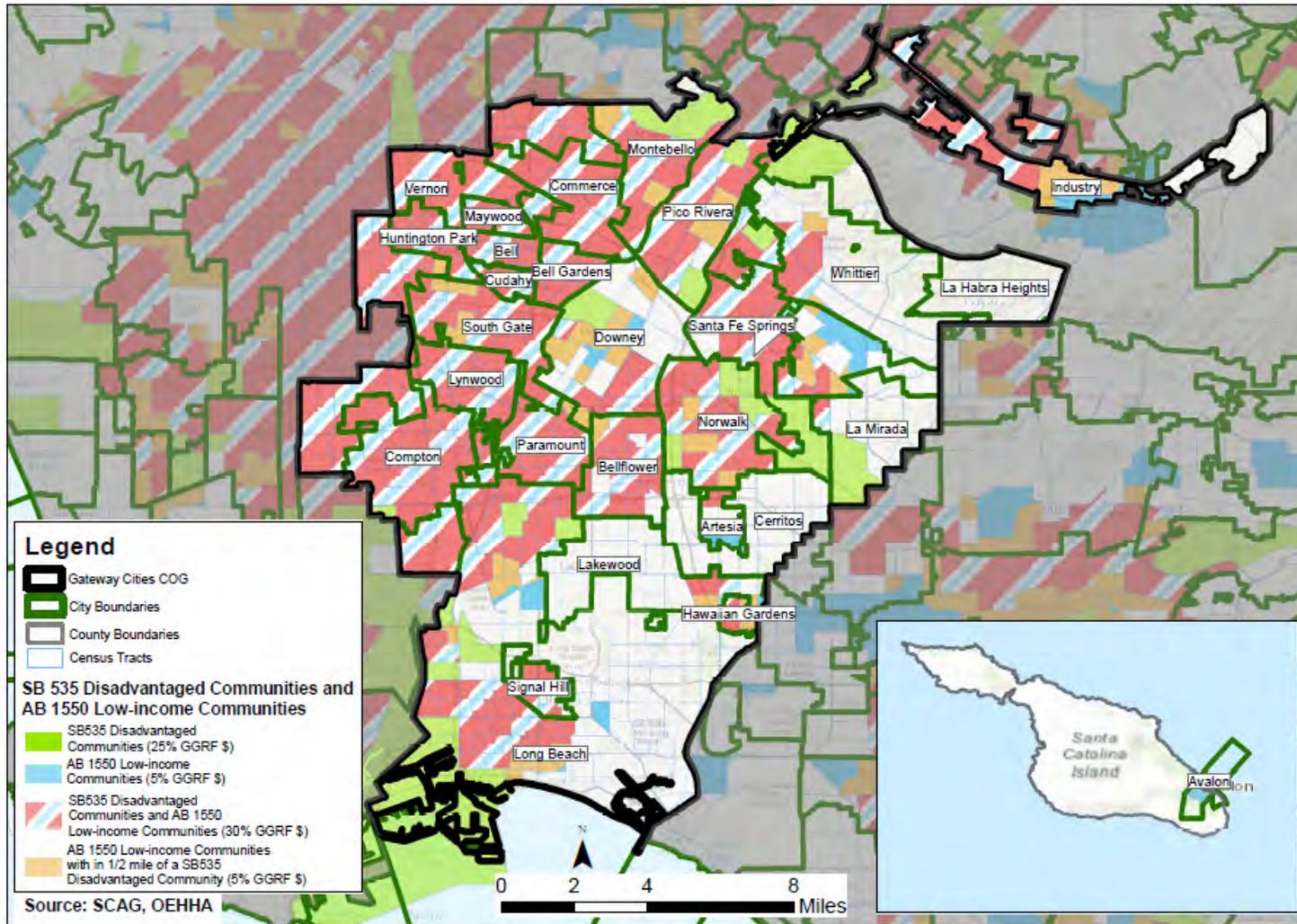


Nancy Pfeffer, Executive Director  
Gateway Cities Council of Governments

Attachments:

- Attachment A: SB 535 & AB 1550 Map
- Attachment B: Cities Population Density chart

**Disadvantaged and Low-Income Communities Eligibility  
in the Gateway Cities Council of Governments  
SB 535 and AB 1550**



**ATTACHMENT B: Cities Population Density chart**



Gateway Cities Ranked by Population Density		
<a href="http://www.energyatlas.ucla.edu/profiles/BTU">http://www.energyatlas.ucla.edu/profiles/BTU</a>		Footnotes: (1) Cities include for comparison purposes (Population from 2010 Census) (2) Values obtained from EnergyAtlas (Population from 2010 Census) - EnergyAtlas provides disaggregated energy data developed by the UCLA California Center for Sustainable Communities (CCSC) and funded by the SoCalREN and the County of Los Angeles' Office of Sustainability.
City Name	Population Density per Square Mile <sup>2</sup>	
New York <sup>1</sup>	27,016	
Maywood	23,257	
Huntington Park	19,820	
Cudahy	19,371	
San Francisco <sup>1</sup>	17,116	
Bell Gardens	17,066	
Hawaiian Gardens	15,556	
Lynwood	14,599	
Bell	13,414	
South Gate	12,839	
Bellflower	12,393	
Paramount	11,223	
Norwalk	10,896	
Artesia	10,190	
Compton	9,604	
Long Beach	8,995	
Downey	8,894	
Lakewood	8,325	
Los Angeles <sup>1</sup>	8,008	
Montebello	7,454	
Los Angeles County	7,372	
Pico Rivera	7,211	
La Mirada	6,183	
Whittier	5,866	
Cerritos	5,540	
Signal Hill	5,039	
Santa Fe Springs	2,268	
Commerce	2,008	
Avalon	1,237	
Industry	1,178	
Vernon	22	

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 7- OFFICE OF REGIONAL PLANNING  
100 S. MAIN STREET, SUITE 100  
LOS ANGELES, CA 90012  
PHONE (213) 897-0067  
FAX (213) 897-1337  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

December 5, 2019

Lauren Cencic  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza, Mail Stop: 99-22-5  
Los Angeles, CA 90012

RE: LA River Path Project – Notice of  
Preparation (NOP)  
SCH# 2019100443  
GTS# 07-LA-2019-02878  
Vic. LA-5 PM 20.693 / LA-110 PM 25.523 /  
LA-101 PM 0.097 / LA-10 PM 17.952

Dear Lauren Cencic:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The LA River Path is a proposed walking and bicycling path along an approximately 8-mile stretch of the Los Angeles River from Elysian Valley through downtown Los Angeles and the City of Vernon to the City of Maywood. The proposed pedestrian and bicycle path would provide connections to and between downtown Los Angeles, including the Arts District, Little Tokyo, Civic Center, El Pueblo District/Union Station, and the Wholesale District; the surrounding communities of Elysian Valley, Cypress Park, Elysian Park, Lincoln Heights, Chinatown, and Boyle Heights; and the cities of Vernon and Maywood. The surrounding area is currently underserved with limited pedestrian and bicycling infrastructure connecting the communities. Land uses within the Project area include single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational uses including the Los Angeles State Historic Park, health and medical facilities, educational institutions, flood control facilities, and transportation facilities.

After reviewing the NOP, Caltrans has the following comments:

Caltrans encourages projects of this nature that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and double trips made by walking and public transit by 2020. The Strategic Plan also seeks to achieve a 15% reduction in statewide, per capita, vehicle miles traveled (VMT) by 2020. Similar goals are embedded in the California Transportation Plan 2040, and Southern California Association of Governments' (SCAG) Regional Transportation Plan. Statewide

legislation such as AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals.

Additionally, Caltrans recommends the following:

1. Ensure robust connectivity from local surface streets and sidewalks. Adequate connecting facilities are critical to any active transportation network.
2. Provide way-finding signage to highlight access points to the LA River Pathway.
3. Look for opportunities to enhance safety for pedestrians/bicyclists in areas on or near Freeway on- and off-ramps and consult with Caltrans regarding any proposed improvements.
4. As the project will cross under or adjacent to the I-5, SR-110, US-101, and I-10, multiple Caltrans permits and design approvals will be required.
5. An encroachment permit will be required for any portion of the project that is within Caltrans Right of Way.
6. If available, please provide a Construction Traffic Management Plan and Truck Haul Route Program for Caltrans review.
7. Bicycle and pedestrian detours during construction should meet or exceed standards required in the California Manual on Uniform Control Devices. Maintaining viable detour routes during construction, that include adequate barriers against motorized traffic, is critical to the safety and comfort of pedestrians and bicyclists.
8. Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS# 07-LA-2019-02878.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

# Próxima parada: su aporte.



FECHA: 11/20/2019

UBICACIÓN: Maywood Elementary School

Apreciamos sus comentarios sobre el LA River Path Project

Soy una madre de 3 hijos, ~~en~~ en lo personal me gustaria q' hubiera seguridad ya q' pienso que los fines de semana es cuando esta mas concurrido, que haya iluminacion suficiente, ademas mi preocupacion es q' puedan tener control sobre los indigentes ya que es un problema q' ha ido creciendo con los años en las otra areas donde ya esta un camino ~~cerca~~ del rio, principalmente abajo de los puentes es donde hay mas indigentes establecidas.

Considero tambien q' seria buena, q' hubiera tramos donde pudieran las bicicletas correr sin preocupacion q' puedan lastimar algun peaton.

Por Favor les pedimos q' haya una equidad para todas las diferentes areas donde se va a construir.

Flox Hernandez

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Metro

Usted tiene una voz en nuestro futuro. Gracias por su aporte. Formas alternativas de proporcionar sus comentarios al reverso.

# Próxima parada: su aporte.



FECHA: 11/20/2019

UBICACIÓN: Maywood Elementary School

Apreciamos sus comentarios sobre el LA River Path Project

Estamos muy emocionados con este proyecto, porque estoy incluyendo a mi familia y mi comunidad. Una de mis preocupaciones es, puesto que vivimos en la comunidad de Maywood, es la calidad del aire que harán para mejorar esto, que a preocupado tanto a nuestras comunidades impactándonos con cancer, y enfermedades pulmonares, muchísimos niños con Asthena. Me encantaría ver un centro en el camino donde se informe sobre recursos culturales dentro del río "Como" Caminatas, tardes de bicidetas, eventos diferentes, como sera el la seguridad dentro, policias o que tipo de seguridad habra, como van a controlar tanta indigencia que es lo que no nos deja caminar por ahi, como sera para prevenir el impacto de la basura como sera el alumbrado, cuales seran los puntos de acceso en todas las areas y que personal tendran en los puntos, el acceso de transporte para llegar a los puntos, me encantaría ver muebles de ejercicio y bancas durante el trayecto como pocas areas verdes, Luz donde se pueda caminar durante tarde noche.



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# Próxima parada: su aporte.



FECHA: 11/20/2019

UBICACIÓN: Maywood Elementary School

Apreciamos sus comentarios sobre el LA River Path Project

Mi mayor preocupación es la gran cantidad de indigentes que viven en toda la orilla del río porque esta causa inseguridad, crimen, drogas, un impacto en el medio ambiente porque estas personas acumulan una cantidad de basura que termina directamente en el río me gustaría que hubiera una solución para este problema o crear medida que no se puede acampar en las cercanías de río y otra cosa me gustaría que este proyecto fuera en equidad en todas las áreas donde se va a construir Gracias. Y tengan en cuenta que en nuestras áreas vivimos familias con niños por favor piensen en los niños.

Jorge A. Martinez

NOMBRE

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# Próxima parada: su aporte.



FECHA: 11/20/2019

UBICACIÓN: Maywood Elementary School

Apreciamos sus comentarios sobre el LA River Path Project

- \* Como será la seguridad <sup>implementada</sup> ~~implementada~~ en ese lugar?
- \* Habrá agentes de policía en el transcurso del camino?
- \* Como evitarán que no haya indigentes establecidos en este proyecto?
- \* Habrá suficiente iluminación? Evitarán tramos oscuros que proporcione la delincuencia y como lo harán?
- \* Como trabajarán para evitar el acumulamiento de basura en estos lugares y poder mantenerlo limpio en todo momento?
- \* Serán todos los tramos de este proyecto iguales en cuestión de la diversidad de cosas que se van implementar o sea tanto en el norte como en el centro y el sur?
- \* No habrá discriminación en las secciones debido a las personas que viven cerca?
- \* Será este un lugar seguro para nuestros hijos? y para la tercera edad?

Cristina Silvestre.

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# Próxima parada: su aporte.



FECHA: 11/20/2019

UBICACIÓN: Maywood Elementary School

Apreciamos sus comentarios sobre el LA River Path Project

De que forma van a apoyar en la seguridad de la ciudad por que para mejorar maywood. no tiene ni estación de policías, eso no va a hacer mas inteligentes para la ciudad. en que puede beneficiar a los toda la comunidad

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# Next stop: your input.



DATE: 11/20/2019

LOCATION: Maywood Elementary School

We welcome your feedback on the LA River Path Project

~~to~~ One very important fact for me would be Safety for everyone, what would be done so no homeless gets access into those roads. Would it be well lit at night times? would it be open from certain hours or would it have access 24/7? would it have places where families can stop and have a little time together, maybe like a playground. SAFETY FIRST

NAME Wagner Mayca

ORGANIZATION PARENT

PHONE \_\_\_\_\_

EMAIL \_\_\_\_\_

MAILING ADDRESS \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_



**Metro**

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

# Próxima parada: su aporte.



FECHA: 11/20/2019

UBICACIÓN: Maywood Elementary School

Apreciamos sus comentarios sobre el LA River Path Project

- Que se crea para mantener el calidad del aire?
- Que hubiera bastante seguridad de luz electrica y incluyera la policia.

- Puntos de acceso en caso de emergencia rapido y eficaz.
- Quearian para el control de indigetos para que no se ponga a vivir sobre el proyecto.
- ¿abriria señalamientos para dividir a las personas Caminando y alas que usen bicidetas?

¿habra botones, telefonos, o alguna cosa para reportar una emergencia. Cuando se necesite?

- Que nos acercara alos puntos de acceso en caso de no tener transporte, sera que los bus. nos acercaran.
- Cuanto alumbrado habra?
- ¿Estara abierta las 24 horas?

Maria Hernandez  
NOMBRE

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# Próxima parada: su aporte.



FECHA: 11/20/2019

UBICACIÓN: Maywood Elementary School

Apreciamos sus comentarios sobre el LA River Path Project

En cuestión de seguridad cual sería el proyecto que tenga iluminación, que se tenga patrullaje, limpieza, que se tome muy en serio el problema de los homeless por que ese es un problema a nivel nacional.

Que se tengan actividades para niños, ejercicio, etc.

Tania Vicario

NOMBRE

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# Próxima parada: su aporte.



FECHA: 11/20/2019

UBICACIÓN: Maywood Elementary School

Apreciamos sus comentarios sobre el LA River Path Project

La Seguridad Creo que eso deberian ver mas porque los indigentes espero y ya tengan un plan para eso. Creo que alo largo del rio ese es el problema entonces si quieren que las familias usemos este camino con eso deben de emnezar a resolver donde y poner a los indigentes y como parar que ya no regresen. Si voy al rio a caminar quiero sentir esa seguridad cuando valla a ese lugar. Tienen que tener Un Plan A y B para saber que va a funcionar. No se tener a personas en puntos Claves, Camaras, y resolver el problema rapido si ay alguno. Gracias por este proyecto me parece bueno Solo la seguridad me preocupa.

Arisela Salcido

NOMBRE

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# Próxima parada: su aporte.



FECHA: 11/20/2019

UBICACIÓN: Maywood Elementary School

Apreciamos sus comentarios sobre el LA River Path Project

Que instalen Teléfonos o Luces para una emergencia

Que horarios estara disponibles.

Que estara dando mantenimiento. (Luces - Grifos - Inodoros)

Que controlen la Calidad del Aire.

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Usted tiene una voz en nuestro futuro. Gracias por su aporte. Formas alternativas de proporcionar sus comentarios al reverso.

# Next stop: your input.



DATE: 11/20/2019

LOCATION: Maywood Elementary School

We welcome your feedback on the LA River Path Project

Is there going to be a way to keep the homeless out?  
What safety precautions will be taken?

NAME

EMAIL

ORGANIZATION

MAILING ADDRESS

PHONE

CITY, STATE, ZIP



**Metro**

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

# Next stop: your input.



DATE: 11/20/2019

LOCATION: Maywood Elementary School

We welcome your feedback on the LA River Path Project

- How well ~~well~~ or bad will continuation get and what will get done to get it better.
- What will get done about homeless people because that will be one of the first things to happen and start making it not secure.

Heather Vargas

NAME

EMAIL

ORGANIZATION

MAILING ADDRESS

PHONE

CITY, STATE, ZIP



**Metro**

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

BEFORE THE METRO  
L.A. RIVER PATH PROJECT TEAM

Public Hearing in the Matter of: )  
 )  
L.A. RIVER PATH PROJECT )  
ENVIRONMENTAL REVIEW )  
PROCESS/SCOPING MEETING )  
\_\_\_\_\_ )

CERTIFIED COPY

TRANSCRIPT OF PROCEEDINGS  
Los Angeles, California  
Wednesday, November 13, 2019

Reported by:

MARCENA M. MUNGUIA,  
CSR No. 10420

Job No. :  
24861ROB

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BEFORE THE METRO  
L.A. RIVER PATH PROJECT TEAM

Public Hearing in the Matter of: )  
 )  
L.A. RIVER PATH PROJECT )  
ENVIRONMENTAL REVIEW )  
PROCESS/SCOPING MEETING )  
\_\_\_\_\_ )

TRANSCRIPT OF PROCEEDINGS, taken at  
St. Francis Xavier Chapel, Maryknoll Auditorium,  
222 South Hewitt Street, Los Angeles, California,  
commencing at 6:30 p.m. on Wednesday,  
November 13, 2019, heard before the  
Metro L.A. River Path Project Team, reported by  
Marcena M. Munguia, CSR No. 10420, a Certified  
Shorthand Reporter in and for the State of  
California.



I N D E X

PAGE

Welcome and introductory comments

5

Public Speakers:

Austin Boldt

9

Dora Armenta

10

Jeff Chop

11

Mal Granger

12

Daniel Nussbaum

14

Robert Gutierrez

14

Jennifer Doyle

16

1 Los Angeles, California, Wednesday, November 13, 2019

2 6:30 p.m.

3  
4  
5 MR. CORTEZ: Good evening, everyone. We're going to  
6 go ahead and get started, so you guys need to wrap up of  
7 your conversations at the boards. We're going to get  
8 started at this time and we'll start.

9 So before we begin the formal meeting, I'd like  
10 to thank all of you for coming here. We're going to  
11 start with an L.A. River Path video that we created for  
12 the project to kind of highlight what the project really  
13 is before the presentation. This is a really good  
14 example in a video form of what this project of the L.A.  
15 River Path is.

16 (L.A. River Path project video played)

17 MR. CORTEZ: All right. How exciting. It got me  
18 excited to have this path open.

19 Good evening, everyone. Thank you for attending  
20 today's public scoping meeting for the L.A. River Path  
21 project. My name is Michael Cortez. I'm in human  
22 relations for L.A. Metro.

23 It looks like many of you had an opportunity to  
24 visit the boards and talk to the project team. If you  
25 didn't, there will be opportunity after this meeting to

1 have further discussions and visit the boards after the  
2 following presentation and the comment period.

3 At this time, I'd like to invite Claudia and  
4 Marie to come up to talk about our translation services  
5 that we're offering here today.

6 (Interpretations given)

7 MR. CORTEZ: Thank you to the both of you.

8 We also have the presentation translated in  
9 Spanish if you -- on the projector over here to my right,  
10 if people want to follow it that way. We also have it  
11 voice translated in Spanish and English as well, so there  
12 are different opportunities and ways to follow us on the  
13 other languages. So thank you, both, and they will also  
14 be located in the back as well, too, with those services.  
15 The other thing is we also have a court reporter here  
16 that will be transcribing the meeting today.

17 So the purpose of today's meeting is really to  
18 hear from all of you and what methods should be  
19 considered during the environmental study report. This  
20 meeting is also legally required as part of the  
21 California Environmental Quality Act, also known as CEQA.

22 Today we will be hearing a nine-minute  
23 presentation from the Senior Director of Planning,  
24 Countywide Planning, Lauren Cencic, who will provide a  
25 project overview, and she will be talking to you a little

1 bit about this entire process, the CEQA process as well.

2 After Lauren finishes her presentation, that's  
3 when we'll open it up for public comments. There'll be  
4 two ways that you'll be able to provide public comments  
5 today. It will be one through an oral comment or a  
6 written comment. If you would like to make an oral  
7 comment today, we hope you -- in the front -- back of the  
8 room, my back now, we do have speaker cards and we hope  
9 you fill it out. And also there'll be staff members --  
10 just raise your hand and they'll be able to provide you  
11 one as well.

12 If you don't feel like providing an oral  
13 comment, don't worry. There's another way you can do it  
14 and it's through written comment. There's a table in the  
15 back and you can provide your comments that way, too.

16 If those options don't work for you and you'd  
17 rather just like to take this information here today and  
18 dissect it, don't worry. You still have time. Today's  
19 not the only time for you to provide public comment. You  
20 can either mail in your comment, you can e-mail it, or we  
21 do have a form online. All of these are options that are  
22 available in the 45-day comment period which ends on  
23 Friday, December 6.

24 So, again, these are all different options of  
25 ways that you can provide public comments. We'll be

1 talking to you about the process after the presentation  
2 of how we will address each person coming up during the  
3 public comment period.

4           Again, the purpose of this meeting is to capture  
5 all of your comments, to analyze the comments that we  
6 hear today, questions that you have, and it will be  
7 responded to during the draft environmental impact  
8 report. There may be some awkwardness. We'll just let  
9 you know up-front if you do ask a question or would like  
10 a response during your comment here today, unfortunately,  
11 we're not going to be answering them. We'll just say  
12 "thank you" and "next," but we appreciate it because  
13 really we're here today to record your comments and then  
14 respond during the draft environmental process.

15           So at this time, I'd like to invite  
16 Lauren Cencic to come up and provide the presentation.

17           (Project presentation was given by Ms. Cencic  
18 but not transcribed)

19           MS. NOLAN: Hi, everybody. My name is Lyndsey Nolan.  
20 I'm with The Robert Group and I am part of the outreach  
21 team. I'm going to start calling up folks, probably  
22 three at a time.

23           Bridgitte is in the back and she'll be  
24 collecting -- raise your hand, Bridgitte. She'll be  
25 collecting cards from you if she doesn't already have it

1 and you want to submit oral comment.

2 So when I call your name, just please come to  
3 the front or actually start lining up in the middle and  
4 then we'll have you come when your name is called. Come  
5 to the front. You want to direct your comment to the  
6 court reporter. State your name and speak clearly into  
7 the microphone so that she captures everything.

8 And then finally, just please silence your cell  
9 phones, allow others to speak when it's their turn, and  
10 use respectful language.

11 So we have Mal Granger, Tom Hoffman, and Austin  
12 Boldt. So if you can just start -- yeah, or here.

13 Mal Granger? Austin Boldt?

14 MR. BOLDT: Hello. Good afternoon and thank you for  
15 being here. My name is Austin Boldt. I'm a resident of  
16 Cypress Park and Glassell Park. I live within two miles  
17 of the Los Angeles River, but I actually can't get to the  
18 bike path without biking about four or five miles around  
19 down Fletcher Drive across the Fletcher Drive bridge, so  
20 access is a huge issue for me. Residents of Cypress  
21 Park, we can't get to it. We won't even use it, so  
22 that's my point.

23 But the great thing about -- also is for the  
24 thing about jobs, it making -- it creating less of a  
25 drive. That's great. I hope we can source that locally

1 so it's going to the residents around the area who are  
2 being impacted because it's great if you're saying, Oh,  
3 it's going to create jobs. Yeah. I hope the people  
4 being affected will hopefully get access to those jobs.

5 Safety is a huge issue, especially in Elysian  
6 Valley when people are biking at 25 miles per hour next  
7 to the residents that are walking their kids.

8 So safety, access, local jobs, and community  
9 engagement, I'd like to see more of that, but I didn't  
10 see any flyers in my five bike shops. I didn't see any  
11 people here that I recognized on my local community  
12 rides. I live -- it's looks like I'm on the younger side  
13 of the crowd. I'm 22. So I don't see any -- I don't  
14 know. Maybe I'm just bikes, but -- from the  
15 local community. So Austin Boldt, Cypress Park. I also  
16 like the process. This thing is great. Thank you for  
17 being here. That's it.

18 MS. NOLAN: Mal Granger, Tom Hoffman, and Dora  
19 Armenta.

20 MS. ARMENTA: Hi, everyone. My name is Dora Armenta  
21 and I'm a cyclist and a resident.

22 So I have a few questions and concerns, I guess.  
23 So one of the things is debris and trash that we're  
24 usually kind of seeing along these bike paths. I ride  
25 Ballona Creek path pretty often and I see a lot of trash

1 kind of being thrown into there; a lot of scooters as  
2 well. So I'm just wondering what the -- I guess what  
3 that's going to look like for this pathway as well and if  
4 there's going to be access to trash cans and how that's  
5 going to be maintained.

6 Additionally, during the construction of the  
7 bike path, I'm interested to see how the -- I assume that  
8 air quality is going to be impacted, so I'm interested to  
9 see how that can be mitigated.

10 And lastly, the width of the path as well. The  
11 Ballona Creek pathway has two -- like two lanes, so just  
12 opposite lanes. And so while that's really helpful,  
13 sometimes it's really good to have like maybe the width a  
14 little bit bigger so that pedestrians or people that are  
15 not on a bike or rolling can also safely access the  
16 pathway.

17 And I think that's it. Thank you.

18 MS. NOLAN: Great. Thanks.

19 Mal Granger. Is Mal Granger here?

20 Tom Hoffman. Jeff Chop.

21 MR. GRANGER: Let Jeff speak first.

22 MR. CHOP: Hi. I'm Jeff Chop from the Historic  
23 Cultural Neighborhood Council. I represent residents of  
24 Little Tokyo and I'm a representative of the Arts  
25 District.

1           So this project is definitely -- I feel is a  
2 major plus for our neighborhood, but in terms of making  
3 it good, I think one of the things that I don't see in  
4 the plans is a major amount of greening in the area along  
5 the path and I certainly agree with the earlier speaker  
6 who spoke about the air quality. Right now, the air  
7 quality of Downtown Los Angeles is one of the worst in  
8 the city.

9           And certainly as a bicyclist, I'm very  
10 disappointed that I'm not able to ride my bike from here  
11 to go all the way down to Long Beach, so I look forward  
12 to this connection, and I would also suggest that part of  
13 the project would be to have east-west right-of-ways to  
14 the L.A. River so that the major part of Downtown and the  
15 western part of Los Angeles can be accessed to the river  
16 path.

17           Anyway, I look forward to seeing this project  
18 get on its way and get built. Thank you.

19           MS. NOLAN: Thank you. Mal Granger and Tom Hoffman.

20           MR. GRANGER: Thank you for letting me speak. My  
21 name is Mal Granger and I would like to talk about the  
22 project and my experience working with USDA Forest  
23 Service as an off-highway vehicle motorcycle volunteer.  
24 I've worked on many trail projects and wildlands and I  
25 never met a trail I didn't like, including this one.

1 I would like to address one of my main concerns  
2 of this trail is the environmental conditions of the  
3 section between the Cesar Chavez Bridge and the 101  
4 Freeway, as it transits across the site of the historical  
5 Aliso Street Manufactured Gas Plant site that kind of has  
6 a history of emitting highly hazardous concentrated  
7 chemicals into the air, and I believe that section should  
8 be moved across the river away from the western edge of  
9 the L.A. River and, if not, the section between there  
10 should be monitored for air quality at all times to warn  
11 people if it gets too high or it's unsafe.

12 Unfortunately, the bridge across Cesar Chavez on  
13 the western side has ducts that is pumping out water from  
14 clarifiers used to clean up this brownfield site and  
15 those discharges are pouring into the river every day and  
16 the path has division now. It goes directly over that  
17 particular section especially and I'm very concerned  
18 about the health of people who are anywhere near the  
19 discharge drains for that area. So please work on that  
20 to keep people safe.

21 And thank you for letting me speak.

22 MS. NOLAN: Thank you.

23 Now, Tom Hoffman, Daniel Nussbaum, and Robert  
24 Gutierrez.

25 MR. NUSSBAUM: Thank you. I use the path --

1 MS. NOLAN: Can you state your name, please.

2 MR. NUSSBAUM: Oh, I'm Dan Nussbaum. I live in  
3 Silver Lake. I'm a walker. I like to walk along the  
4 river, so I think I'll just rattle off some of my hopes  
5 and interests.

6 Safety is a concern, safety from the point of  
7 view of lighting at night. If there could be more  
8 lighting, that would be good. It would be good if there  
9 was more of a delineation between pedestrian and bike  
10 sides of the path.

11 I'm also very concerned with greening, as  
12 somebody else mentioned. I think that the pocket parks  
13 in Frogtown are great and it would be good to see the  
14 creation of more of those and if not parks, per se, then  
15 trees. I'd also like to go on record of saying I hope  
16 that the river is restored as much as possible.

17 And the idea of connectivity between the two  
18 sides of the river I think is of a significant value and  
19 that if there could be even more bridges and more ways  
20 for people to go back and forth, I think that would be  
21 great. So thank you.

22 MS. NOLAN: Thank you.

23 Robert Gutierrez.

24 MR. GUTIERREZ: Hi. My name is Robert Gutierrez.  
25 I'm a resident of Boyle Heights and a cyclist.

1 I didn't have much opportunity to go over the  
2 different alternatives, so I don't really have a  
3 preference to advocate for.

4 I wanted to thank you first and foremost for  
5 kind of -- Metro taking the lead. It sometimes feels as  
6 the cyclists that we're not very prioritized as a  
7 population group in the city, so I guess I wanted to  
8 advocate for whichever proposal has the best  
9 connectivity. I think that I'm looking at it mostly as  
10 an integrated cycle network and I think it goes a long  
11 way into seeing riverbounds travel.

12 But I think that there's also going to be --  
13 through the eastside neighborhoods, there's a lot of fear  
14 of gentrification within the eastside community and so I  
15 think that I can suggest some ways that we can better  
16 anterior this project into the community.

17 So first of all, I think that you can outsource  
18 cultural resources along the river. The river has  
19 historically, especially on the eastside, been a path  
20 form for streamlined graffiti. I think if we try to  
21 marginalize this group, I think that's going to go far in  
22 aiding in the community. I think that we need to find a  
23 way to try to integrate that in, and it's a big part of  
24 our culture -- not a big part of the culture, but it's  
25 something big. It's something I hear all the time.

1           And also, I think -- I know this also sounds a  
2 little bit contradictory, but I think that you can  
3 include nature into the project as well. I think a lot  
4 of times when outside agencies come in and try to impress  
5 in the community, they have kind of a suburbanizing  
6 mentality of kind of a certain aesthetic that's trying to  
7 be imposed on the community and I think that if we can  
8 avoid those things, I think it would be very positive in  
9 the community. Thank you.

10           MS. NOLAN: Thank you.

11           Jennifer Doyle and Tom Hoffman.

12           MS. DOYLE: Hi. I'm Jennifer Doyle and I like to  
13 cycle and I think one of the biggest things is safety.  
14 So having adequate lighting is going to be really  
15 important. I think it would be really dangerous if you  
16 have something in your path and you can't even see it,  
17 but also with more lighting, it increases utilization  
18 that people can use it at night. So I think more  
19 lighting, adequate lighting, would be beneficial. Thank  
20 you.

21           MS. NOLAN: All right. Thank you.

22           MS. CENCIC: No Tom Hoffman? No? Okay.

23           Last call for speaker cards. No?

24           Okay. So even if you didn't want to come up and  
25 speak, I'd just -- you know, we still want to hear what

1 you have to say. So feel free to e-mail us. Take a  
2 comment card. Drop off a comment card. We really want  
3 to continue to hear from you for this period before  
4 December 6, but really as the project continues through  
5 the next few years.

6 With that, I hope if you didn't get a chance to  
7 go through all of the boards and really dig into what  
8 these alternatives are and some of the specifics of the  
9 environmental process and some of the ideas that we have,  
10 that you take the time to do that now.

11 We're going to break from the formal  
12 presentation and go back and talk to the boards. I want  
13 to make sure that everyone gets a chance to get all of  
14 their questions really answered and really understand  
15 where we are in this project. With that, Michael --

16 MR. CORTEZ: I wanted to thank St. Francis for  
17 allowing us to use their space as a cultural and  
18 historical landmark in the community. So I wanted to  
19 thank you for allowing us to use it.

20 MS. NOLAN: Yes. Thank you. Thank you again. We're  
21 here until 8:00 and there's a bunch of staff, a bunch of  
22 us with name tags. Find one of us and then we'll be  
23 happy to talk to you more about the project. Thank you.

24 (Public hearing concluded at 7:13 p.m.)  
25

1 REPORTER'S CERTIFICATION

2  
3 I, the undersigned, a Certified Shorthand  
4 Reporter of the State of California, do hereby certify:

5 That the foregoing proceedings were taken before  
6 me at the time and place herein set forth; that any  
7 witnesses in the foregoing proceedings, prior to  
8 testifying, were duly sworn; that a record of the  
9 proceedings was made by me using machine shorthand, which  
10 was thereafter transcribed under my direction; that the  
11 foregoing transcript is a true record of the testimony  
12 given.

13 Further, that if the foregoing pertains to the  
14 original transcript of a deposition in a federal case,  
15 before completion of the proceedings, review of the  
16 transcript was not requested.

17 I further certify I am neither financially  
18 interested in the action nor a relative or employee of any  
19 attorney or party to this action.

20 IN WITNESS WHEREOF, I have this date subscribed  
21 my name.

22 Dated: November 26, 2019

23   
24 Marcena M. Munguia, CSR No. 10420  
25 Certified Shorthand Reporter  
For The State Of California

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BEFORE THE METRO  
L.A. RIVER PATH PROJECT TEAM

Public Hearing in the Matter of: )  
 )  
L.A. RIVER PATH PROJECT )  
ENVIRONMENTAL REVIEW )  
PROCESS/SCOPING MEETING )  
\_\_\_\_\_ )

CERTIFIED COPY

TRANSCRIPT OF PROCEEDINGS  
Los Angeles, California  
Saturday, November 16, 2019

Reported by:

MARCENA M. MUNGUIA,  
CSR No. 10420

Job No. :  
24862ROB

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BEFORE THE METRO  
L.A. RIVER PATH PROJECT TEAM

Public Hearing in the Matter of: )  
 )  
L.A. RIVER PATH PROJECT )  
ENVIRONMENTAL REVIEW )  
PROCESS/SCOPING MEETING )  
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TRANSCRIPT OF PROCEEDINGS, taken at  
Cypress Park Recreation Center,  
2630 Pepper Avenue, Los Angeles, California,  
commencing at 10:30 a.m. on Saturday,  
November 16, 2019, heard before the  
Metro L.A. River Path Project Team, reported by  
Marcena M. Munguia, CSR No. 10420, a Certified  
Shorthand Reporter in and for the State of  
California.

1 APPEARANCES:

2 Metro Presenter: MICHAEL CORTEZ  
3 Manager of Community Relations  
4 Metro

4 LAUREN CENCIC  
5 Senior Director  
6 Metro

6 Facilitator: LYNDSEY NOLAN  
7 Project Manager  
8 The Robert Group

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I N D E X

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Susan Rocha	22
Tom Savio	23
Clara Solis	24
Stewart Lozano	26
Carla Bravo	28
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1 Los Angeles, California, Saturday, November 16, 2019

2 10:30 a.m.

3  
4  
5 MR. CORTEZ: Good morning, everyone, we're going to  
6 go ahead and get started so if you want to wrap up your  
7 conversations around the boards and then we'll go ahead  
8 and begin the formal presentation.

9 So good morning, everyone. Thank you for  
10 attending today's public scoping meeting for the L.A.  
11 River Path project. My name is Michael Cortez. I am the  
12 Community Relations Manager at Metro, so we appreciate  
13 you coming. Hopefully you grabbed some breakfast or some  
14 bread and coffee, and we'll begin. So thank you again  
15 for attending today.

16 Before we begin actually the presentation, we're  
17 going to show you a video of the project so you can kind  
18 of see really in full scope what we're talking about  
19 today.

20 (L.A. River Path project video played)

21 MR. CORTEZ: Awesome. So great.

22 If you feel free, like you want to see this  
23 video again, it is also located on our website at  
24 [www.lametro.net/lariverpath](http://www.lametro.net/lariverpath).

25 So before I begin, I wanted to recognize Stewart

1 Lozano with the Assembly Member Richard Bloom's office.  
2 I know the Assembly member doesn't necessarily represent  
3 this area, but he's also a constituent, so thank you for  
4 attending and being here. We appreciate it.

5 Hopefully you guys had an opportunity visit the  
6 boards and mingle with the team for this project. But if  
7 you didn't, there will be opportunity after the  
8 presentation to continue those type of conversations.

9 We also do have translation here. Do you want  
10 to see if anyone needs --

11 (Translations given)

12 MR. CORTEZ: Great. Thank you. We also have this  
13 presentation translated into Spanish, so if you'd like to  
14 follow the presentation along, it's right here towards my  
15 right and all of the boards are translated in English and  
16 Spanish as well, too.

17 So the real reason why we're here today is to  
18 hear from you about what Metro should be considering  
19 during the environmental study. The other thing is this  
20 is also a legally required meeting per the California  
21 Environmental Quality Act. So today we're going to be  
22 hearing a presentation from Lauren Cencic, Senior  
23 Director of Countywide Planning. After Lauren makes that  
24 presentation, we'll be opening it up for public comment.

25 So there'll be two types of ways that you can

1 make a comment today. It's either an oral comment or a  
2 written comment. If you'd like to make an oral comment,  
3 you can grab a speaker card that's at the sign-in table  
4 and if you don't have one, raise your hand and we'll pass  
5 it over to you so that you can fill it out. So when it  
6 is a public comment time, we'll call you up individually  
7 one by one.

8           If you don't feel like coming up and making  
9 comments orally, you can always write it down in the back  
10 of the room, grab a bread, a coffee, and take your time  
11 to write it down there.

12           If any of those options don't work for you and  
13 you feel you just want to digest information a little bit  
14 more, that's fine, too. You have until Friday,  
15 December 6th to provide your comments via e-mail or on  
16 the website, we have a public comment card that -- or a  
17 public comment box that you can fill out and then it  
18 automatically gets generated and passed over to us, or  
19 you can do it by mail, too. So there's various options  
20 of ways that you can provide comments for this project.

21           So -- and also, this won't be the only time that  
22 we're going to be engaging the public on this project.  
23 We hope that you sign up, so -- in the front or actually  
24 in the back of the room to continue to get information of  
25 this project. We're going to be engaging people through

1 workshops within the next year or so and coming back to  
2 the community.

3           So at this time, I'd like to invite Lauren, who  
4 will give the presentation today.

5           MS. CENCIC: Thank you, Michael.

6           Thank you, everybody, for coming. It means a  
7 lot that you are here on a Saturday morning. We always  
8 love when people come out, but a Saturday morning is an  
9 extra special commitment.

10           So I just wanted to talk a little bit about the  
11 L.A. River Path project. Today we're going to kind of go  
12 through a little bit about what we mean by the  
13 environmental process. As Michael mentioned, this  
14 meeting is a part of a formal review of the L.A. River  
15 Path project and so we're going to talk just a little bit  
16 about what we can expect during that process. We're  
17 going to talk just for a few minutes about the project.  
18 As Michael mentioned, there's a lot more detail and  
19 information on all the boards and we have a lot of staff  
20 around with name tags like mine who will be very happy to  
21 answer your questions for us.

22           We also -- well, I've got the wrong clicker  
23 here. Let me use the right one here.

24           So we're also going to talk just for a minute  
25 about the alternatives that we're going to be studying in

1 the environmental review process and then really get to  
2 the heart of what we're doing here today. And as Michael  
3 mentioned, the real reason we're here is we want to hear  
4 from you about this project. So our job today is really  
5 to listen to your comments and understand what you'd like  
6 us to consider as we're studying these projects.

7           So for the environmental review process, really  
8 the reason we do this -- and it is a part of the  
9 requirements under the California Environmental Quality  
10 Act, but really the reason we're doing it is we're trying  
11 to get the decision -- collect all of the information  
12 that we need so that we can inform decision makers so  
13 they can make a good choice of how we proceed with this  
14 project.

15           We are going to be analyzing both the benefits  
16 and the potential environmental impacts of this project  
17 through a document that we call an Environmental Impact  
18 Report or an EIR. You may have heard us talk about  
19 tonight is a -- or today is a scoping period and what  
20 scoping is is scoping is really the kickoff or the formal  
21 beginning of this environmental review process. That  
22 makes today's meeting a little bit different than some of  
23 the other meetings you may have attended about this  
24 project, but our job here in scoping is to get input from  
25 you and from other groups about what the objectives of

1 this project should be, what the alternatives should look  
2 like, and really what we should study in this  
3 Environmental Impact Report.

4           So when we talk about this report of this final  
5 product of our environmental study, what you'll see in  
6 there is an analysis of the different options we're  
7 looking at. That will really include project objectives,  
8 it'll include information about the proposed project,  
9 what might happen during construction in looking at  
10 potential impacts during construction and also once the  
11 project is up and running. There will also be a lot of  
12 really heavy technical studies in there where we're  
13 really going to get into looking at the potential  
14 environmental impacts of this project, and we'll talk  
15 about that more in a second.

16           We are going to be looking at if there are  
17 impacts, how we can avoid them or minimize them and make  
18 sure that we are limiting those impacts, if there are  
19 any, and we're going to look not only at our proposed  
20 project but different options how we can build that  
21 project so we can compare those alternatives.

22           For this process for the California  
23 Environmental Quality Act, Metro's going to be the lead  
24 agency and be in charge of preparing this document, but  
25 we're not going to be working in isolation. We're going

1 to be working with a lot of partners at the federal,  
2 state, and local levels who are going to be agencies that  
3 are going to participate in this process as well. So  
4 they'll be responsible for reviewing documents, providing  
5 input, and participating overall in the environmental  
6 process.

7           So when we talk about the L.A. River Path  
8 project, a couple of things: We are really talking about  
9 the portion -- of building the portion of the bicycle and  
10 pedestrian path along the L.A. River between Elysian  
11 Valley and Maywood, so the portion through Downtown  
12 that's currently missing. So we're focusing on that  
13 eight-mile stretch and really trying to connect this path  
14 to the larger path along the L.A. River. So when we're  
15 done, we'll have 32 continuous miles of path along the  
16 L.A. River.

17           This project is locally funded by Metro. In  
18 2016, we had the Measure M sales tax measure and that  
19 identified this project and has provided 365 million  
20 dollars to complete this project.

21           This is a really important section of the bike  
22 and pedestrian path to complete and that's because not  
23 only will it provide this connectivity and this  
24 connection all the way from the San Fernando Valley to  
25 Long Beach, but also in the section there are about a

1 million people who live within three miles of this path  
2 and will be able to use it. And also, this path is --  
3 along this area is largely industrial, but there's a lot  
4 of jobs. Not only do a lot of people live there, but  
5 there's a lot of jobs in this area and particularly  
6 around Vernon in the southern part of the path, there's  
7 about 50,000 jobs there that will be near this path.

8           So in terms of our time line for how we're going  
9 to do this project, the part we're in right now is what  
10 we're calling the environmental review and it's a pretty  
11 lengthy process. So we're going to be finishing up our  
12 environmental review process by about 2022. We'll dig  
13 into it a little bit more in detail in a minute about the  
14 different steps of that, but we need to complete that  
15 before we can finalize the design of the path and get our  
16 required permits. We're going to need permits from the  
17 Army Corps of Engineers to finish this project before we  
18 can construct and build this project. So by 2023 is when  
19 we're going to start construction and have the path  
20 opened by 2027 or sooner.

21           So one of the things that we really want to hear  
22 from you about today are the project objectives.  
23 Anything you want to tell us, any ideas you have for this  
24 project, certainly please include those in your public  
25 comments, in your public testimony today, but one of our

1 questions that we're particularly asking is about the  
2 project objectives and this is a really important part of  
3 the project because it's how we're going to evaluate and  
4 compare different options and different alternatives to  
5 one another.

6           So we've come up with some draft project  
7 objectives and we'd like to hear if you agree with these,  
8 if you have others you'd like us to add. If you think  
9 something's missing here or don't agree with something,  
10 let us know in your comments.

11           So really, our objectives: We're looking at  
12 safety, improving safety for pedestrians and bicyclists.  
13 We're also looking at access, making sure people will be  
14 able to use this path to get to and from neighbors, jobs,  
15 destinations and other amenities in the region.

16           We want to use this path as a way for people to  
17 be able to get out of their cars, so we would reduce  
18 vehicle miles traveled, or VMT, and make this path a way  
19 that people can walk or bicycle throughout L.A. County  
20 and be able to do so in a way that is completely  
21 separated from cars in a dedicated bike path, bike and  
22 pedestrian path.

23           We want to look at equity as a part of this  
24 project and making sure that this project is also making  
25 sure that we're providing access to opportunity for

1 underinvested communities and considering equity in our  
2 analysis.

3           And really just overall, we want to focus on the  
4 user experience. We want this path to feel safe and  
5 comfortable and something that people of all ages and  
6 abilities will be able to use. So we want to design the  
7 path in a way that's comfortable for bicycles, it's  
8 comfortable for pedestrians walking, it's comfortable for  
9 seniors, it's comfortable for families with small  
10 children and designed in such a way that works for  
11 everybody, and we want to make sure that this path can do  
12 a couple of things. We want to serve the needs of people  
13 who want to use this path for recreation and for  
14 enjoyment, who want to just go out and walk and bike on a  
15 weekend with their friends, but we also want to make sure  
16 that this path can serve utilitarian trips as well so  
17 that people will be able to use it to get effectively to  
18 work, to school, to other places that they need to go.

19           So we have three alternatives that we're going  
20 to be studying as a part of this process and these are  
21 one of the other questions that we would like to hear,  
22 what you think about these alternatives.

23           So they're all pretty similar and we've really  
24 creatively named them Alternative A, B and C so that we  
25 can remember them, but with -- these alternatives all

1 start in Elysian Valley and all end in Maywood. So  
2 they're all closing that gap. There's just a few  
3 distinctions about how they're doing that.

4 Each of these cross back and forth across the  
5 river from the east bank to the west bank and back and  
6 forth because we're trying to provide access points and  
7 connections on both sides of the river as well as get  
8 around some of the obstacles and the infrastructure that  
9 we need to navigate around in order to close this gap.

10 So Alternative A is 50 percent -- has 50 percent  
11 of the access points on the east bank and 50 percent on  
12 the west bank and it has 10 access points all together  
13 and moves back and forth across the river using a couple  
14 of different path types and a couple of different  
15 structures to really navigate those -- that gap.

16 Alternative B, very similarly, has 50 percent of  
17 the access points on the west bank, 50 percent on the  
18 east bank. This one has a few extra access points and  
19 there's a lot more detail on the boards and Devon and the  
20 rest of the staff will be very happy to go over the  
21 details with you, but this one just finds a little bit  
22 different options of how to get through some of the  
23 bridges and infrastructure in this area.

24 And Alternative C has 11 access points, so it's  
25 got an extra one on the west bank but similarly moves

1 back and forth across the river and provides connections  
2 on both sides.

3           So in terms of this environmental review  
4 process, what do we mean when we're talking about this  
5 environmental review process and some of the time lines  
6 and steps? So as I mentioned, this period we're in right  
7 now is scoping and that's a 45-day period where we're  
8 really -- our job is to listen. We're trying to get as  
9 many comments and have as many people tell us their  
10 opinions about this project as possible.

11           We're going to use all of that to inform what  
12 we're going to study and then we're really going to dig  
13 into developing some of the technical studies and doing  
14 the analysis so that we can prepare this draft EIR.

15           By 2021, we're going to have a completed draft  
16 EIR and that's when we're going to come back out to the  
17 public and show you what we've found, show you the  
18 results of all of that analysis, and get some more  
19 comments through a public hearing process. Once we get  
20 those comments, we're going to be formally responding to  
21 them in our document and we'll go through and revise that  
22 draft document and turn it into a formal final document  
23 that's going to address those comments before we can  
24 publish that document and then get approval from Metro  
25 Board of Directors. So those are all the steps we need

1 to go through in order to get this processed.

2 We're also going to be at the same time working  
3 with Army Corps of Engineers because, as I mentioned, we  
4 need some permits from them to build this project. So  
5 they'll be requiring specialized studies as well to get  
6 those permits.

7 So another question we have is really about the  
8 content of the Environmental Impact Report. We know  
9 there are a lot of potential environmental impacts that  
10 may or may not happen from this project, whether once  
11 it's up and running or during construction. So all of  
12 those things are things we want to study and really  
13 understand the impact, the potential impacts, before we  
14 start this project.

15 So we've identified a number of potential topics  
16 for us to study, everything from air quality to  
17 transportation impacts to cultural resources and impacts  
18 to historic bridges and historic properties, looking at  
19 tribal cultural resources and really consulting with  
20 Native American tribes; but if there's other things that  
21 you would like us to consider and to plan for and to  
22 study, we want to hear about that as well.

23 So during this environmental review process, as  
24 Michael mentioned, we want you to stay involved. Yes,  
25 we're having our formal scoping meetings and then in 2021

1 we're going to have formal public hearings, but in the  
2 meantime, we're also going to have a lot of other ways  
3 for you to stay involved in our project. If you signed  
4 in today and provided your contact information, you'll  
5 get updates about the project and we're going to have  
6 other meetings and opportunities for people to get  
7 involved as well, but we want to make sure that, you  
8 know, you're getting a chance to stay involved and  
9 learning about our progress as we move through this  
10 process.

11 So today is our last of our four public  
12 meetings. So we've had them in Boyle Heights, in the  
13 Arts District, in Maywood, and then our fourth one is  
14 today here in Cypress Park.

15 So I'm ready to stop talking pretty soon because  
16 this is the boring part and really why we're here is to  
17 listen to you, but before I do that, I just want to talk  
18 for a second about really what we're going to do with  
19 your comments.

20 So all of the comments we'll hear, whether you  
21 speak today formally, whether you submit something in  
22 writing, or e-mail to us during this 45-day comment  
23 period, are going to be documented in a formal scoping  
24 report and that's going to really become a part of this  
25 process of developing this environmental study. They are

1 going to help inform what goes into that environmental  
2 report as well as influence design decisions. So while  
3 we're doing the environmental studies, we also need to do  
4 some of the engineering design of the project to really  
5 understand what those impacts will be, and so what you  
6 tell us is going to help inform those decisions.

7 We're going to use it to refine project  
8 objectives, because that will be really how we're  
9 analyzing and comparing these project -- these options to  
10 one another, and really identify really what we should be  
11 evaluating and then what mitigation measures or any  
12 options we should look at to avoid impacts as well.

13 So as Michael mentioned -- I don't need to go  
14 into too much more detail -- oral comments, if you wanted  
15 to do an oral comment, please fill out a speaker card.  
16 Let me just raise this up here without spilling my  
17 coffee. You need a speaker card?

18 MS. BRAVO: Well, I want to --

19 MS. CENCIC: So --

20 MS. BRAVO: Yes. I want to ask, there's been --  
21 there's been about three projects -- okay. There's been  
22 about three projects that they brought here and I'm  
23 trying to figure out -- were you here when they brought  
24 them --

25 MS. CENCIC: Actually, you know what? I would love

1 to -- yeah. So if you have some questions, let me have  
2 staff come talk to you specifically because I want to get  
3 through the rest of this presentation so we can get to  
4 the formal process here, but I appreciate your  
5 enthusiasm.

6 So you can fill out your oral comment card,  
7 which is the little comment card like this, and we'll  
8 call you up so you can speak and you'll have two minutes  
9 to speak and the court reporter is going to actually  
10 officially transcribe what you say. You can submit  
11 written comments and you can e-mail us at L.A. River Path  
12 at Metro.net as well. Okay?

13 So the other really important thing to think  
14 about is because I know even if you make a public comment  
15 today, you may go home and come up with some more ideas  
16 or think of things you'd like to add. Remember  
17 December 6. Friday, December 6 is the deadline for  
18 submitting comments, so you have up until that time to  
19 e-mail us, write us, whatever you would like to do. All  
20 of my contact information is on the screen. Also, the  
21 very handy written comment form you can take home, on the  
22 back, there's my contact information. You can mail this  
23 yourself or send us an e-mail, whatever you'd like.

24 So with that, I'm going to turn it over to  
25 Lyndsey, who's going to talk a little bit more about sort

1 of the rules for how we're going to do the public comment  
2 periods. During this process, we're just going to be  
3 listening and documenting what you say and if you have  
4 specific questions, please go see the staff at the side  
5 of the boards. They can help answer your questions, or  
6 else if you make a formal comment today, your answer is  
7 really going to be in this Environmental Impact Report.  
8 So your answer is going to be this document. So if you  
9 have more clarifying questions, please check in with the  
10 staff on the side of the room. Okay?

11 MS. NOLAN: All right. Thank you, Lauren.

12 All right. So if you haven't already and you  
13 want to make an oral comment, please go to the table at  
14 the back and you can get a speaker card and they will  
15 bring the speaker card up to me.

16 You're going to have two minutes, which you can  
17 see up there, to make your comment. At the close of two  
18 minutes, I'm going to ask you to finish. If you want a  
19 translator, we have our translator here and you can have  
20 actually four minutes if you choose that you want a  
21 translator.

22 Please talk into the microphone. Face the court  
23 reporter so she can see you and hear you. Speak clearly  
24 and when you come up, make sure that you state your name  
25 when you get to the microphone to start your comment.

1           And, again, just to repeat what Lauren  
2 mentioned, it might feel awkward if you pose a question  
3 into the microphone as part of your comment. You won't  
4 be getting an answer today. The answer comes through the  
5 Environmental Impact Report. So it might feel a little  
6 awkward, but just remember that we're here to listen and  
7 record everything today.

8           Okay. So with that, I have Susan Rocha and Tom  
9 Savio. You can come wait.

10           MS. ROCHA: My name is Susan Rocha and in this area  
11 of Cypress Park and Elysian Valley, we have no  
12 supermarkets. The only ones are three miles that way,  
13 this way, or in a different direction. So -- and we  
14 can't carry like five bags of groceries on our back,  
15 so -- to bicycle and we have one lane in each direction  
16 in varying main streets. So I'm against road diets, I'm  
17 against the congestion, and there's no way to take  
18 bicycles just to get to the market. We have no bank, no  
19 market, no nothing over here.

20           It's not safe down the river because there's a  
21 lot of homeless people. A lot of them don't -- don't  
22 create any problem, but yet the dirtiness is an issue.  
23 It's more of an issue than anything else, and there's  
24 also bicyclists that are very aggressive and they want to  
25 railroad down other bicyclists and walkers. So that

1 needs to be -- I don't like patrols. I think that people  
2 should know how to be decent and control themselves and  
3 not do that to other people.

4 I'm against any new developments along the  
5 river, including any new apartment buildings, condo  
6 units, any new coffee shops, amenities. A lot of natives  
7 that have lived here their whole life like me can't maybe  
8 afford \$5 coffee shops and bringing in a lot of newbie  
9 people that create more traffic and more congestion into  
10 the area. That's not acceptable in these little tiny  
11 areas that we have. We don't want these areas destroyed  
12 with too many people coming in, too much traffic coming  
13 in, things that are not affordable in our area.

14 MS. NOLAN: Thank you. Your time is up.

15 Okay. Tom Savio?

16 MR. SAVIO: My name is Tom Savio. That's S-a-v, like  
17 Victor, i-o. I'm an Executive Director of Los Angeles  
18 Union Station Historical Society. We're recognized by  
19 the Federal Railroad Administration.

20 I think anything that brings more life to the  
21 deadest river that I know of is a good thing overall, but  
22 we have a particular concern because the area east of  
23 Los Angeles Union Station is a well-documented toxic  
24 waste dump from a refinery that used to exist there from  
25 about 1880s to 1950s. It was also a location where

1 weapons, chemical weapons of war, were manufactured.  
2 Most of this material has been dumped there and not being  
3 protected, the public is not being protected.

4 I see that you have three different  
5 alternatives. One alternative is B where you have pylons  
6 and an elevated bike ramp. This will require  
7 construction into toxic waste dump area and I'd like to  
8 know what Metro is doing about cleaning up the toxic  
9 waste dump and how that is going to alter or change the  
10 nature of your bikeway.

11 The other two alternatives appear to be on the  
12 other side of the bank; that is, the other side of the  
13 river. So far, I have not been able to get a map of how  
14 far the toxic waste zone extends and I've been talking to  
15 the state EPA about getting a map because it may very  
16 well go under the river and out the other side. So I'd  
17 like to know what Metro is going to do about the toxic  
18 waste dump near Union Station and your back way.

19 MS. NOLAN: Thank you.

20 Okay. I have Clara Solis, followed by Stewart  
21 Lozano.

22 MS. SOLIS: Hi. I haven't looked and studied this  
23 closely, but --

24 MS. NOLAN: Can you please state your name.

25 MS. SOLIS: Hi. Clara Solis. I haven't looked at

1 this closely, but I would like to say if they do whatever  
2 they build, they should have access walkways down to the  
3 bottom of the river from the bike paths.

4 Also, if you want to provide access to  
5 underserved communities, you need to have an east-side  
6 access point to the Gold Line at First Street. It also  
7 makes sense to have an access point to the Gold Line at  
8 the Ed Reyes Greenway and down at Atlantic Boulevard, it  
9 is crazy and I think there should be an access point  
10 there also. Plus, that will serve underused --  
11 underserved communities.

12 You have to be careful with noise and pollution  
13 to residents. You should really do great outreach to the  
14 communities, because Metro does terrible outreach to  
15 underserved communities. You need to walk those  
16 neighborhoods where -- that are going to be impacted by  
17 any construction and pass out flyers and talk to people.  
18 Mailing is inefficient and doesn't work for underserved  
19 communities.

20 Regarding the comments on the supermarkets, I  
21 hear that all over. People get upset at bike riders. I  
22 ride a bike, but people get upset at bike riders because  
23 you're taking out lanes to create road diets for bike  
24 lanes and people don't have access to supermarkets.  
25 That's true in East Los Angeles and you can't take -- I

1 can't take my 91-year-old mother to the doctor on a bike.  
2 I can't pick up my groceries on a bike. So you have to  
3 be cognizant of it. You're making an us-versus-them  
4 situation and it creates anger. Thank you.

5 MS. NOLAN: All right. Thank you.

6 Stewart Lozano, followed by Carla Bravo.

7 MR. LOZANO: Good morning. My name is Stewart  
8 Lozano. I just want to thank Metro for hosting these  
9 meetings. Getting public opinion is always I think a  
10 most important first step in a project like this. I'm  
11 from the east side. I'm a longtime resident, grew up  
12 here, baptized right down the street at Divine Savior.

13 And what I want to say is this project should be  
14 efficient, it should be safe, and it should be  
15 accessible, and I encourage Metro to keep that in mind  
16 throughout the planning of this project. I noticed that  
17 there's a couple plans that have a big path going below  
18 the bank, meaning it is incised and at the river bottom.  
19 To me, that doesn't seem very practical, especially  
20 already if it's at risk at the slightest sight of rain.  
21 So I would encourage if at all possible to keep it  
22 elevated or at the top of bank because it seems to be the  
23 most accessible and useful access, accessible year-round.

24 So just once again, I want to stress the  
25 efficient, accessible, and safe.

1           The other thing is the east side is a special  
2 place. There's a lot of people who came here for many  
3 different reasons, but historically the east side has  
4 been home to the largest Chicano population in the  
5 country and as gentrification has increased, a lot of the  
6 murals that the east side is famous for have been  
7 destroyed. Metro has a golden opportunity here to create  
8 a -- make this bike path a destination, something  
9 practical, something to go from point A to point B  
10 quickly, but also include art. Include the community in  
11 it.

12           I would cite Destination Crenshaw as an example  
13 of this. I think what's going on there where the  
14 community's been included, there's murals that honor the  
15 community, it's fantastic, and I would strongly encourage  
16 Metro to keep that in mind in the planning project.  
17 Reach out to local artists and really create, I mean,  
18 like I said, a safe, efficient, accessible bike path but  
19 also a destination for murals that would honor the  
20 community and the people that have called this place home  
21 for generations like my family.

22           So thank you once again for hosting this meeting  
23 and good luck.

24           MS. NOLAN: All right. Thank you.

25           We have Carla Bravo, followed by Carrie Sutkin.

1 MS. BRAVO: Good morning. My name is Carla Bravo and  
2 actually, I'm mixed up. I come to all these community  
3 meetings and I hear so many things, so many projects, and  
4 what I'm trying to figure out, where -- where are all  
5 these little like -- the last one we had was about a  
6 Metro link station at the River Park. Before that, there  
7 was another one about the G2 project. Before that, there  
8 was another one. That's what I'm trying to figure out.  
9 Where are all these -- are all these the same project or  
10 is all -- are all these different projects? Because like  
11 I say, I come to all the community meetings and every  
12 time, there's a new project.

13 So that's my only -- you know, those are my  
14 questions, that I come and every time there's something  
15 new. So that's why I'm asking, where is this one coming  
16 from? Thank you.

17 MS. NOLAN: Thank you.

18 All right. I have Carrie Sutkin.

19 MS. SUTKIN: Hi. Thank you for coming out. I've  
20 also lived on the east side for 30 years and I think that  
21 this is like a dream come true, actually. I think a lot  
22 of us don't -- a lot of the public don't realize that  
23 when Metro says they have the money and they're starting  
24 the scoping, they mean that they're actually planning to  
25 construct this within our lifetime, and so I just have

1 some specific questions.

2           You know, your brochure says there's a  
3 seamless -- this project will complete the gap and create  
4 a seamless 32-mile bike path and as far as I know, the  
5 path currently ends -- I live in Elysian Valley and we  
6 can ride just as far as Zoo Drive and we can't ride our  
7 bikes up to the valley currently. So I think that that  
8 needs to be clarified. Maybe there's some other pieces  
9 that are also coming into play, but if you're going, you  
10 know, from Elysian Valley south to Downtown, I don't see  
11 how that completes the San Fernando to the Griffith Park  
12 section. I don't know if I'm clear with that, but there  
13 seemed to be other gaps as well.

14           And living in Elysian Valley, I've lived on the  
15 river path now for almost ten years and there's a lot of  
16 frustration in that it being considered a shared path  
17 that doesn't really meet the standards of a side-by-side  
18 bike path and pedestrian path and I hope that you've  
19 heard that concern from people that live along there.  
20 There have been accidents from the cyclists community and  
21 the residents. It doesn't feel safe. It doesn't feel  
22 right and if it was our first phase that we're  
23 celebrating, don't duplicate it exactly as is. We would  
24 urge you to -- in your new design, I think some of your  
25 new objectives are very important, the safety and

1 pedestrian safety and that feeling that, you know, we can  
2 use it for exercise and commuters, but I think it's very  
3 important in your design that you really separate the  
4 pedestrian from the rollers and the cyclists and the  
5 folks on wheelchairs and strollers and there might even  
6 be equestrians because we know that they're coming down  
7 from Griffith Park. So if this is going to be a  
8 long-term project, consider those things in your design,  
9 too.

10 MS. NOLAN: Okay. Thank you.

11 Okay. Any other public comment, oral comments?  
12 I don't see any additional hands going up.

13 Okay. I think we're good. Thank you.

14 MS. CENCIC: Okay. Well, I just really want to say  
15 thank you. I really appreciated hearing your opinions of  
16 the project. I hope you'll continue to submit comments,  
17 either written or e-mail or our website, up until  
18 December 6th.

19 This is the end of the formal part of the  
20 presentation today, but staff's going to stick around.  
21 We'll be here at the boards, happy to talk through some  
22 more of the specific information about the alternatives  
23 or this project overall.

24 And that's all we have, but I really thank you.  
25 We really appreciate you giving up your Saturday morning.

1           If you haven't already grabbed a cup of coffee  
2 and snacks, please do because that maybe will make it a  
3 little bit better of a Saturday morning. Thanks so much,  
4 everybody.

5           So, actually, I'm so sorry. Carrie just  
6 reminded me if anyone didn't want to make their comment  
7 in front of the microphone but you would like to have the  
8 court reporter continue your comment or add to it or do  
9 one, you're welcome to come up and speak directly to the  
10 court reporter as well and we will certainly make sure  
11 that that is included as a part of the formal record.

12           Thank you.

13           (Public hearing concluded at 11:12 a.m.)

14           MS. SUTKIN: My name is Carrie Sutkin.

15           Specifically, about construction impacts because  
16 I'm concerned about graffiti, trash and the general  
17 neglect that we see that happens with these big public  
18 projects where the contractors don't maintain the site  
19 clean every day and after months and years of  
20 construction, we see homeless camps and horrible trash  
21 and horrible graffiti and homeless camps and other kinds  
22 of, you know, nuisance activity.

23           And so I would be concerned that there would be  
24 someone that supervises and proactively inspects the site  
25 and reports back and that neighbors have a phone number

1 they can call during construction to complain about  
2 nuisances, open gates. We have that happening right now  
3 at the Taylor Yard construction site bridge and there's  
4 no information, no one to call, and it's a constant  
5 problem.

6           And also, the vacant publicly owned lands that  
7 should be considered as part of the project or else they  
8 become dumping grounds as well, so that the design  
9 consider kind of mitigating future nuisance sites by  
10 incorporating them smartly into the site plans so that  
11 the public spaces have landscaping in the long run and  
12 they have maintenance, and then maintenance during the  
13 construction is super important and maintenance ongoing  
14 is very important so that people feel safe using the  
15 trail.

16           (Public hearing concluded at 11:52 a.m.)

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1 REPORTER'S CERTIFICATION

2  
3 I, the undersigned, a Certified Shorthand  
4 Reporter of the State of California, do hereby certify:

5 That the foregoing proceedings were taken before  
6 me at the time and place herein set forth; that any  
7 witnesses in the foregoing proceedings, prior to  
8 testifying, were duly sworn; that a record of the  
9 proceedings was made by me using machine shorthand, which  
10 was thereafter transcribed under my direction; that the  
11 foregoing transcript is a true record of the testimony  
12 given.

13 Further, that if the foregoing pertains to the  
14 original transcript of a deposition in a federal case,  
15 before completion of the proceedings, review of the  
16 transcript was not requested.

17 I further certify I am neither financially  
18 interested in the action nor a relative or employee of any  
19 attorney or party to this action.

20 IN WITNESS WHEREOF, I have this date subscribed  
21 my name.

22 Dated: November 26, 2019

23   
24 Marcena M. Munguia, CSR No. 10420  
25 Certified Shorthand Reporter  
For The State Of California

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BEFORE THE METRO  
L.A. RIVER PATH PROJECT TEAM

Public Hearing in the Matter of: )  
 )  
L.A. RIVER PATH PROJECT )  
ENVIRONMENTAL REVIEW )  
PROCESS/SCOPING MEETING )  
\_\_\_\_\_ )

CERTIFIED COPY

TRANSCRIPT OF PROCEEDINGS  
Los Angeles, California  
Tuesday, November 12, 2019

Reported by:

MARCENA M. MUNGUIA,  
CSR No. 10420

Job No. :  
24998PAD

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BEFORE THE METRO  
L.A. RIVER PATH PROJECT TEAM

Public Hearing in the Matter of: )  
 )  
L.A. RIVER PATH PROJECT )  
ENVIRONMENTAL REVIEW )  
PROCESS/SCOPING MEETING )  
\_\_\_\_\_ )

TRANSCRIPT OF PROCEEDINGS, taken at  
Boyle Heights Senior Center, 2839 East 3rd Street,  
Los Angeles, California, commencing at 6:30 p.m.  
on Tuesday, November 12, 2019, heard before the  
Metro L.A. River Path Project Team, reported by  
Marcena M. Munguia, CSR No. 10420, a Certified  
Shorthand Reporter in and for the State of  
California.



I N D E X

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Welcome and introductory comments

5

Public Speakers:

Peter Hagan

9

Javier Giron

10

Brenda Martinez

11

Jesse Soriano

12

Tracy Stone

12

Allen Anderson

14

Mal Granger

15

Hannya Ortiz

16

1 Los Angeles, California, Tuesday, November 12, 2019

2 6:30 p.m.

3  
4  
5 MR. CORTEZ: All right. Good evening, everyone.  
6 Thank you for attending today's public scoping meeting  
7 for the L.A. River Path project. My name is Michael  
8 Cortez. I am the Community Relations Manager for L.A.  
9 Metro. It looks like many of you had an opportunity to  
10 go visit the boards and talk to some of the team members  
11 who are working on the project. If you haven't, after  
12 today's public meeting and if there's some time, you can  
13 go back and visit boards again and dissect information  
14 that you either heard here in the presentation and mingle  
15 with team members here.

16 Before we begin, I'd actually invite Diana to  
17 come and offer the translation assistance that we offer  
18 here tonight.

19 (Interpretation given)

20 MR. CORTEZ: Thank you, Diana.

21 We also have the presentation in Spanish  
22 projected right here, in case you want to follow along  
23 that way, and all of the boards that you see around the  
24 room are also translated in English and Spanish.

25 So the intent of today's meeting is really to

1 hear from you about what Metro should consider about the  
2 L.A. River Path project during the environmental study.  
3 The scoping meeting is legally required by the California  
4 Environmental Quality Act, which is also called CEQA.

5 We want to ensure we can hear everyone, so we  
6 ask that everyone, including myself, conduct this meeting  
7 in a respectful manner. So we ask that you silence your  
8 cell phones and allow others to speak when it's their  
9 turn during the public comment period as well.

10 Today, Lauren Cencic, Senior Director of  
11 Countywide Planning, will provide a presentation today  
12 with the project overview. Once Lauren is completed with  
13 the presentation, we will then open it up for the public  
14 comment period.

15 If you'd like to provide a public comment here  
16 today orally, we ask that you fill out a speaker card  
17 that Lauren is holding up or Katherine are holding up and  
18 we'll collect them at one point and then Katherine during  
19 that public comment period will call you up one by one.

20 If you don't want to make an oral comment, you  
21 can also submit the written comments and there's a  
22 comment table in the back where you can write them down,  
23 you know, as well, if you don't want to make an oral  
24 comment.

25 We are here until 8:00 p.m. here tonight. If

1 oral comments are completed before 8:00, anyone else who  
2 would like to provide some type of oral comment, you can  
3 always go directly to the court reporter who is over  
4 there who can also transcribe your comments today as  
5 well, but we welcome your comments. But just to  
6 reiterate to you that we will not be answering any  
7 questions or comments today. Responses to your comments  
8 will be in the draft environmental document that will be  
9 made available to the public in the future. So in case  
10 it feels kind of awkward when you come up, if you ask any  
11 questions or make any comments and we're really not  
12 responding, it's because really we're recording your  
13 comments and your questions so that they are answered at  
14 a later time during the draft environmental reporting  
15 process. So just to let you know how it will be. We'll  
16 probably say "thank you" and then go to the next person  
17 making a public comment.

18 So, again, your comments on the scope of the  
19 project here at the meeting during the comments section,  
20 if you feel like you don't want to make a comment here  
21 today, you can always go online or mail in your comment  
22 and we'll go over that process in detail again during the  
23 presentation period.

24 This will not be the only time that we'll be  
25 coming out to the community. We'll be engaging the

1 community throughout the environmental process. So we  
2 hope you signed in so that you can follow this project  
3 along as we will continue to move forward in this EIR  
4 process.

5 I also want to recognize Martin Reyes from  
6 Supervisor Solis's office who is here. So we appreciate  
7 him being here and also just listening or if you have any  
8 comments for them, feel free to see Martin in the back.

9 So we thank you for attending today's public  
10 scoping meeting. At this time, I'd like to turn it over  
11 to Lauren, who will go over the presentation.

12 (Project presentation was given by Ms. Cencic  
13 but not transcribed)

14 MS. PADILLA-OTANEZ: So we have five speaker cards,  
15 so what I'm going to do is to ask you to please use the  
16 mike on the left hand -- my left here and I'm going to  
17 call four names. I'd like you to come up and if you  
18 don't mind, sitting in the row of chairs there and keep  
19 in mind that Marcena, our transcriber -- wave your hand,  
20 Marcena -- is capturing every word, so I'm asking  
21 everyone to be respectful of her ability, and her cold,  
22 to hear plainly, please.

23 Peter Han -- Hagan; Peter Hagan; Javier Giron --  
24 excuse me if I mispronounce your name -- Brenda Martinez;  
25 and Jesse Soriano.

1           And what I'd like you to do is just speak in the  
2 order that I called you in, please, if you don't mind.  
3 That was Peter Hagan, number one. Number two is Javier,  
4 please. Number three -- number three is Brenda, and  
5 number four is Jesse.

6           So what I'd like you to do, if you don't mind,  
7 is please pronounce your name and spell it so that  
8 Marcena can get that for you. Okay?

9           MR. HAGAN: Hi. Peter Hagan, and that's spelled  
10 P-e-t-e-r H-a-g-a-n, and I'm the chair of the  
11 Transportation and Environment Committee for the  
12 Boyle Heights Neighborhood Council.

13          MS. PADILLA-OTANEZ: Okay. You have two minutes. So  
14 sorry.

15          MR. HAGAN: Yes. So we're here tonight first to  
16 express that we're very excited about this project. We  
17 think it's going to be a great thing for the community.

18                 We're also here to stress, however, that we  
19 believe that in all of the various alternatives, A, B,  
20 and C, they don't provide enough access points to our  
21 community, so we're really pushing for three access  
22 points to be on the east side of the river in  
23 Boyle Heights. We have four senior living facilities in  
24 our community. We're in one right now as well. We're  
25 home to one of the largest populations of children in the

1 entire country, so we think from an accessibility  
2 standpoint and also a safety standpoint, it really makes  
3 sense to have three access points on the east side of the  
4 river in Boyle Heights.

5 As well, Boyle Heights is a long area, north to  
6 south, and we only have an access point on the north end  
7 and it's not really going to be accessible to our  
8 residents on the south end. So we think if we had three  
9 access points, one on the north end, one in the middle,  
10 and one in the south are appropriate.

11 As well, we also wanted to express that, you  
12 know, our community in the past has been overlooked when  
13 it comes to transit decisions in this -- just in the  
14 county in general and we feel this is an opportunity for  
15 that to change and we hope that Metro will hear us and  
16 work with us on this. Thank you.

17 MS. PADILLA-OTANEZ: Javier?

18 MR. GIRON: Yes.

19 MS. PADILLA-OTANEZ: You're up.

20 MR. GIRON: Hi. My name is Javier Giron. I live in  
21 Boyle Heights and the new L.A. River path will be the  
22 future to walk and bicycle, plans in the future to walk  
23 miles, jogging toward the sea past Richard Y., Downtown  
24 L.A., past the District, all the way to Maywood to make  
25 in the construction by 2023 begins. And the plans, the

1 landscape, the bike trail down the river and past the  
2 fire trucks building, the railroads yard, and past the  
3 bridge, street, and more places to make our trail walk  
4 elevated feature by opening 2027 or sooner to make the  
5 project, to make plans to help to go to walk and ride,  
6 bike the L.A. River Path. So make plans sooner and --

7 MS. PADILLA-OTANEZ: Thank you.

8 MR. GIRON: And thanks so much.

9 MS. PADILLA-OTANEZ: Thank you, Javier. Thank you.

10 Okay. So we have Brenda, Jesse, and then Tracy  
11 Stone. And, also, it might be helpful if anyone would  
12 like to speak in Spanish, we do have translation.

13 MS. MARTINEZ: Hello, everyone. My name is Brenda  
14 Martinez, B-r-e-n-d-a M-a-r-t-i-n-e-z, and I am a  
15 resident of Boyle Heights. I'm also a neighborhood  
16 council board member. We are here supporting what Peter  
17 had just said. We are requesting for the three points to  
18 cover the north, the central, and the southern part of  
19 Boyle Heights.

20 I'm also -- as a Boyle Heights resident, I think  
21 that we need to mention the wheelchair access, not just  
22 for motorized wheelchairs but also for nonmotorized  
23 wheelchairs.

24 We also need to mention a little more about the  
25 safety and how it would be covered, who and which

1 entities will cover those safety aspects, as well as we  
2 are aware that the L.A. River does have water after the  
3 rain and mosquitoes that will grow and that carries  
4 diseases. So I would like to hear more about how would  
5 that be taken care of.

6 So -- and I have a few more things to say, but  
7 I'm going to give other people a chance.

8 Thank you. Have a good night.

9 MS. PADILLA-OTANEZ: Thank you.

10 Jesse, Tracy Stone, and Allen Anderson.

11 MR. SORIANO: Thank you. My name is Jesse Soriano.  
12 I'm the Boyle Heights Neighborhood Council Area 1  
13 representative and I'm here with the TEC committee,  
14 Transformation and Environment Committee, to advocate for  
15 three access points for Boyle Heights, for everything  
16 that's in the letter that Peter drafted. Thank you,  
17 Peter. Thank you, Brenda.

18 (Spanish translation)

19 And I just wanted to just mention if there's  
20 going to be a study on the environment, I'm just  
21 wondering how the Exide contamination project crisis  
22 factors into this project. Thank you.

23 MS. PADILLA-OTANEZ: Tracy Stone.

24 MS. STONE: Hi. Good evening. My name is Tracy  
25 Stone, T-r-a-c-y S-t-o-n-e, and I live in Elysian Valley

1 and we have had the joy really of using the river path  
2 through our neighborhood for many years and I just wanted  
3 to say that my biggest concern is that the new path  
4 address -- do a better job at addressing the varying  
5 needs of pedestrians and bicyclists.

6 We have quite a history now in our neighborhood  
7 of the two of them not interacting so well. It can be  
8 very dangerous for pedestrians when the bicyclists are  
9 going quite fast and it can be very dangerous for the  
10 bicyclists.

11 My concern is the path types that are so far  
12 being developed, I know you're just looking at basically  
13 their location relative to the river, but I would  
14 encourage you to as quickly as possible also begin to  
15 study how that path responds to the different needs of  
16 the different users, perhaps by separating them, perhaps  
17 by, you know, providing more paths or do they widen out  
18 at various places.

19 In any case, I didn't see any mention so far in  
20 the study of how the path will respond to the various  
21 users and I just wanted to mention that. I think that's  
22 a really critical thing to get on top of right away. In  
23 Elysian Valley, we were promised over and over again that  
24 there was a plan for handling pedestrians and bicyclists  
25 and the plan was actually just to shove them into the

1 same path and hope for the best, so I'm hoping you'll do  
2 a better job on this extension.

3 Thank you.

4 MS. PADILLA-OTANEZ: Allen Anderson and then Mal  
5 Granger.

6 MR. ANDERSON: Hi. My name is Allen Anderson and I  
7 live in Elysian Valley. We've been there about 15 years,  
8 I guess. And as Tracy says, the bike path has been a  
9 really great thing for a lot of people. A lot of  
10 different groups use it and one group that I'm not sure  
11 you have thought about are the commercial people. We  
12 have a couple restaurants, believe it or not. We have  
13 small stores, and those small businesses rely on that  
14 bike path just as though it was a freeway run/pass. So  
15 when things happen like the bridge that is under  
16 construction just north of the 110 and it blocks the bike  
17 path, it freaks out everybody that's got anything to do  
18 with business on that bike path. So just a  
19 consideration. I would ask that you ask about it,  
20 realizing that in its own way, those kinds of things are  
21 environmental as well.

22 So I agree with you guys about more access  
23 points and if those access points allow for a closer  
24 relationship between business residents and the use of  
25 the bike path, boy, that's great, and we would in Elysian

1 Valley ask for more of that as well.

2 Good luck.

3 MS. PADILLA-OTANEZ: Are there any more comment  
4 cards, speaker cards? So excuse me.

5 Mel Granger, you have two minutes.

6 MR. GRANGER: Hello. I am an employee of the City of  
7 Los Angeles and I worked directly next to the path of the  
8 main proposed for this project, basically south of the  
9 Cesar Chavez bridge and I also have experience as a  
10 volunteer for the United States Corps Service building  
11 trails in public lands over 20 years and 10,000 hours of  
12 experience in the written recreational trail program  
13 grants for recreational trails and I do echo what some of  
14 the other people have said. I believe it would be far  
15 better to have two paths, one for bicycle and one for  
16 walking, if that's even possible.

17 Another concern I have is about the long-term  
18 use of the river and its potential conversion into a  
19 wildland or soft dirt environment like is being proposed  
20 by many people in the city and why spend so much money on  
21 this path when eventually it'll turn into a dirt path,  
22 which would be far more in keeping with the wildland  
23 spirit of what the L.A. River would like to be. A lot of  
24 people would like to see it.

25 I'm also extremely concerned about the

1 environmental issues regarding the Aliso Street  
2 Manufactured Gas Plant which is a 64-acre site directly  
3 south of the Vignes Street bridge or the Cesar Chavez  
4 bridge.

5           For over almost a century, the place had been  
6 used as a manufactured gas plant, pumping things like  
7 creosote coal tars into the ground that are still there  
8 and in 1943 it was converted by the Navy as a synthetic  
9 chemical weapons plant and all the contamination is still  
10 there under the Pipertech building and I believe that the  
11 path that goes through there that is designed to have  
12 children and families go through it is really an  
13 unconscionable act for anyone to do against anyone else  
14 because the air is infused with PAH VOCs. So if you'd  
15 like to know more about the manufactured gas plant, I'll  
16 see you outside.

17           MS. PADILLA-OTANEZ: Thank you.

18           Okay. Please feel free to write your comments  
19 as well.

20           We have another speaker card. That's Hannya  
21 Ortiz.

22           MS. ORTIZ: Hi. I'm Hannya, H-a-n-n-y-a. I just  
23 want to stress really like who is this for and really get  
24 everyone to think about that, especially for the timing  
25 of all this. I think it's a little bit uncanny that this

1 is being built like right when the Olympics are  
2 happening. So it's like who is this really being built  
3 for? I really hope it is the way they say, you know, to  
4 build equity with these minority communities and  
5 low-income communities.

6 I also wanted to stress how going back to  
7 commercial use, the way other parts of the river are  
8 being utilized right now, like for really expensive  
9 housing like in Elysian Valley like the Casitas project  
10 and then the environmental impact that comes from having  
11 these parcels open up to being sold and how that -- how  
12 bringing in commercial use impacts the environment.

13 Yeah. That's basically what I wanted to touch  
14 on.

15 MS. PADILLA-OTANEZ: Thank you.

16 Are there any other comments? Any other speaker  
17 cards? I'm going to hand it over to Lauren.

18 MS. CENCIC: Okay. Thank you so very much. We  
19 really appreciate you taking the time out on a weekday to  
20 come out and really talk to us about this project. It  
21 really means a lot and really we're excited to hear about  
22 your vision for this path.

23 So a couple of things is if you didn't feel that  
24 you wanted to make an oral comment today or maybe the two  
25 minutes wasn't long enough for you to say everything

1 you'd like to say, you have a couple of choices. You can  
2 fill out the comment cards, mail it in, put it in the  
3 box. You're welcome to go over and provide testimony  
4 directly to our court reporter. She'll be here for a  
5 little bit to kind of capture anything else if you didn't  
6 want to say it in a microphone. E-mail us. Fill out a  
7 comment card on our website. As long as we have those  
8 comments by December 6, we really appreciate it.

9 I just want to say thank you again. I want to  
10 reiterate what Michael said when we started about how  
11 important it is that everybody's here. I do want to  
12 recognize again Martin Reyes from Supervisor Solis's  
13 office. It was really wonderful to have you here.

14 We're also going to stick around. So we're here  
15 until 8:00. So if you have questions about the project  
16 about, you know, maybe something that was in your public  
17 comment or not about, what we think we're going to do or  
18 some of the things we're trying to figure out, we do have  
19 staff here and more information on the boards. So feel  
20 free to come talk to us. See if we can't answer some of  
21 your questions as well as, you know, really kind of some  
22 of the comments that you made today.

23 With that, that's the end of the formal  
24 presentation, but we're here to chat with you until 8:00.  
25 So thank you so much for coming.

(Public hearing concluded at 7:08 p.m.)

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1 REPORTER'S CERTIFICATION

2  
3 I, the undersigned, a Certified Shorthand  
4 Reporter of the State of California, do hereby certify:

5 That the foregoing proceedings were taken before  
6 me at the time and place herein set forth; that any  
7 witnesses in the foregoing proceedings, prior to  
8 testifying, were duly sworn; that a record of the  
9 proceedings was made by me using machine shorthand, which  
10 was thereafter transcribed under my direction; that the  
11 foregoing transcript is a true record of the testimony  
12 given.

13 Further, that if the foregoing pertains to the  
14 original transcript of a deposition in a federal case,  
15 before completion of the proceedings, review of the  
16 transcript was not requested.

17 I further certify I am neither financially  
18 interested in the action nor a relative or employee of any  
19 attorney or party to this action.

20 IN WITNESS WHEREOF, I have this date subscribed  
21 my name.

22 Dated: November 26, 2019

23   
24 Marcena M. Munguia, CSR No. 10420  
25 Certified Shorthand Reporter  
For The State Of California

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BEFORE THE METRO  
L.A. RIVER PATH PROJECT TEAM

Public Hearing in the Matter of: )  
 )  
L.A. RIVER PATH PROJECT )  
ENVIRONMENTAL REVIEW )  
PROCESS/SCOPING MEETING )  
\_\_\_\_\_ )

CERTIFIED COPY

TRANSCRIPT OF PROCEEDINGS  
Maywood, California  
Thursday, November 14, 2019

Reported by:

MARCENA M. MUNGUIA,  
CSR No. 10420

Job No. :  
24999PAD



1 APPEARANCES:

2 Metro Presenter: MICHAEL CORTEZ  
3 Manager of Community Relations  
4 Metro

4 LAUREN CENCIC  
5 Senior Director  
6 Metro

6 Facilitator: KATHLEEN PADILLA-OTANEZ  
7 Owner/Managing Principal  
8 Katherine Padilla & Associates

9  
10  
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25

I N D E X

PAGE

Welcome and introductory comments

5

Public Speakers:

Heber Marquez

8

Jim Meyer

11

Mal Granger

12

Danny Hom

14

Cindy Donis

15

1           Maywood, California, Thursday, November 14, 2019

2                           6:30 p.m.

3  
4  
5           MR. CORTEZ: We're going to go ahead and get started.  
6 Before we do that, we'd actually like to show the L.A.  
7 River Path video which highlights basically what this  
8 project is all about. So I think you will enjoy seeing  
9 this video that we've produced from Metro and the people  
10 from the community will tell you a little bit about why  
11 this project is important to them.

12                   (L.A. River Path Project video played)

13           MR. CORTEZ: All right. Well, hopefully everyone  
14 enjoyed that video. We want to thank Pedro Garcia for  
15 actually connecting us with one of the parents who's  
16 actually highlighted on this video with her children from  
17 the Maywood area, so we really appreciate that.

18                   Good evening, everyone. Thank you for attending  
19 today's public scoping meeting for the L.A. River Path  
20 project.

21                   My name is Michael Cortez. I'm the Community  
22 Relations Manager at Metro.

23                   It looks like many of you had an opportunity to  
24 visit the boards and kind of talk to the team. If you  
25 didn't, we'll have an opportunity after the presentation

1 to continue those conversations.

2 But before we move further, I just wanted to  
3 recognize Councilmember Marquez from Maywood who's here.  
4 We thank you for attending and supporting today's  
5 meeting.

6 Principal Garcia, thank you for allowing us to  
7 have the meeting here. We really do appreciate all your  
8 efforts and engaging the parents here.

9 Kim, senior field deputy from Congresswoman  
10 Lucille Roybal-Allard, we thank you for attending.

11 And then Diana Morales, field representative for  
12 Assembly Member Anthony Rendon. Again, we thank you for  
13 attending today's meeting.

14 Like I said, we hope you were engaged and were  
15 able to visit the boards. Really, why we're here is to  
16 listen to you and what we should be considering for this  
17 project under the environmental study. This meeting is  
18 also part of the California Environmental Quality Act,  
19 which legally is required during this time.

20 Lauren Cencic, Senior Director of Planning,  
21 Countywide Planning, will be providing a presentation  
22 today and going over the project in further details.  
23 After she's finished with the presentation, we will then  
24 open it up for public comment.

25 There will be two types of ways that you can

1 provide public comments today. It's either an oral  
2 comment or written. If you'd like to make an oral  
3 comment today, we do ask that you fill out a speaker card  
4 that's right here in the front. Here's an example of a  
5 speaker card (indicating) and Lauren has one of those.  
6 Fill it out and then find one of us and then we'll  
7 collect them and call you up during the public comment  
8 period. If you don't feel like speaking today and you'd  
9 rather write out your comment, we have a table in the  
10 back and staff is showing the public comment cards where  
11 you can make that comment there in the back and enjoy  
12 some coffee and cookies while you're filling out that  
13 comment card.

14 If you don't want to do any of those ways of  
15 writing down your comments, don't worry. You can dissect  
16 the information here today and then go back home and then  
17 you have until December 6th to provide your comments  
18 either via mail, via e-mail, or also we have a comment  
19 card online where you can also fill out the information  
20 and then submit it all before Friday, December 6th.

21 So there's many ways to provide your comments  
22 and if you -- please, we ask you to tell your friends and  
23 family that live in the area so that they provide  
24 comments before December 6th.

25 This will not be the only time that we engage

1 the public during the public scoping period. We will be  
2 engaging people through the environmental study process,  
3 so we ask that you please sign up and follow this project  
4 along every step of the way.

5 So without further ado, I'd like to invite  
6 Lauren to come up and give her presentation and then  
7 afterwards we'll talk about the process of the comment  
8 period.

9 (Project presentation was given by Ms. Cencic  
10 but not transcribed)

11 MS. PADILLA-OTANEZ: Hello, everyone. I'm Katherine  
12 Padilla-Otanez. We have three speakers.

13 Are there others who would like to speak? Just  
14 fill out a comment card. Lauren mentioned you can also  
15 submit your comments in writing, but we have one more way  
16 to do that tonight even and that's Marcena's sitting  
17 here. She's our legal transcriber. If you don't want to  
18 speak publicly, you can walk right up to her and she'll  
19 take a word-by-word transcription of your message.

20 Okay. So our first -- we have four speakers.  
21 So I'm going to go ahead and call your names: Heber  
22 Marquez, Mr. Marquez. Jim Meyer, get ready, and Mal  
23 Granger and then Karl Eggers.

24 MR. MARQUEZ: Hello. My name is Heber Marquez. I  
25 am -- I was introduced earlier as a councilmember here

1 for the city of Maywood, but I'm here representing my  
2 students. I'm also a teacher at one of our newer schools  
3 here in the city of Maywood, Maywood Center for Enriched  
4 Studies, a grades 6 through 12 school, and I'm a coach  
5 there. I'm a cross-country and track coach there, so we  
6 use the river there almost on a daily basis starting  
7 August for cross-country all the way down until about May  
8 for track and field and then summer training as well. So  
9 we're running there almost every day throughout the  
10 entire year.

11 And I have four different things that I really  
12 wanted to bring up. I can see some of these may be  
13 concerns or topics up around on the boards around the  
14 room and I think they all connect, particularly with  
15 safety. So it's homelessness, safety, disability, and  
16 connectivity.

17 So definitely as for my students and as a coach,  
18 safety is definitely my number one concern when we are  
19 out there training. There's other -- there's three other  
20 high schools that use the river as well to train, so it's  
21 usually always being used by a big number of students  
22 throughout the year. I also forgot Students Run L.A.,  
23 which is training for the L.A. Marathon, which there's  
24 some schools that also use the river for that. So  
25 definitely safety, looking into that.

1           As I have been running the last couple of months  
2 this year, there's been an increase of homeless people  
3 setting up their encampments and tents there, so maybe  
4 looking into options for these people that are setting up  
5 there and something we can do in regards to that.

6 Sometimes my students feel unsafe when they're running  
7 through there, particularly some of my female students.

8           I also know that -- I can't remember who it is  
9 and maybe someone in here can help me in regards to the  
10 cultural and tribal connectivity and so on. There's a  
11 group working on a Sleepy Lagoon monument.

12           UNIDENTIFIED SPEAKER: EYCY Arts.

13           MR. MARQUEZ: EYCY Arts. There you go. I just  
14 remembered. EYCY Arts is working on a Sleepy Lagoon  
15 monument somewhere around Southeast L.A. so maybe Metro  
16 and EYCY Arts can work together for that.

17           Ultimately, accessibility and connectivity, I'm  
18 really excited. I used to work in northeast L.A., so I'm  
19 super excited that NELA and some of the students will  
20 soon be able to connect, and some of my students back  
21 there have met some of my students down here. They've  
22 become really good friends. So that will be a really  
23 good eight-mile workout between here and there. So I'm  
24 excited for that.

25           Thank you.

1 MS. PADILLA-OTANEZ: So we have two minutes. I  
2 forgot to say that part for the speakers.

3 MR. MEYER: Good evening. I'm Jim Meyer. I'm the  
4 executive director of a nonprofit called Trails4All and  
5 for the past four years, I've been one of Assemblyman  
6 Rendon's -- Speaker Rendon's appointees on the Lower  
7 Los Angeles River Revitalization Working Group, now the  
8 implementation group. I'm on that committee and I  
9 represent the other than bicycle trail users. Our  
10 emphasis is the recreational user along the trail.

11 We currently have a grant -- we, Trails4All,  
12 currently has a grant pending to do a feasibility study  
13 and a trail plan that would connect the seven signature  
14 projects that are identified in the Lower Los Angeles  
15 River Working Group.

16 The first of them would be the Atlantic Avenue  
17 Vernon Trail, Vernon Park. The next one would be the  
18 Cudahy River Park. The City of South Gate already has an  
19 Urban Orchard project under way and then they have the  
20 confluence project that has just been started, I guess,  
21 in that process and we're hoping to build a trail that  
22 would connect all of these, all seven of the projects,  
23 all the way down to the ocean through that process. That  
24 would bring our dirt trails up to here, to Vernon Avenue.

25 And we have -- on the lower part of the river,

1 there are five major equestrian communities, three in  
2 Long Beach and -- or actually five; two in Paramount and  
3 one in South Gate. And then in the upper part of the  
4 river, Burbank and beyond that, there's a whole bunch of  
5 equestrian use all the way out throughout the valley and  
6 if you folks -- if the bicycle people make this  
7 connection, we'd like to go with you. It's our only  
8 opportunity to go up there.

9 So our thinking is and our hope is that as you  
10 do your planning, when you get to the point that you're  
11 going to acquire rights-of-way, build bridges, build  
12 tunnels and things like that, the major costs in doing  
13 so, and then if we can add four feet or six feet or eight  
14 feet of trail width to go with you, that will get us  
15 there.

16 MS. PADILLA-OTANEZ: Thank you.

17 MR. MEYER: Thank you.

18 MS. PADILLA-OTANEZ: Okay. Next, I think we had --  
19 number three -- number three would be Mal Granger. Two  
20 minutes, please.

21 And then Karl Eggers and then Danny Hom and  
22 Cindy Donis. Okay.

23 MR. GRANGER: Thank you for letting me speak.

24 THE REPORTER: Could you use the microphone, please.  
25 Thank you.

1 MR. GRANGER: Hi. I'm Mal Granger and I have worked  
2 at the location of this project with the City of  
3 Los Angeles directly across from Union Station and also  
4 for the Forest Service building trails for most of my  
5 adult life and I've never met a trail I didn't like and I  
6 love the idea that the objective is to benefit the  
7 welfare and happiness of the people who will use them.  
8 However, I have some very big concerns with regards to  
9 the location of the trail that's incompatible with those  
10 two particular objectives and I would like Metro to  
11 address the specific location between Cesar Chavez Bridge  
12 and the 101 Freeway on the western side of the -- this  
13 little welcome sign I'm holding up.

14 This is pretty much the project area where the  
15 trails, one of the alternatives -- I know it's not the  
16 alternative -- but a lot of happy people with their  
17 families, and unfortunately that location looked quite  
18 differently in the past almost century of use as a  
19 chemical plant for manufactured gas and by the Navy in  
20 World War II for synthetic weapons. This will give you a  
21 little bit better idea of what the place used to look  
22 like; and much like Juul marketing mango cigarettes to  
23 children, my concern is that this place is being marketed  
24 as a clean and healthy place to be, but I'd like the  
25 project to address what I believe is world heritage toxic

1 chemical waste site on that 64-acre plot where I used to  
2 work next to the L.A. River and I hope that everyone  
3 understands what it means to them as far as their health.  
4 So --

5 MS. PADILLA-OTANEZ: Thank you.

6 MR. GRANGER: Thank you for your time tonight.

7 MS. PADILLA-OTANEZ: Danny Hom?

8 MR. HOM: Hi. My name is Danny Hom. This is the  
9 first time I've attended a meeting about this project and  
10 the first time I've ever spoke. So with regard to the  
11 information about it and it seems exciting and cool,  
12 given the opportunity to give public comment, I wanted to  
13 express a thought.

14 I usually take the bus when leaving Downtown in  
15 order to go home but sometimes do drive and when I drive  
16 out of Downtown to go home, I only take -- I take Bandini  
17 between Downey and Eastern. And having done this many  
18 times over a couple of years always think about the  
19 experience of driving on Bandini and how disgusting it is  
20 and how going through that part of Vernon or whatever is  
21 so -- I know it's Los Angeles that I go, like just  
22 polluted and just really the smell. And my car's  
23 air-conditioning isn't great, but -- so I -- but I always  
24 roll up the windows when I'm driving on Bandini east of  
25 Downey because it smells so bad.

1           So looking at the map, I see the -- you know,  
2 the nearby course of this proposed path on the river and  
3 I would encourage whatever engineering options make most  
4 sense, whether that's elevating things or whatever, to  
5 make sure that we're using the southern end of that  
6 trail, our smell is as little as possible just because I  
7 don't think it's worth it to build a fun, engaging  
8 outdoor space where we're going to like just not have any  
9 fun, which is really what I think is air quality there.  
10 And I think that would be the best use of that land.

11           Thank you.

12           MS. PADILLA-OTANEZ: Cindy? It looks like Donis?

13           MS. DONIS: Yeah. That's right.

14           Hi. My name is Cindy. I'm an organizer with  
15 East Yard Communities for Environmental Justice. I also  
16 grew up here in the city of Maywood. My parents still  
17 live here. I remember using the bike path while I was  
18 growing up.

19           Another thing that I didn't know, though,  
20 growing up is just the high level of environmental racism  
21 in like communities surrounded by it. So I think that's  
22 something that folks should be considering with Metro is  
23 even in the existing bike path, right, there's a lot of  
24 industry that's next to it and going deep into Vernon,  
25 there's -- there's things that we smell and then there's

1 things that we don't smell, other toxins that we don't  
2 smell.

3           So those are things that are really concerning  
4 to me. So thinking about ways to minimize the contact of  
5 folks, especially since if people are going to be running  
6 and people are going to be biking there, their lungs are  
7 going to be much more exposed to some of these hazardous  
8 contaminants. So if it's working with agencies that  
9 are -- to enforce some of the policies that they're  
10 supposed to be enforcing like AQMD or Cal EPA to really  
11 protect our lungs, because this is something we totally  
12 deserve. We should be able to access through a bike path  
13 to Downtown and to other areas. We should be able to  
14 connect but also in a way that's really safe for our  
15 community members.

16           I also would want to consider displacement  
17 impacts that this might attract. Because it's a bike  
18 path, people may be like, "Oh, look, Maywood's popular  
19 now," you know, and I would want my community members and  
20 neighbors to stay here. So thinking of ways to support  
21 the Master Plan, the Lower L.A. River Plan, as well and  
22 to look at community stability.

23           In conversation with the city council, we've  
24 been working with EYCE to get rent control. Maywood  
25 passed it just yesterday. It was a huge win, but that

1 should be happening across all the southland cities and  
2 so even that would be great for Metro to support that as  
3 well. Thanks.

4 MS. PADILLA-OTANEZ: Are there any other speakers?

5 MS. CENCIC: All right. So that's the end of the  
6 formal part of tonight. We are here if you want to take  
7 a closer look at some of the boards we have, especially  
8 on the alternatives. I know those are a little hard to  
9 see on the screens, so we'd be very happy to talk you  
10 through what we're proposing to study, but really the  
11 only thing I really just want to close with is to thank  
12 you.

13 I thank you for coming out on a weekday night,  
14 for giving your time to this project and really sharing  
15 your thoughts and opinions and really for just the  
16 general comments. I can tell that they're really  
17 thoughtful, and we really appreciate all the thoughtful  
18 comments that you made and all the time that you've come.

19 So with that, please enjoy some coffee, some  
20 lemonade, some cookies, and we're happy to meet out with  
21 you over at any of the boards. So thank you, again.

22 (Public hearing concluded at 7:10 p.m.)  
23  
24  
25

1 REPORTER'S CERTIFICATION

2  
3 I, the undersigned, a Certified Shorthand  
4 Reporter of the State of California, do hereby certify:

5 That the foregoing proceedings were taken before  
6 me at the time and place herein set forth; that any  
7 witnesses in the foregoing proceedings, prior to  
8 testifying, were duly sworn; that a record of the  
9 proceedings was made by me using machine shorthand, which  
10 was thereafter transcribed under my direction; that the  
11 foregoing transcript is a true record of the testimony  
12 given.

13 Further, that if the foregoing pertains to the  
14 original transcript of a deposition in a federal case,  
15 before completion of the proceedings, review of the  
16 transcript was not requested.

17 I further certify I am neither financially  
18 interested in the action nor a relative or employee of any  
19 attorney or party to this action.

20 IN WITNESS WHEREOF, I have this date subscribed  
21 my name.

22 Dated: November 26, 2019

23   
24 Marcena M. Munguia, CSR No. 10420  
25 Certified Shorthand Reporter  
For The State Of California

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**safety** 9:15,18,25**school** 2:16 9:4**schools** 9:2,20,24**scoping** 5:19 8:1**senior** 3:4 6:9,20**setting** 10:3,4**she'll** 8:18**Shorthand** 2:21**show** 5:6**showing** 7:10**sign** 8:3**signature** 11:13**sitting** 8:16**Sleepy** 10:11,14**South** 11:18 12:3**Southeast** 10:15**speak** 8:13,18  
12:23**speaker** 7:3,5  
10:12 11:6**speakers** 4:4  
8:12,20 11:2**speaking** 7:8**staff** 7:10**started** 5:5 11:20**starting** 9:6**State** 2:21**step** 8:4**students** 9:2,17,  
21,22 10:6,7,19,  
20,21**Studies** 9:4**study** 6:17 8:2  
11:12**submit** 7:20 8:15

**summer** 9:8

**super** 10:19

**supporting** 6:4

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**T**

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**table** 7:9

**talk** 5:24 8:7

**teacher** 9:2

**team** 2:2,19 5:24

**tents** 10:3

**things** 9:11 12:12

**thinking** 12:9

**Thursday** 2:18  
5:1

**time** 6:19 7:25

**today** 6:22 7:1,3,  
8,16

**today's** 5:19 6:4,  
13

**tonight** 8:16

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17,21 12:14

**trails** 11:24

**Trails4all** 11:4,11

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**training** 9:8,19,23

**transcribed** 8:10

**transcriber** 8:17

**TRANSCRIPT**  
2:15

**transcription**  
8:19

**tribal** 10:10

**tunnels** 12:12

**types** 6:25

**years** 11:5

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**U**

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**Ultimately** 10:17

**UNIDENTIFIED**  
10:12

**unsafe** 10:6

**upper** 12:3

**Urban** 11:19

**user** 11:10

**users** 11:9

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**V**

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**valley** 12:5

**Vernon** 11:17,24

**video** 5:7,9,12,14,  
16

**visit** 5:24 6:15

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**W**

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**walk** 8:18

**wanted** 6:2 9:12

**ways** 6:25 7:14,21

**width** 12:14

**word-by-word**  
8:19

**work** 10:16,18

**working** 10:11,14  
11:7,15

**workout** 10:23

**worry** 7:15

**write** 7:9

**writing** 7:15 8:15

**written** 7:2

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**Y**

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**year** 9:10,22 10:2

# Next stop: your input.

DATE: 11.13.2019

LOCATION: LITTLE TOKYO/ARTS DISTRICT

We welcome your feedback on the LA River Path Project.

Hoping there is thought put into green spaces, lighting for safety,  
and trash control (once more people are there).

Adriana Z.

NAME

EMAIL

ORGANIZATION

MAILING ADDRESS

PHONE

*Redacted*

CITY, STATE, ZIP



**Metro**

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

# Next stop: your input.

DATE: 11.13.2019

LOCATION: LITTLE TOKYO/ARTS DISTRICT

We welcome your feedback on the LA River Path Project.

I think the bike path is a great idea. It needs to be safe for all. Safety measures need to be fully considered

- lights
- trash
- patrols
- call or emergency boxes
- cameras etc.

I would ~~also~~ want to hear more about how the path would affect the local neighborhoods  
example 1st st access. how does an east access vs a west access affect the neighborhoods on either side.

NAME Lynn Nakamura

ORGANIZATION San Francisco

MAILING ADDRESS Redacted

PHONE \_\_\_\_\_

CITY, STATE, ZIP 12



You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

# Next stop: your input.

DATE: 11.13.2019

LOCATION: LITTLE TOKYO/ARTS DISTRICT

We welcome your feedback on the LA River Path Project.

I support this project and the increased transit/mobility options it can provide.

I would like to support analysis of alternatives that increases access to and from Downtown (at present it seems that Alternative B has more access points in Downtown and Boyle Heights). What would be the downside of having access points at almost every nearby street intersection (as seen in the downtown portion of the path)?

I would like to support the transportation section not including impacts to vehicles and instead focusing on impacts to bicycling/walking/other modes that will actually be using the path.

I also support any actions that can be taken to expedite the construction/design of this so that we can use this as soon as possible.

Thanks!

Dylan Sittig

NAME

ORGANIZATION

Redacted

MAILING ADDRESS

PHONE

CITY, STATE, ZIP



**Metro**

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

# Next stop: your input.

DATE: 11.13.2019

LOCATION: LITTLE TOKYO/ARTS DISTRICT

We welcome your feedback on the LA River Path Project.

The Center of this project passes directly through the Arts District Neighborhood which is one of the fastest growing neighborhoods in Los Angeles. Since the neighborhood will not be receiving any transportation options other than Dash bus routes in the foreseeable future it would be a huge mistake to not prioritize access for it. This bike path could be a great asset for transit for the Arts District Community. It is a little unclear which Alignment does this but it appears to be "B". Having a west side access on 1st Street as well as western access at 6th Street and side of the new park would be a great!!! Looking forward to this project becoming a great addition to our Community!!

NAME

EMAIL

ORGANIZATION

*Redacted*

MAILING ADDRESS

PHONE

CITY, STATE, ZIP



**Metro**

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

# Next stop: your input.

DATE: 11.13.2019

LOCATION: LITTLE TOKYO/ARTS DISTRICT

We welcome your feedback on the LA River Path Project.

I prefer option C with the top of bank  
option for the 1st street access. I feel  
it will "feel" more safe than with B  
the other options. I also prefer the east  
access to the LA River Park.

*Redacted*



You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

# Next stop: your input.

DATE: 11.13.2019

LOCATION: LITTLE TOKYO/ARTS DISTRICT

We welcome your feedback on the LA River Path Project.

My name is Pacific Gleason Gonzales. I'm a recent arrival to greater L.A. and ~~we~~ I live in Long Beach. My top priority in engaging with the L.A. River Bike Path planning is an eventual rewilding of the L.A. River and restoration of green spaces and waterways. I encourage the planting of native plants and leafy trees to provide shade, reduce heat, and improve air quality. I also encourage a study of ~~the~~ stormwater runoff and possible contamination of the river. Third, properly maintained waste bins should be installed along the length of the path. My mother is in a wheelchair so I feel compelled to note that any elevated path requires ADA-compliant access, including curb cuts, ramps or mechanical elevators where relevant (see NYC's High Line). To the extent possible, the path should be seen as a commute route, which means access to both neighborhoods and job centers, intermodal connections (e.g. Union Station), and integration into bicycle route planning. Full physical separation from vehicle traffic is ESSENTIAL. Lighting should be provided along the full route, and should be solar powered. If possible, sustainable materials should be used, such as recycled or repurposed ~~materials~~ surfacing.

Rest

PHONE

Redacted



**Metro**

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

# Next stop: your input.

DATE: 11.13.2019

LOCATION: LITTLE TOKYO/ARTS DISTRICT

We welcome your feedback on the LA River Path Project.

The ~~big~~ bridge connections along the path should be gradual. 90° turns ~~can~~ pose potential risks to oncoming pedestrians / bicyclists, etc.

NAME

EMAIL

ORGANIZATION

MAILING ADDRESS

PHONE

CITY, STATE, ZIP

*Redacted*



**Metro**

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

# Next stop: your input.

DATE: 11.13.2019

LOCATION: LITTLE TOKYO/ARTS DISTRICT

We welcome your feedback on the LA River Path Project.

I'm in favor of Alternative C & I oppose Alternatives A & B. I'm a property owner in Little Tokyo & in the Arts District. My family has operated businesses in Little Tokyo since the 1940s. I like Alternative C since the 1st St. portal faces east of the river & the fact that the top of bank design is more open & feels safer at or near the 1st St. to Union Station portion of the path. I strongly oppose the "incised design" since it is less open, feels less secure & creates a great deal of wall space that will lead to a mountain of graffiti. The "top of bank design" is good since it promotes an open feeling & feels safer. However ~~the underside~~ the underside of the path should be security fenced & well lit to discourage tenting & encampments. The "elevated design" should also have fencing & lighting underneath the path. Security is a huge concern so I proposed an abundance of lighting both on & under the path. Restrooms ~~at parks~~ should be discouraged since they may attract transients that would take over the facilities & make them less attractive to use. Public restrooms at parks & at Union Station for instance, that are existing facilities make better sense. Overall I'm in favor of the LA River Path project but I believe it needs to be well designed with safety & security in mind for it to be successful.

ILING ADDRESS

Redacted

PHONE



Metro

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

# Next stop: your input.

DATE: 11.13.2019

LOCATION: LITTLE TOKYO/ARTS DISTRICT

We welcome your feedback on the LA River Path Project.

I walk often between Atwater and Elysian Valley. I strongly support making the area safer and friendlier for walking.

NAME

EMAIL

ORGANIZATION

MAILING ADDRESS

*Redacted*

PHONE

CITY, STATE, ZIP



**Metro**

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

# Next stop: your input.



DATE: 11.16.2019

LOCATION: CYPRESS PARK

We welcome your feedback on the LA River Path Project.

I'm very satisfied with this project  
and I want to congratulate the group  
of people to thought about doing it.  
It is a great thing for the City of  
Los Angeles, and I support it.  
I hope to see when it's all done.

Thank you  
Vicki

*Redacted*



**Metro**



FOLD ALONG DOTTED LINES

Three horizontal lines for writing an address.

PLACE  
STAMP  
HERE

Lauren Cencic, Sr. Director  
Metro  
One Gateway Plaza, MS 99-22-5  
Los Angeles, CA 90012



 [metro.net/lariverpath](https://metro.net/lariverpath)

 [lariverpath@metro.net](mailto:lariverpath@metro.net)

 Fold this form, seal, add a stamp and drop into any mailbox.



The formal public scoping comment period is from  
Wednesday, Oct. 23, 2019, to Friday, Dec. 6, 2019.  
Written comments may be submitted via  
online comment form, email or mail:

-  [metro.net/lariverpath](https://metro.net/lariverpath)
-  [lariverpath@metro.net](mailto:lariverpath@metro.net)
-  Fold this form, seal, add a stamp and drop into any mailbox.

# Next stop: your input.



DATE: 11.16.2019

LOCATION: CYPRESS PARK

We welcome your feedback on the LA River Path Project.

Hi MTA ORGANIZERS. Here are a few ideas for this River path project

- ①. With points of intersection - to include - Restrooms w/ drinking fountains to assist pedestrians, skaters, bikers and nature people.
- ②. At the Kiosks - include information Centers - points of interest - food - and maps -
- ③ - With - 360 Million approved tax money - we need to return the most we can in construction which will benefit all people.
- ④ - Use responsible minority contractors - and bidders on all sections. Be cost efficient Save Tax payer's money -  
Thanks.

Redacted



**Metro**

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.



FOLD ALONG DOTTED LINES

Three horizontal lines for address entry.

PLACE  
STAMP  
HERE

Lauren Cencic, Sr. Director  
Metro  
One Gateway Plaza, MS 99-22-5  
Los Angeles, CA 90012



The formal public scoping comment period is from Wednesday, Oct. 23, 2019, to Friday, Dec. 6, 2019. Written comments may be submitted via online comment form, email or mail:

-  [metro.net/lariverpath](https://metro.net/lariverpath)
-  [lariverpath@metro.net](mailto:lariverpath@metro.net)
-  Fold this form, seal, add a stamp and drop into any mailbox.

# Next stop: your input.



DATE: 11.16.2019

LOCATION: CYPRESS PARK

We welcome your feedback on the LA River Path Project.

Thank You for having multiple meetings in the community. Showing initiative in reaching out to the public is a strong first step in building trust.  
As for the project,

1<sup>st</sup>:

I believe this project should be accessible, efficient, and safe. I would stress that, in my opinion, the most efficient plan would be any that focuses solely on an elevated or top-of-bank path. An incised path below the bank that would close at the first forecast of rain seems quite inefficient and just a waste of what this project could be.

2<sup>nd</sup>:

As gentrification on the Eastside has intensified, there has been a rapid loss of the historic Latino culture in the area, people included. The ~~the~~ Eastside is famous for its Chicano murals, but sadly many have been destroyed due to gentrification. I believe Metro has an opportunity here to create an efficient world class bike path, but also a destination for Chicano murals/Art. I would cite current project, Destination Crenshaw. This addition to the project would honor the longtime residents who have called the Eastside home for generations.

NAME

EMAIL

*Redacted*

ORGANIZATION

MAILING ADDRESS

PHONE

CITY, STATE, ZIP

Thank You again for including the community in your planning!!



**Metro**

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

FOLD ALONG DOTTED LINES

PLACE  
STAMP  
HERE

Lauren Cencic, Sr. Director  
Metro  
One Gateway Plaza, MS 99-22-5  
Los Angeles, CA 90012



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-  [metro.net/lariverpath](https://metro.net/lariverpath)
-  [lariverpath@metro.net](mailto:lariverpath@metro.net)
-  Fold this form, seal, add a stamp and drop into any mailbox.

# Next stop: your input.



DATE: 11.16.2019

LOCATION: CYPRESS PARK

We welcome your feedback on the LA River Path Project.

- ① NO ROAD DIET, Cypress Park has NO BANK, NO MARKET, NO restaurants, we could use a mini bus to get to local markets.
- ② LA river is not safe. Dirty from the homeless. They poop + pee in the river.
- ③ NO new condos or developments along the river, NO new coffee shops or other amenities that are overpriced that local residents cannot afford.
- ④ Bicyclist currently drive too fast and run down other bicyclists and pedestrians. Separate them.
- ⑤ NO NOISE

SUSAN ROCHA

NAME

EMAIL

MAILING ADDRESS

PHONE

CITY, STATE, ZIP

Redacted



**Metro**

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

FOLD ALONG DOTTED LINES

PLACE  
STAMP  
HERE

Lauren Cencic, Sr. Director  
Metro  
One Gateway Plaza, MS 99-22-5  
Los Angeles, CA 90012



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-  [lariverpath@metro.net](mailto:lariverpath@metro.net)
-  Fold this form, seal, add a stamp and drop into any mailbox.

You have a voice in our future.

DATE: 11.06.2019

LOCATION: UNION STATION

I would like to request that the 6<sup>th</sup> St access tunnel be a preferred access point in all three design alternatives to provide connectivity to the 6<sup>th</sup> St. PARC

NAME

Chris Adams

ORGANIZATION

*Redacted*

# Next stop: your input.



DATE: 11.12.2019

LOCATION: BOYLE HEIGHTS

We welcome your feedback on the LA River Path Project.

to health

Please assess the "risk assessment" of the toxic acid lake along the path of this "path" as it transits the Cesar Chavez St Bridge south to the 101 Fwy.

The 69-Acre site between these points has a vast toxic acid lake underneath, it is pumping out PAH-VOC's along its eastern boundary and is hazardous to all whom pass.

To market this project to families and children is unconscionable, please do not harm more people by placing them in harm way.

Mal Granger

EMAIL

Redacted

PHONE



Metro

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

# Next stop: your input.



DATE: 11.12.2019

LOCATION: BOYLE HEIGHTS

We welcome your feedback on the LA River Path Project.

I live Boyle Heights so close by near LA River on this  
Plan for project LA River Path from Edison Vane to  
Maxwood for plan Bike and walk trail on LA River for future  
Plan needs too for project to reallx. I like to walk job  
on LA River Path future to make good walk job time and hope  
my course online from Alison take office and construction drawing course  
for no mander office construction plotting drawings my future and hope  
my new job future a good money job before new walk to LA River  
Path in 2027 yes. On next year during new construction  
plotting office in vermon on So stand vernon Ave near Fomley  
John Building and near LA River Path project future to  
my new job office construction plotting campus in vermon  
me future during early 2020 yes. Will you hope  
come bring friends walk LA River Path future and  
thank you visiting tonight will see you meeting again  
for next meeting in Boyle Heights Area and hope  
meeting new office construction drawings and meeting room  
in vermon plan will see you sooner and come again  
from LA River Path project.

Javier J Gilan

NAME

LA River Path

ORGANIZATION

Redacted

PHONE



Metro

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.

# Next stop: your input.



DATE: 11.12.2019

LOCATION: BOYLE HEIGHTS

We welcome your feedback on the LA River Path Project.

AS YOU GO FORWARD WITH THE DESIGN:

1. PLEASE MAKE A STRONG EFFORT TO SAFELY ACCOMMODATE BOTH PEDESTRIANS & CYCLISTS (WIDE PATH, SEPARATE LANES, SEP. PATHS, ETC)
2. THE PIPE RAIL ALONG THE PATH THROUGH BUISSAN VALLEY CONFINES PATH USERS TO A NARROW AREA - BEFORE THE PATH WAS UPGRADED & THE RAILING INSTALLED, PEOPLE (BOTH CYCLISTS & PEDESTRIANS) COULD EASILY AVOID EACH OTHER BY STEPPING OFF PATH ONTO THE BANK. THE RAILING PREVENTS THIS AND MAKES IT MORE DANGEROUS

TRACY STONE

NAME

EMAIL

ORGANIZATION

MAILING ADDRESS

Redacted

PHONE

CITY, STATE, ZIP



Metro

You have a voice in our future. Thank you for your input. All of the ways you can provide your input are listed on reverse.



September 17, 2019

To the Board of the Los Angeles County Metropolitan Transportation Authority,

We write today in reference to the LA River Bike Path expansion project. On September 10<sup>th</sup>, Metro's project manager presented on the proposed expansion at our monthly Transportation and Environment Committee Meeting. The committee and the board of the Boyle Heights Neighborhood Council are generally excited for this project and the new recreation and transit possibilities it could bring our community.

However, we are concerned that the proposed access points to the river path in Alternatives A, B, & C of Metro's project proposal leave too much of Boyle Heights with no true access to the path. This is most abundantly the case in Alternative C where there are no access points in Boyle Heights south of First Street, but there are limited access points for Boyle Heights residents in each alternative.

When considering the access points, it is important to understand the significance of the placement of the access points on either the east or west side of the River. If the access point is on the east side of the River, Boyle Heights residents will have to first cross over the river on one of the bridges reserved for vehicle traffic into the Arts District where they will then have to cross another bridge just to gain access to the river path.

Some may argue that this is simply an inconvenience, and it is true that if the access points are on the east side of the river, Arts District residents will have to cross into Boyle Heights to gain access to the river, but we believe there are significant reasons why at least 3 access points should be placed along the east side of the river in Boyle Heights.

To begin, Boyle Heights is home to four senior living facilities (Hollenbeck Palms, Sakura Gardens of Los Angeles, Hollenbeck Terrace, & Boyle Heights Senior Center) in direct proximity to the river. Adding this path as a recreation option for these residents would be tremendous. However, it goes without saying that for seniors to be able to use the path, it needs to be accessible to them. If the access points to this path are placed on the west side of the river, it could put the path out of reach for our seniors, many of whom live without a car and would have difficulty getting to the west side of the river.

Further, Boyle Heights is home to one of the highest percentages of people ages 10 and under and 11 to 18 in the entire country (Source: L.A. Times Demographics).

If you would like more information, please call BHNC TEC Chair, Peter Hagan, at 323.244.3687 or e-mail [peter.bhnc@gmail.com](mailto:peter.bhnc@gmail.com)

**Attachment 4**  
Agency and Public Participation

**Attachment 4a**  
Agency Meeting Sign-in Sheet

# Hello! Nice to meet you.



DATE: 11.06.19

LOCATION: Metro Headquarters, Gateway Plaza Room, 1 Gateway Plaza, Los Angeles, CA 90012

Name	Organization	Email Address	Phone Number	Mailing Address	Do you want to receive updates on Metro projects?	Language Preferences	How did you hear about us?
------	--------------	---------------	--------------	-----------------	---	----------------------	----------------------------

*Redacted*





**Attachment 4b**  
Public Meeting Sign-in Sheet

# Hello! Nice to meet you.



DATE: 11.12.19

LOCATION: Boyle Heights Senior Center, 2839 E 3rd St, Los Angeles, CA 90033

Name	Organization	Email Address	Phone Number	Mailing Address	Do you want to receive updates on Metro projects?	Language Preferences	How did you hear about us?
------	--------------	---------------	--------------	-----------------	---	----------------------	----------------------------

*Redacted*



# Hello! Nice to meet you.



DATE: 11.12.19

LOCATION: Boyle Heights Senior Center, 2839 E 3rd St, Los Angeles, CA 90033

Do you want to receive updates on Metro projects?

Language Preferences

How did you hear about us?

*Redacted*

# Hello! Nice to meet you.



DATE: 11.12.19

LOCATION: Boyle Heights Senior Center, 2839 E 3rd St, Los Angeles, CA 90033

Name	Organization	Email Address	Phone Number	Mailing Address	Do you want to receive updates on Metro projects?	Language Preferences	How did you hear about us?
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*Redacted*

# Hello! Nice to meet you.



DATE: 11.13.19

LOCATION: St. Francis Xavier Chapel, 222 S Hewitt St, Los Angeles, CA 90012

Name	Organization	Email Address	Phone Number	Mailing Address	Do you want to receive updates on Metro projects?	Language Preferences	How did you hear about us?
------	--------------	---------------	--------------	-----------------	---	----------------------	----------------------------

*Redacted*



# Hello! Nice to meet you.



DATE: 11.13.19

LOCATION: St. Francis Xavier Chapel, 222 S Hewitt St, Los Angeles, CA 90012

Name	Organization	Email Address	Phone Number	Mailing Address	Do you want to receive updates on Metro projects?	Language Preferences	How did you hear about us?
------	--------------	---------------	--------------	-----------------	---	----------------------	----------------------------

*Redacted*



# Hello! Nice to meet you.



DATE: 11.13.19

LOCATION: St. Francis Xavier Chapel, 222 S Hewitt St, Los Angeles, CA 90012

Name	Organization	Email Address	Phone Number	Mailing Address	Do you want to receive updates on Metro projects?	Language Preferences	How did you hear about us?
------	--------------	---------------	--------------	-----------------	---	----------------------	----------------------------

*Redacted*



# Hello! Nice to meet you.



DATE: 11.14.19

LOCATION: Maywood Elementary School, 5200 Cudahy Ave, Maywood, CA 90270

Name

Organization

Email Address

Phone Number

Mailing Address

Do you want to receive updates on Metro projects?

Language Preferences

How did you hear about us?

*Redacted*

# Hello! Nice to meet you.



DATE: 11.14.19

LOCATION: Maywood Elementary School, 5200 Cudahy Ave, Maywood, CA 90270

Name	Organization	Email Address	Phone Number	Mailing Address	Do you want to receive updates on Metro projects?	Language Preferences	How did you hear about us?
------	--------------	---------------	--------------	-----------------	---	----------------------	----------------------------

*Redacted*



# Hello! Nice to meet you.



DATE: 11.16.19

LOCATION: Cypress Park Recreation Center, 2630 Pepper Ave, Los Angeles, CA 90065

Name	Organization	Email Address	Phone Number	Mailing Address	Do you want to receive updates on Metro projects?	Language Preferences	How did you hear about us?
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*Redacted*



**Attachment 5**  
Scoping Meeting Materials

**Attachment 5a**  
Agendas



## LA RIVER PATH

### AGENDA

- > Open House (First 30 minutes)
- > Presentation (20 minutes)
- > Oral comments
- > Open House (Resumes after oral comments)

### OPEN HOUSE STATIONS

#### STATION #1: REGISTRATION

- > Sign in
- > Receive project materials and overview of meeting format

#### STATION #2: ENVIRONMENTAL REVIEW PROCESS

- > Environmental review process
- > Public participation
- > How to submit your public comments
- > Environmental resources to be studied

#### STATION #3: PROJECT OVERVIEW

- > Project map
- > Project timeline
- > Environmental clearance timeline

#### STATION #4: PROJECT OBJECTIVES

- > Learn about project objectives

#### STATION #5: PROJECT ALTERNATIVES

- > Learn about the three project alternatives, path types and access points

#### STATION #6: COMMENTS TABLE

- > All meeting participants will receive a comment card

### MEETING INFORMATION

#### BOYLE HEIGHTS

**Tuesday, November 12, 2019, 6–8pm**

Boyle Heights Senior Center, Auditorium  
2839 E 3rd St, Los Angeles, CA 90033

#### LITTLE TOKYO/ARTS DISTRICT

**Wednesday, November 13, 2019, 6–8pm**

St. Francis Xavier Chapel, Maryknoll Auditorium  
222 S Hewitt St, Los Angeles, CA 90012

#### MAYWOOD

**Thursday, November 14, 2019, 6–8pm**

Maywood Elementary School  
5200 Cudahy Av, Maywood, CA 90270

#### CYPRESS PARK

**Saturday, November 16, 2019, 10am–12pm**

Cypress Park Recreation Center  
2630 Pepper Av, Los Angeles, CA 90065



# EL CAMINO DEL RÍO DE LOS ANGELES

## AGENDA

- > Exhibición abierta (primeros 30 minutos)
- > Presentación (20 minutos)
- > Comentarios orales
- > Exhibición abierta (después de comentarios)

## ESTACIONES DE EXHIBICIÓN ABIERTA

### ESTACIÓN # 1: REGISTRO

- > Registro
- > Recibir materiales del proyecto y recibir información del formato de la junta

### ESTACIÓN #2: EL PROCESO DE REVISIÓN AMBIENTAL

- > El proceso de revisión ambiental
- > Participación pública
- > Cómo enviar sus comentarios públicos
- > Recursos medioambientales a ser estudiados

### ESTACIÓN #3: DESCRIPCIÓN DEL PROYECTO

- > Mapa del proyecto
- > Línea de tiempo del proyecto
- > Línea de tiempo de la acreditación ambiental

### ESTACIÓN #4: OBJETIVOS DEL PROYECTO

- > Aprenda sobre los objetivos del proyecto

### ESTACIÓN #5: ALTERNATIVAS DEL PROYECTO

- > Conozca las tres alternativas del proyecto, tipos de ruta y puntos de acceso

### ESTACIÓN #6: MESA DE COMENTARIOS

- > Todos los participantes de la junta recibirán tarjeta de comentarios

## INFORMACIÓN DE LAS JUNTAS COMUNITARIAS

### BOYLE HEIGHTS

**Martes, 12 de noviembre de 2019, 6–8pm**

Boyle Heights Senior Center, Auditorium  
2839 E 3rd St, Los Angeles, CA 90033

### LITTLE TOKYO/ARTS DISTRICT

**Miércoles, 13 de noviembre de 2019, 6–8pm**

St. Francis Xavier Chapel, Maryknoll Auditorium  
222 S Hewitt St, Los Angeles, CA 90012

### MAYWOOD

**Jueves, 14 de noviembre de 2019, 6–8pm**

Maywood Elementary School  
5200 Cudahy Av, Maywood, CA 90270

### CYPRESS PARK

**Sábado, 16 de noviembre de 2019, 10am–12pm**

Cypress Park Recreation Center  
2630 Pepper Av, Los Angeles, CA 90065

**Attachment 5b**  
Presentation



# Next stop: a more connected river path.

LA RIVER PATH

Public Scoping Meetings

November 2019



Metro®

# Agenda



- > Welcome
- > Environmental Review Process
- > Project Overview
- > Alternatives
- > Public Participation



# Environmental Review Process



# Environmental Review Process



- > Provides decision-makers information about a project's potential environmental impact
- > Analysis of the environmental benefits and impacts are evaluated through an Environmental Impact Report (EIR)

What is the purpose of scoping?

- > Formal kick-off of the environmental process
- > Determine the objectives, scope, focus and content of an EIR
- > Obtain public and agency input



# What to Expect in the Draft EIR



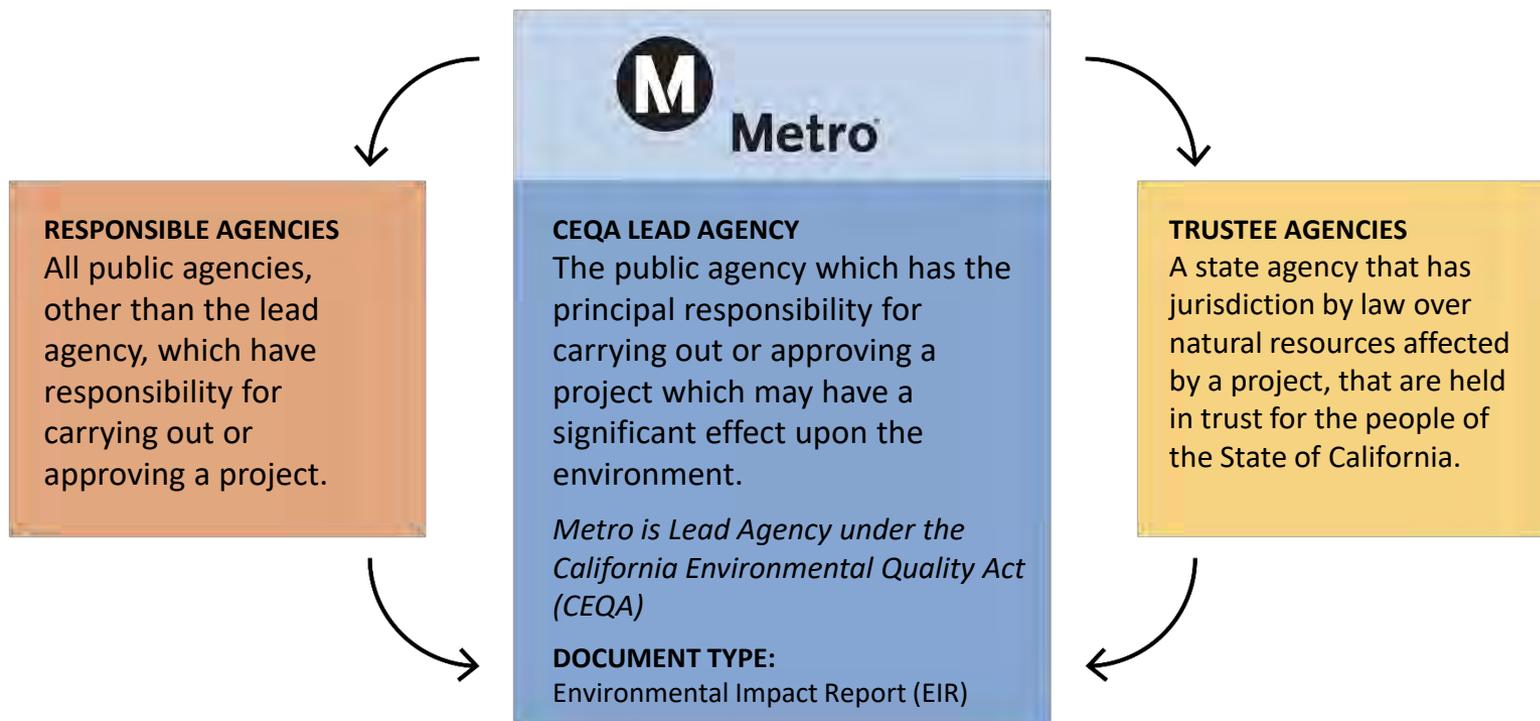
- > Description of the proposed project, objectives, construction activities and conceptual drawings
- > Technical studies of environmental topics
- > Assessment of potential impacts
- > Identification of possible avoidance, minimization and mitigation measures
- > Consideration of alternatives to the proposed project



# Agency Involvement and Roles



The goal is to foster participation and cooperation among governments (federal, state, regional, county, local and tribal) during the environmental review process.



# Project Overview



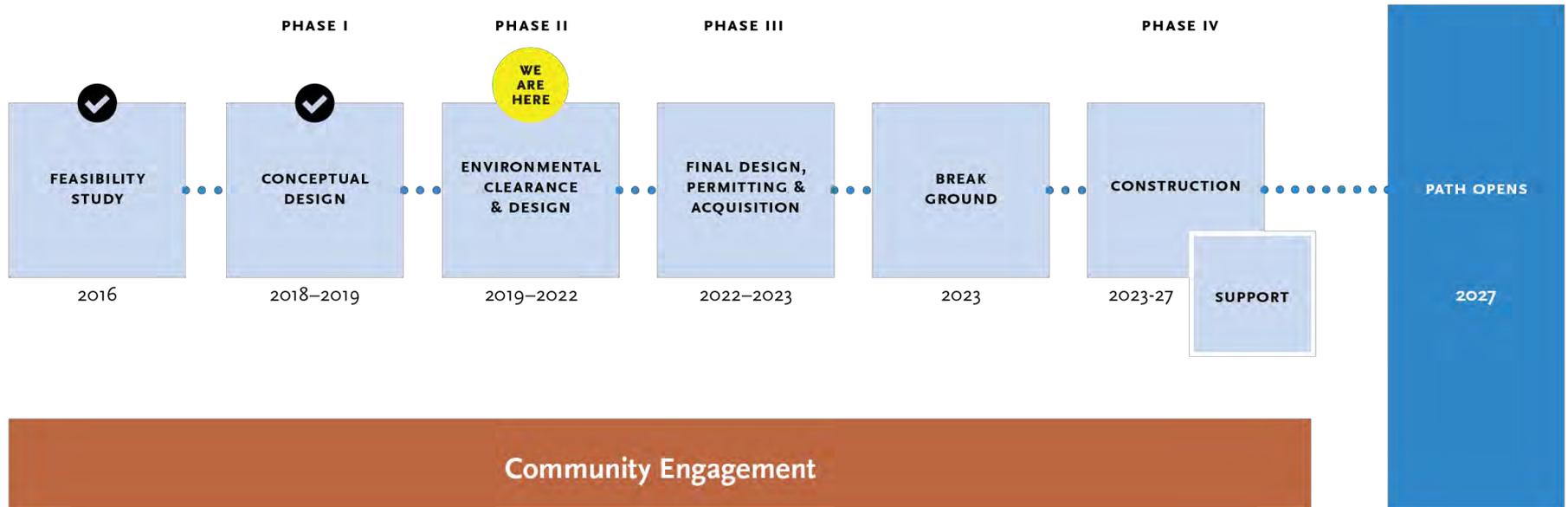
# Project Map and Background



- > Eight-mile bicycle and pedestrian path along the LA River between Elysian Valley and Maywood
- > Locally funded through Measure M: \$365 Million
- > One million people live within three miles of the project corridor
- > Largely industrial landscape holds tens of thousands of jobs, with more than 50,000 people employed in the City of Vernon alone



# Project Timeline



# Project Objectives



Are there other objectives you would like to see?



Improving safety for pedestrians and bicyclists

---



Increasing access from local neighborhoods to employment centers, regional destinations, resources, and amenities

---



Reducing VMT by allowing people to walk and bicycle on a dedicated, vehicle separated path through and within LA County

---



Improving access to opportunity for under-invested communities

---



Creating a path that feels safe, comfortable, and is a world-class transportation corridor open to people of all ages and abilities

---



Creating a path that meets the needs of both recreational and utilitarian users

---



# Alternative A



Metro Rail Line & Station

Existing Path

Existing Access Point

### LA River Path Alignments

Potential Access Point

### Tentative Typologies

Elevated

Top-of-Bank

Incised

Elevated Crossing

### Future Opportunity

Potential Access Point

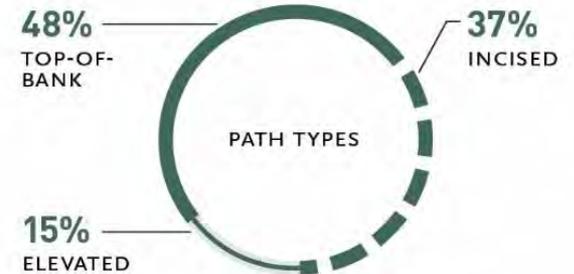
Channel Bottom

Top-of-Bank

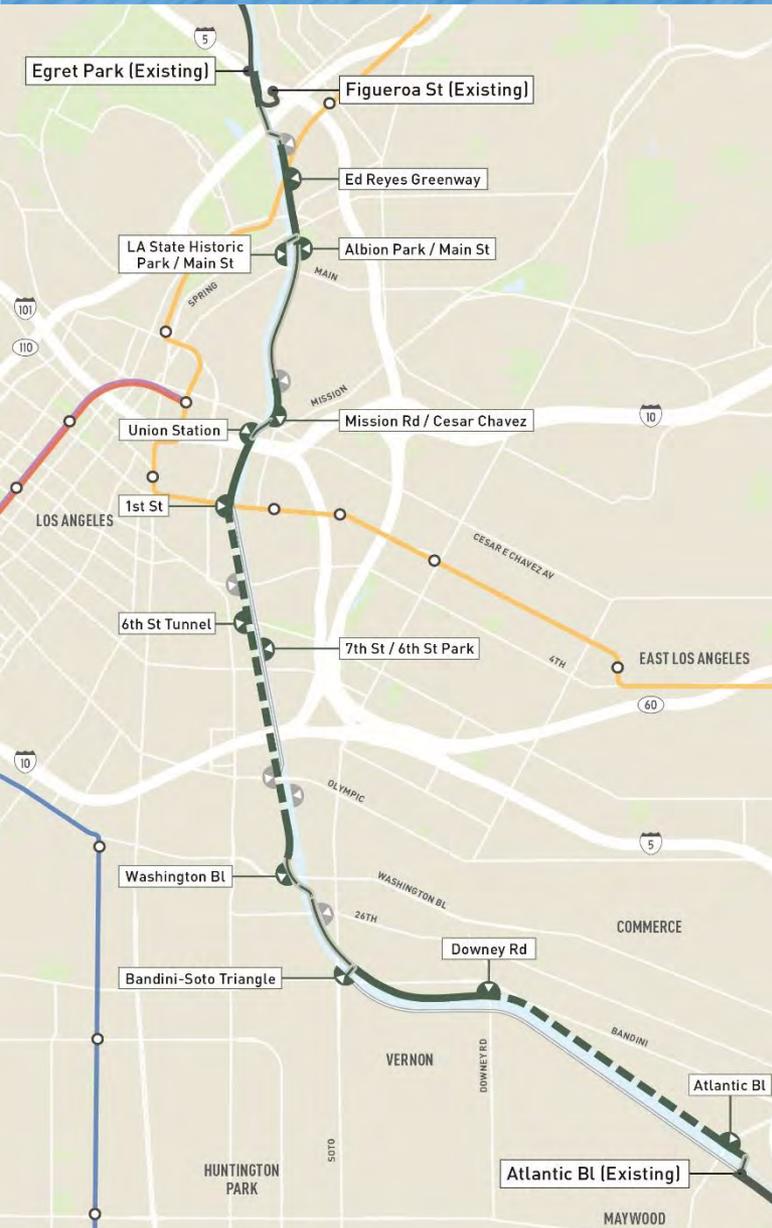
On-Street

All lines and access point locations are approximate and typologies under consideration.

Subject to Change 19-1692 ©2019 LACMTA



# Alternative B



Metro Rail Line & Station

Existing Path

Existing Access Point

### LA River Path Alignments

Potential Access Point

### Tentative Typologies

Elevated

Top-of-Bank

Incised

Elevated Crossing

### Future Opportunity

Potential Access Point

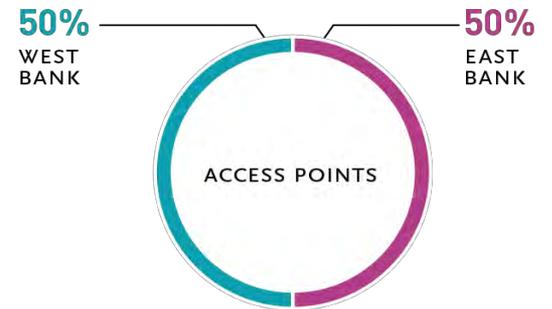
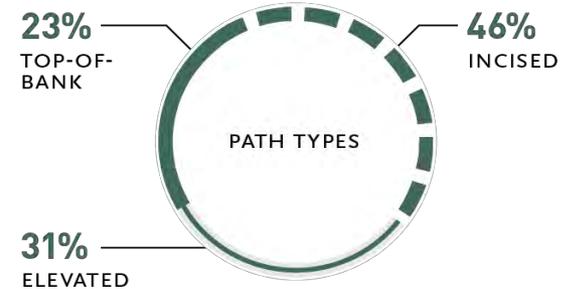
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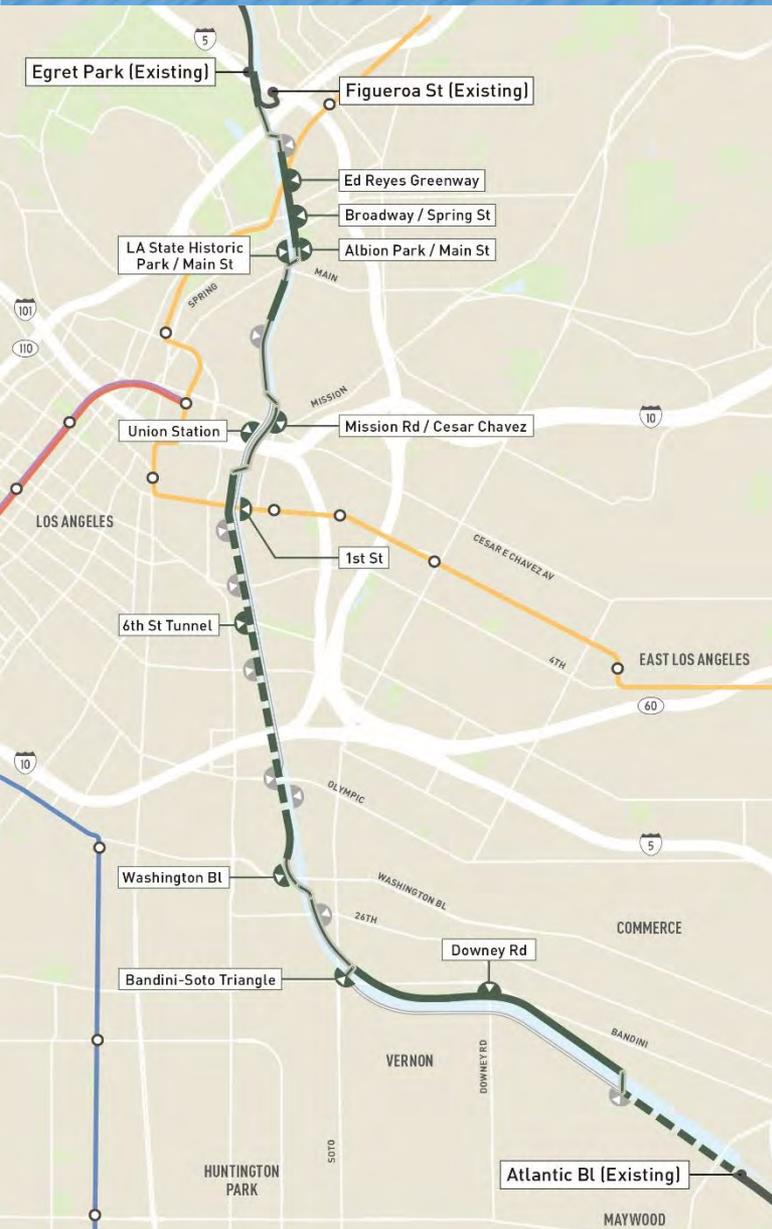
On-Street

All lines and access point locations are approximate and typologies under consideration.

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# Alternative C



Metro Rail Line & Station

Existing Path

Existing Access Point

### LA River Path Alignments

Potential Access Point

### Tentative Typologies

Elevated

Top-of-Bank

Incised

Elevated Crossing

### Future Opportunity

Potential Access Point

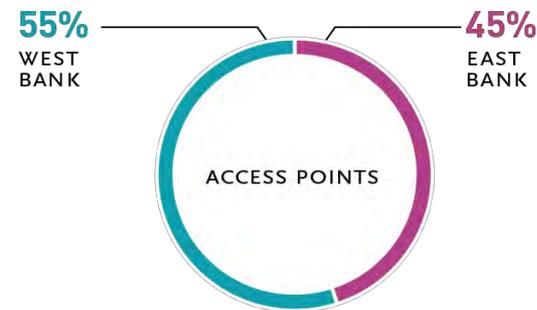
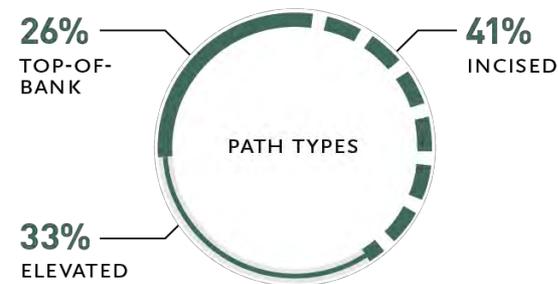
Channel Bottom

Top-of-Bank

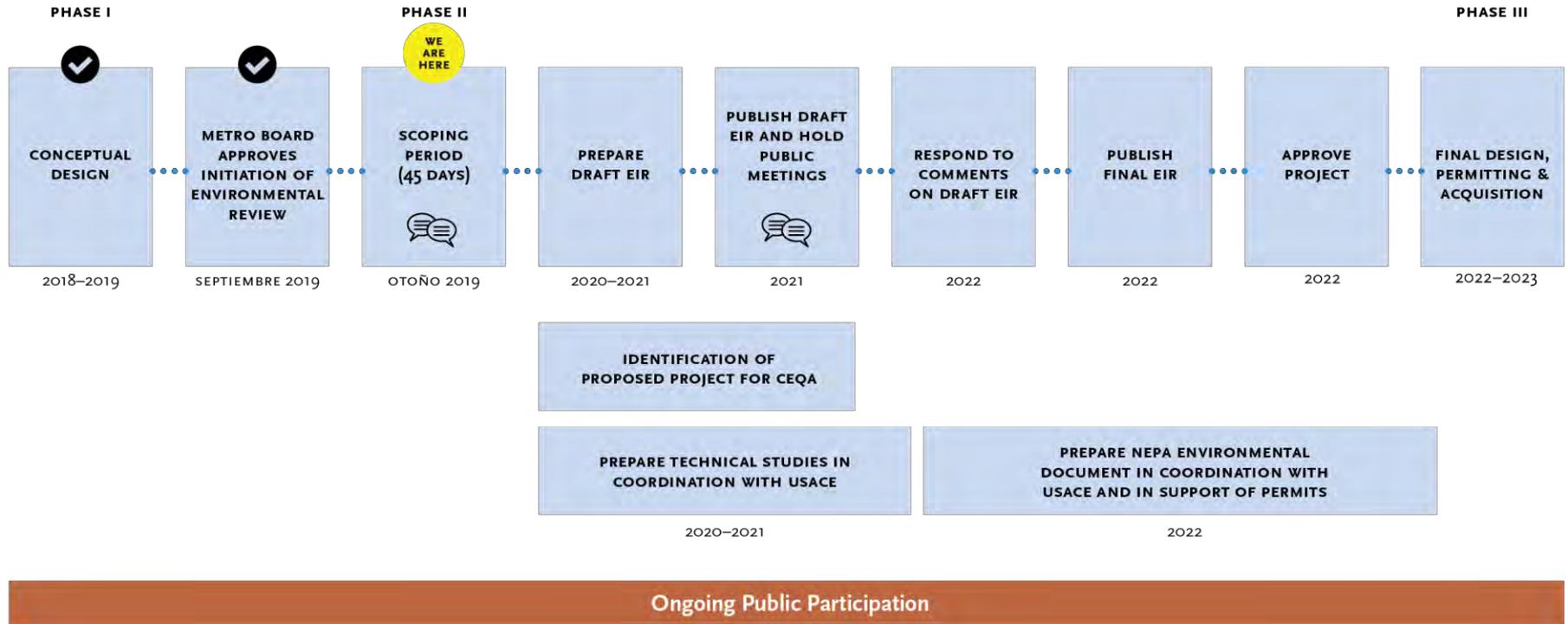
On-Street

All lines and access point locations are approximate and typologies under consideration.

Subject to Change 19-1692 ©2019 LACMTA



# Environmental Clearance Timeline



 Official community input period

# Environmental Topics



## What else would you like us to study?

- > Aesthetics
- > Air Quality
- > Biological Resources
- > Cultural Resources
- > Energy
- > Geology and Soils
- > Greenhouse Gas Emissions
- > Growth Inducing
- > Hazards and Hazardous Materials
- > Hydrology and Water Quality
- > Land Use and Planning
- > Noise
- > Population and Housing
- > Public Services
- > Recreation
- > Transportation
- > Tribal Cultural Resources
- > Utilities and Service Systems
- > Wildfire



# Public Participation



How to get involved?

- > Provide comments and project relevant information
- > Help us understand what we should study
- > Keep up to date on the project via our email list and website

Formal public feedback opportunities:



# Public Participation



# Public Scoping Meetings



## **Tuesday, November 12, 6–8pm**

Boyle Heights Senior Center  
2839 E 3<sup>rd</sup> Street  
Los Angeles, CA 90012

## **Wednesday, November 13, 6–8pm**

St. Francis Xavier Church  
Japanese Catholic Center  
222 S Hewitt St  
Los Angeles, CA 90012

## **Thursday, November 14, 6–8pm**

Maywood Elementary School  
5200 Cudahy Av  
Maywood, CA 90270

## **Saturday, November 16, 10am–12pm**

Cypress Park Recreation Center Auditorium  
2630 Pepper Av  
Los Angeles, CA 90065



# Public Scoping Comments



- > All comments will be documented in the official scoping report
- > Scoping comments help inform the Draft EIR
- > Inform and influence design decisions
- > Refine project objectives
- > Identify environmental areas of concern for evaluation
- > Identify and evaluate potential mitigation measures



# How to Submit Your Public Comments



We're here to listen – all written and oral comments will be documented and considered.



## Oral Comments

- > Fill out a speaker card to speak during today's meeting
- > Two minutes per speaker
- > Comments will be recorded by a court reporter
- > Interpreters are available



## Written Comments

- > Write your comment on a comment card or email [lariverpath@metro.net](mailto:lariverpath@metro.net)
- > Please write legibly and clearly



# Public Scoping Period



- > Comment period started Wednesday, October 23, 2019
- > Comments are due by Friday, December 6, 2019
- > Send public comments via mail, email or online comment form:



Lauren Cencic, Senior Director  
Metro  
One Gateway Plaza, MS 99-22-5  
Los Angeles, CA 90012



*lariverpath@metro.net*



*metro.net/lariverpath*

## Important Deadline

Written comments due by  
December 6, 2019  
at 11:59 pm

An illustration of a multi-use trail along a river. In the foreground, a man in a blue shirt and cap is riding a bicycle. To his right, a woman in a pink dress is walking. Further back, a family of three is walking, and another person is riding a bicycle. The trail is bordered by a railing on the right and some plants on the left. In the background, there is a large bridge with multiple arches, a tall building, and mountains under a blue sky.

# Próxima parada: un camino más conectado.

CAMINO DEL RÍO DE LOS ANGELES

Reunion de alcance público  
noviembre del 2019



Metro®

# Agenda



- > Bienvenido
- > El Proceso de Revisión Ambiental
- > Resumen del Proyecto
- > Alternativas
- > Participación Pública



# El Proceso de Revisión Ambiental



# El Proceso de Revisión Ambiental



- > Proporciona a los responsables que toman decisiones información sobre el impacto ambiental potencial de un proyecto
- > El análisis de los beneficios e impactos de un proyecto se evalúa a través de un Reporte de Impacto Ambiental (EIR)

¿Cuál es el propósito del alcance?

- > Inicio formal del proceso de aprobación ambiental
- > Determina los objetivos, alcance, enfoque y contenido de un EIR
- > Obtener aportación del público y de las agencias



# Qué Esperar en el Proyecto de EIR



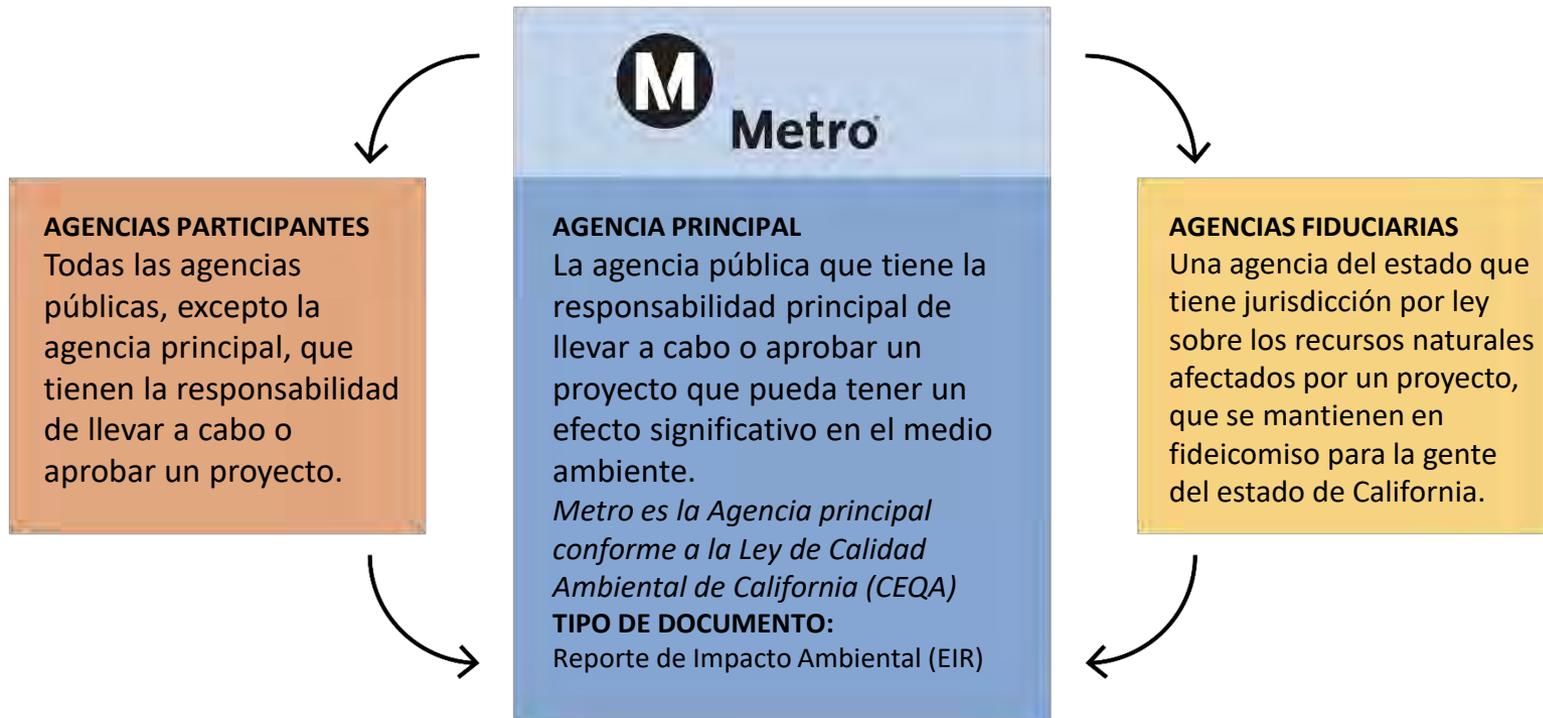
- > Descripción del proyecto propuesto, incluyendo objetivos, ubicación, instalaciones propuestas, actividades de construcción y dibujos conceptuales
- > Estudios técnicos de temas ambientales
- > Evaluación de posible impactos
- > Identificación de posible medidas de evitación, minimización y mitigación
- > Consideración de alternativas al proyecto propuesto



# Involucramiento y Roles de Las Agencias



El objetivo es fomentar la participación y cooperación entre los gobiernos (federales, estatales, regionales, del condado, locales y tribales) durante el proceso de revisión ambiental.



# Resumen del Proyecto



# Mapa y Resumen del Proyecto



- > Camino de 8 millas para ciclistas y peatones a lo largo del Río Los Angeles entre el valle de Elysian y Maywood
- > Financiado localmente a través de la Medida M: \$365 millones
- > 1 millón de personas viven a menos de 3 millas del corredor del proyecto
- > El paisaje en gran parte industrial tiene decenas de miles de puestos de trabajos, con más de 50,000 personas empleadas sólo en la ciudad de Vernon



# Línea de Tiempo del Proyecto



# Objetivos del Proyecto



¿Hay otros objetivos que le gustaría ver?



Mejorar la seguridad de los peatones y ciclistas.



Aumentar el acceso de los vecindarios a los centros de empleo, destinos regionales, recursos y servicios, y amenidades.



Reducir las millas recorridas en vehículos motorizados al permitir que las personas caminen y pedaleen en un camino exclusivo y separado a través y dentro del Condado de Los Angeles, reduciendo así, la duración de los viajes y ampliando las opciones de viaje.



Mejorar el acceso a oportunidades para comunidades que han recibido un bajo nivel de inversión económico.



Crear un camino que se sienta seguro, cómodo y que sea un corredor de transporte de clase mundial abierto a personas de todas las edades y habilidades.



Crear un camino que cumpla con las necesidades recreativas y los que lo usan como medio de transporte.



# Alternativa A



-  Metro Rail y estación
-  Camino existente
-  Punto de acceso existente

## Alineaciones de Camino

-  Punto de acceso potencial

## Tipologías Tentativas

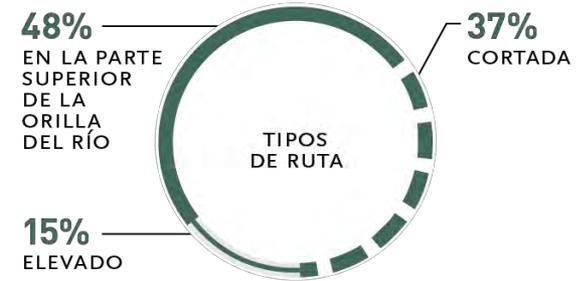
-  Elevado
-  En la parte superior de la orilla del río
-  Cortada
-  Cruce elevado

## Oportunidad Futura

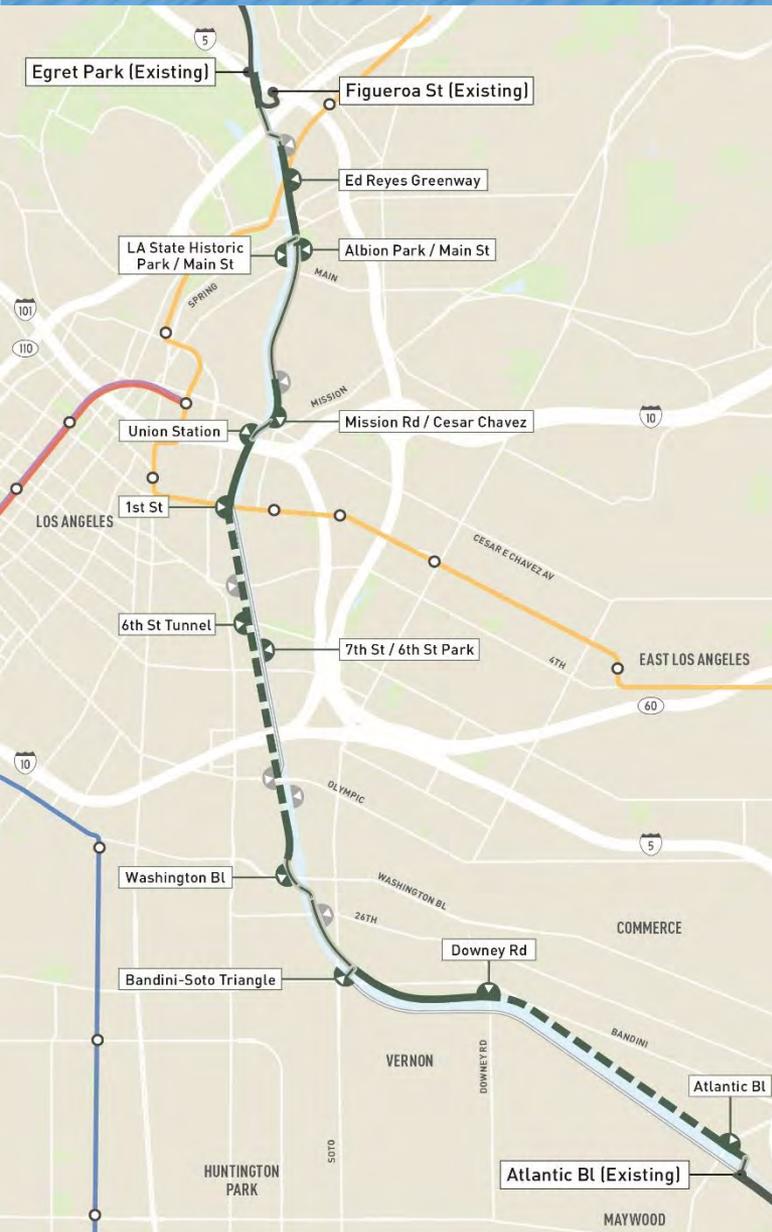
-  Punto de acceso potencial
-  Parte baja del canal
-  En la parte superior de la orilla del río
-  En la calle

Todas las líneas y ubicaciones de los puntos de acceso son una aproximación y las tipologías están todavía en consideración.

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# Alternativa B



-  Metro Rail y estación
-  Camino existente
-  Punto de acceso existente

## Alineaciones de Camino

-  Punto de acceso potencial

## Tipologías Tentativas

-  Elevado
-  En la parte superior de la orilla del río
-  Cortada
-  Cruce elevado

## Oportunidad Futura

-  Punto de acceso potencial
-  Parte baja del canal
-  En la parte superior de la orilla del río
-  En la calle

Todas las líneas y ubicaciones de los puntos de acceso son una aproximación y las tipologías están todavía en consideración.

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# Alternativa C



-  Metro Rail y estación
-  Camino existente
-  Punto de acceso existente

## Alineaciones de Camino

-  Punto de acceso potencial

## Tipologías Tentativas

-  Elevado
-  En la parte superior de la orilla del río
-  Cortada
-  Cruce elevado

## Oportunidad Futura

-  Punto de acceso potencial
-  Parte baja del canal
-  En la parte superior de la orilla del río
-  En la calle

Todas las líneas y ubicaciones de los puntos de acceso son una aproximación y las tipologías están todavía en consideración.

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# Cronología de la Autorización Ambiental



Participación Comunitaria Continua

 Período de participación comunitaria

# Temas de Estudio del Medio Ambiente



¿Qué más le gustaría que se considerara el análisis ambiental?

- > Estética
- > Calidad del aire
- > Recursos biológicos
- > Recursos culturales
- > Energía
- > Geología y tierras
- > Emisiones de gases de efecto invernadero
- > Inducir crecimiento
- > Peligros y materiales peligrosos
- > Hidrología y calidad del agua
- > Uso del tierras y planificación
- > Ruido
- > Población y vivienda
- > Servicios públicos
- > Recreación
- > Transporte
- > Recursos culturales tribales
- > Servicios públicos y sistemas de servicios
- > Incendios forestales





¿Cómo puede participar usted?

- > Proporcione comentarios e información relevante al proyecto
- > Ayúdanos a entender lo que debemos estudiar
- > Manténgase actualizado sobre el proyecto a través de nuestra lista de correo electrónico y sitio web

Oportunidades formales para someter sus comentarios publicos:



Participación Continua



# Reuniones Públicas de Alcance



## **Martes, 12 de noviembre, 6–8pm**

Intérprete en español disponible

Boyle Heights Senior Center

2839 E 3<sup>rd</sup> St

Los Angeles, CA 90012

## **Miércoles, 13 de noviembre, 6–8pm**

Intérprete en español disponible

St. Francis Xavier Church

Japanese Catholic Center

222 S. Hewitt Street

Los Angeles, CA 90012

## **Jueves, 14 de noviembre, 6–8pm**

Intérprete en español disponible

Maywood Elementary School

5200 Cudahy Av

Maywood, CA 90270

## **Sábado, 16 de noviembre, 10am–12pm**

Intérprete en español disponible

Cypress Park Recreation Center Auditorium

2630 Pepper Av

Los Angeles, CA 90065





- > Cada comentario será documentado en el informe oficial del alcance
- > Los comentarios del alcance ayudan a informar el alcance y el contenido del borrador EIR
- > Informar e influir en las decisiones del diseño
- > Refinar los objetivos del proyecto
- > Identificar áreas ambientales de interés para la evaluación
- > Identificar y evaluar posibles medidas de mitigación



# Cómo Enviar Sus Comentarios Públicos



Estamos aquí para escuchar – todos los comentarios escritos y orales serán documentados y considerados.



## Comentarios Orales

- > Complete una tarjeta de orador para proporcionar un comentario oral durante la reunión de hoy
- > Se asignan dos minutos por orador
- > Los comentarios serán registrados por un reportero de la corte
- > Hay intérpretes disponibles



## Comentarios Escritos

- > Escriba su comentario en una tarjeta de comentarios o envíe un correo electrónico al [lariver@metro.net](mailto:lariver@metro.net)
- > Por favor escriba legiblemente y claramente



# Período del Alcance Público



- > Inicio del período de comentarios comenzó el miércoles 23 de octubre del 2019
- > Los comentarios deben presentarse antes del viernes 6 de diciembre del 2019
- > Envíe comentarios públicos por correo, correo electrónico o formulario de comentarios en línea:



Lauren Cencic, Senior Director  
Metro  
One Gateway Plaza, MS 99-22-5  
Los Angeles, CA 90012



*lariverpath@metro.net*



*metro.net/lariverpath*

## Fecha límite importante

Entreguen los comentarios  
escritos antes del  
6 de diciembre del 2019  
a las 11:59pm

**Attachment 5c**  
Boards



## What is the environmental process?

### *¿Qué es el proceso ambiental?*

- > **California Environmental Quality Act (CEQA) provides decision-makers information about a project's potential to impact the environment**
- > **Analysis of the benefits and impacts of a project are evaluated through an Environmental Impact Report (EIR)**
- > **Includes community engagement when planning a project**
- > *La Ley de Calidad Ambiental de California (CEQA) proporciona tomadores de decisiones información sobre el potencial de un proyecto para impactar el medio ambiente*
- > *El análisis de los beneficios e impactos de un Proyecto se evalúa a través de un Informe de Impacto Ambiental (EIR)*
- > *Incluye participación de la comunidad al planificar el proyecto*

## What to expect in the Draft EIR?

### *¿Qué esperar en el Borrador EIR?*

- > **Technical studies of environmental topics**
- > **Assessment of potential impacts during construction and once in operation**
- > **Identification of possible avoidance, minimization and mitigation measures**
- > **Description of the proposed project, including objectives, location, proposed facilities, construction activities and conceptual drawings**
- > **Consideration and discussion of alternatives to the proposed project**
- > *Estudios técnicos de temas ambientales*
- > *Evaluación de posible impactos durante la construcción y una vez en operación*
- > *Identificación de posible medidas de evitación, minimización y mitigación*
- > *Descripción del proyecto propuesto, incluyendo objetivos, ubicación, instalaciones propuestas, actividades de construcción y dibujos conceptuales*
- > *Consideración y discusión de alternativas al proyecto propuesto*





## How to get involved: *Cómo participar:*

- > Provide comments and project-relevant information
- > Help us understand what we should study
- > Keep up to date on the project via our email list and website at [metro.net/lariverpath](https://metro.net/lariverpath)
- > *Proporcione comentarios e información relevante al proyecto*
- > *Ayúdanos a entender lo que debemos estudiar*
- > *Manténgase actualizado sobre el proyecto a través de nuestra lista de correo electrónico y sitio web en [metro.net/lariverpath](https://metro.net/lariverpath)*

## Public feedback opportunities: *Oportunidades de comentario pública:*



### Ongoing Participation *Participación Continua*

- > Project Update Community Meetings
- > Community Events / Pop-ups
- > *Reuniones comunitarias del actualización del proyecto*
- > *Eventos de la comunidad / Eventos emergentes*

# How to Submit Your Public Comments

## Cómo enviar sus comentarios públicos



**We're here to listen – all written and oral comments will be documented and considered**

*Estamos aquí para escuchar – todos los comentarios escritos y orales serán documentados y considerados*

### Today at the meeting

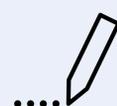
#### *Hoy en la reunión*



#### **Oral Comments**

##### *Comentarios orales*

- > **Fill out a speaker card to provide an oral comment during today's meeting**  
*Complete una tarjeta de orador para proporcionar un comentario oral durante la reunión de hoy*
- > **Two minutes are allotted per speaker**  
*Se asignan dos minutos por orador*
- > **Comments will be recorded by a court reporter**  
*Los comentarios serán registrados por un reportero de la corte*
- > **Interpreters are available**  
*Hay intérpretes disponibles*



#### **Written Comments**

##### *Comentarios escritos*

- > **Write your comment on a comment card**  
*Escriba su comentario en una tarjeta de comentarios*
- > **Please write legibly and clearly**  
*Por favor escriba legiblemente*
- > **Submit your comment card**  
*Envía su tarjeta de comentarios*

### Additional options for providing public comments:

#### *Opciones adicionales para proporcionar comentarios públicos:*

**Send public comments until December 6, 2019, via mail, email or online comment form:**

*Envíe comentarios públicos hasta el 6 de diciembre de 2019 por correo, correo electrónico o formulario de comentarios en línea:*



Lauren Cencic, Sr. Director

Metro

One Gateway Plaza, MS 99-22-5

Los Angeles, CA 90012



[lariverpath@metro.net](mailto:lariverpath@metro.net)



[metro.net/lariverpath](http://metro.net/lariverpath)

### **Important Deadline**

#### *Fecha límite importante*

**Written comments due by  
December 6, 2019, at 11:59pm**

*Entreguen los comentarios escritos  
antes del 6 de Diciembre de 2019  
a las 11:59pm*

# Environmental Resources to be Studied

## Recursos medioambientales a ser estudiados



The following resources will be studied to evaluate measures to avoid, minimize and mitigate potential impacts from construction and operation.

Los siguientes recursos se estudiarán para determinar los posibles impactos de la construcción y la operación, y evaluar las medidas para evitar, minimizar y mitigar los impactos del proyecto.

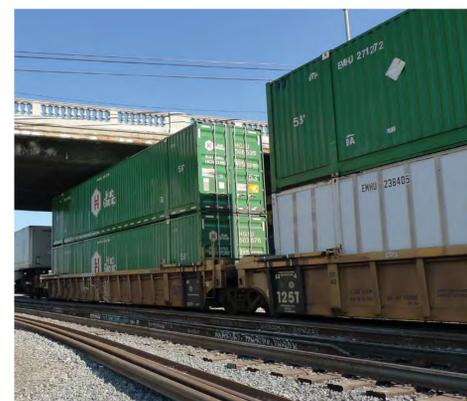
- > Aesthetics  
*Estética*
- > Air Quality  
*Calidad del aire*
- > Biological Resources  
*Recursos biológicos*
- > Cultural Resources  
*Recursos culturales*
- > Energy  
*Energía*
- > Geology and Soils  
*Geología y tierras*

- > Greenhouse Gas Emissions  
*Emisiones de gases de efecto invernadero*
- > Growth Inducing  
*Inducir crecimiento*
- > Hazards and Hazardous Materials  
*Peligros y materiales peligrosos*
- > Hydrology and Water Quality  
*Hidrología y calidad del agua*
- > Land Use and Planning  
*Uso de tierras y planificación*
- > Noise  
*Ruido*
- > Population and Housing  
*Población y vivienda*

- > Public Services  
*Servicios públicos*
- > Recreation  
*Recreación*
- > Transportation  
*Transporte*
- > Tribal Cultural Resources  
*Recursos culturales tribales*
- > Utilities and Service Systems  
*Servicios públicos y sistemas de servicios*
- > Wildfire  
*Incendios forestales*

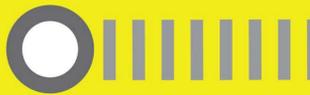


What else would you like the environmental analysis to consider?  
*¿Qué más le gustaría que considerara el análisis ambiental?*



# Project Map

## Mapa del proyecto



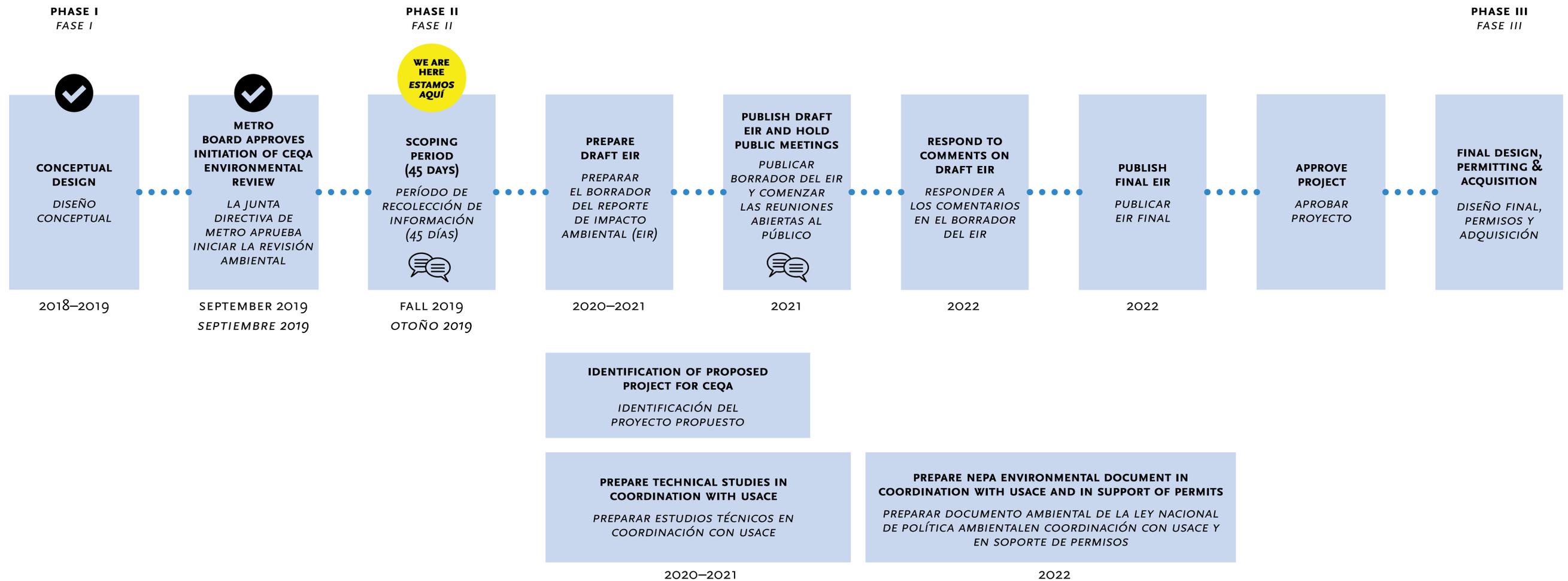
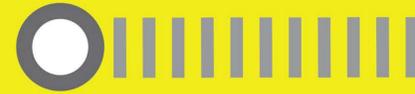
# Project Timeline

## Línea de tiempo del proyecto



# Environmental Clearance Timeline

## Línea de tiempo de la acreditación ambiental

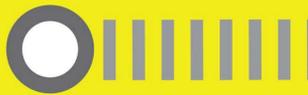


Ongoing Public Participation *Participación comunitaria continua*

 Official community input period  
*Período de participación comunitaria*

# Project Objectives

## Objetivos del proyecto



### Are there any other objectives you would like to see? *¿Hay otros objetivos que a usted le gustaría ver?*

The proposed project would create a safe and world-class active transportation corridor along the Los Angeles River between Elysian Valley and City of Maywood that enhances and provides recreational opportunities, livability, regional and local connectivity, and provides an outstanding user experience, access to economic opportunity and separation from vehicular traffic for people of all ages and abilities. This new transportation facility would contribute to improved health, economic, environmental, transportation and equity issues across the study area.

*El proyecto propuesto crearía un corredor de transporte activo seguro y de clase mundial a lo largo del Río de Los Angeles, específicamente entre Elysian Valley y la ciudad de Maywood. Este proyecto brindará oportunidades recreativas, habitabilidad, conectividad regional y local y una experiencia al usuario excepcional. Además de dar acceso a oportunidades económicas y una separación del tráfico vehicular para personas de todas las edades y habilidades, esta nueva infraestructura de transporte contribuiría a mejorar los problemas de salud, económicos, ambientales, de transporte y de equidad en toda el área de estudio.*



**Safety**  
*Seguridad*

**Improving safety for pedestrians and bicyclists from existing conditions.**

*Mejorar la seguridad de los peatones y ciclistas de las condiciones existentes.*



**Access**  
*Acceso*

**Increasing access from local neighborhoods to employment centers, regional destinations, resources and amenities, including healthcare services.**

*Aumentar el acceso de los vecindarios a los centros de empleo, destinos regionales, recursos y servicios, incluidos los servicios de atención médica.*



**Efficient & Sustainable Mobility**  
*Movilidad sustentable y eficiente*

**Reducing vehicle miles traveled by allowing people to walk and bicycle on a dedicated, vehicle-separated path through and within Los Angeles County, thereby reducing trip lengths and expanding travel choices.**

*Reducir las millas recorridas en vehículos motorizados al permitir que las personas caminen y pedaleen en un camino exclusivo y separado a través y dentro del Condado de Los Angeles, reduciendo así, la duración de los viajes y ampliando las opciones de viaje.*



**Equity**  
*Equidad*

**Improving access to opportunity for historically under-invested communities, especially in low-income and minority communities.**

*Mejorar el acceso a oportunidades para comunidades históricamente marginadas, especialmente en comunidades de bajos ingresos y minoritarias.*



**Inclusive**  
*Inclusivo*

**Creating a path that meets the needs of both recreational and utilitarian users.**

*Crear un camino que cumpla con las necesidades de los usuarios recreativos y los que lo usan como medio de transporte.*



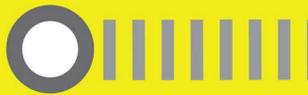
**User Experience**  
*Experiencia del usuario*

**Creating a path that feels safe, comfortable, and is a world-class transportation corridor open to people of all ages and abilities.**

*Crear un camino que se sienta seguro, cómodo y que sea un corredor de transporte de clase mundial abierto a personas de todas las edades y habilidades.*

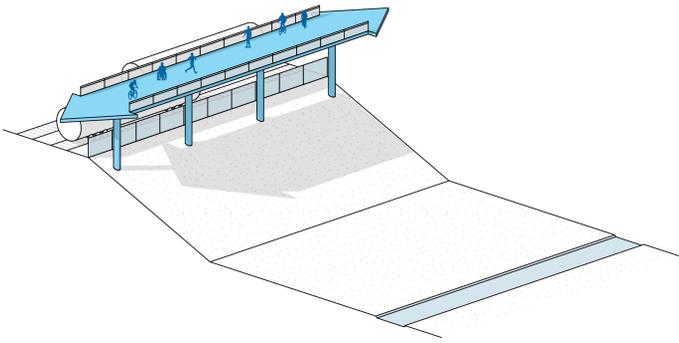
# Path Types

## Tipos de rutas

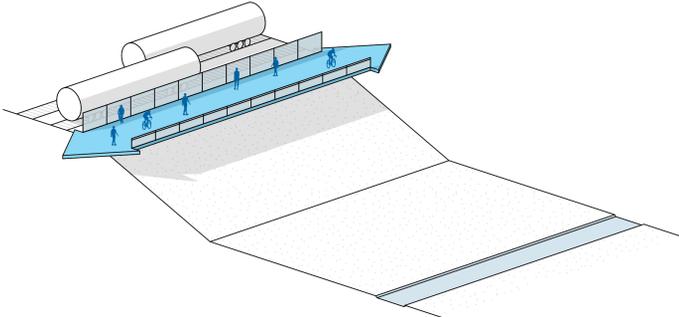


The LA River Path Alternatives feature three path types: Elevated, Top-of-bank and Incised. The path types are represented on the maps with distinct line-types (see below). Each path type provides different opportunities for access and user experience.

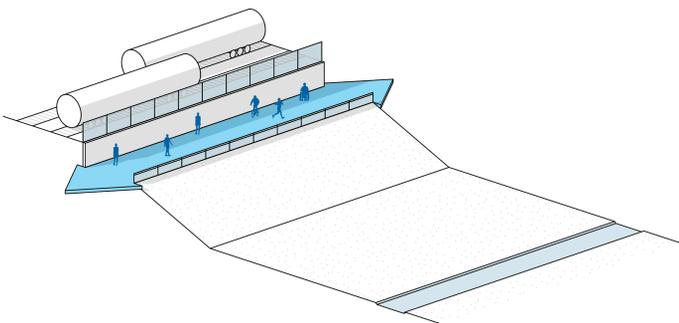
Existen tres alternativas para construir el camino del Río de Los Angeles: elevada, en la parte superior de la orilla del río y cortando la orilla superior de la orilla del río. Los tipos de camino se representan en los mapas con distintos tipos de líneas (ver más abajo). Cada tipo de camino ofrece diferentes oportunidades de acceso y experiencias al usuario.



**Elevated**  
**Elevado**



**Top-of-bank**  
**En la parte superior  
de la orilla del río**

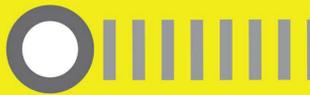


**Incised**  
**Cortando la área superior  
de la orilla del río**



# Alternative A

## Alternativa A



-  Metro Rail Line & Station  
Metro Rail y estación
-  Existing Path  
Camino existente
-  Existing Access Point  
Punto de acceso existente

### LA River Path Alignments

Alineaciones de Camino

-  Potential Access Point  
Punto de acceso potencial

### Tentative Typologies

Tipologías Tentativas

-  Elevated  
Elevado
-  Top-of-bank  
En la parte superior de la orilla del río
-  Incised  
Cortando la área superior de la orilla del río
-  Elevated Crossing  
Cruce elevado

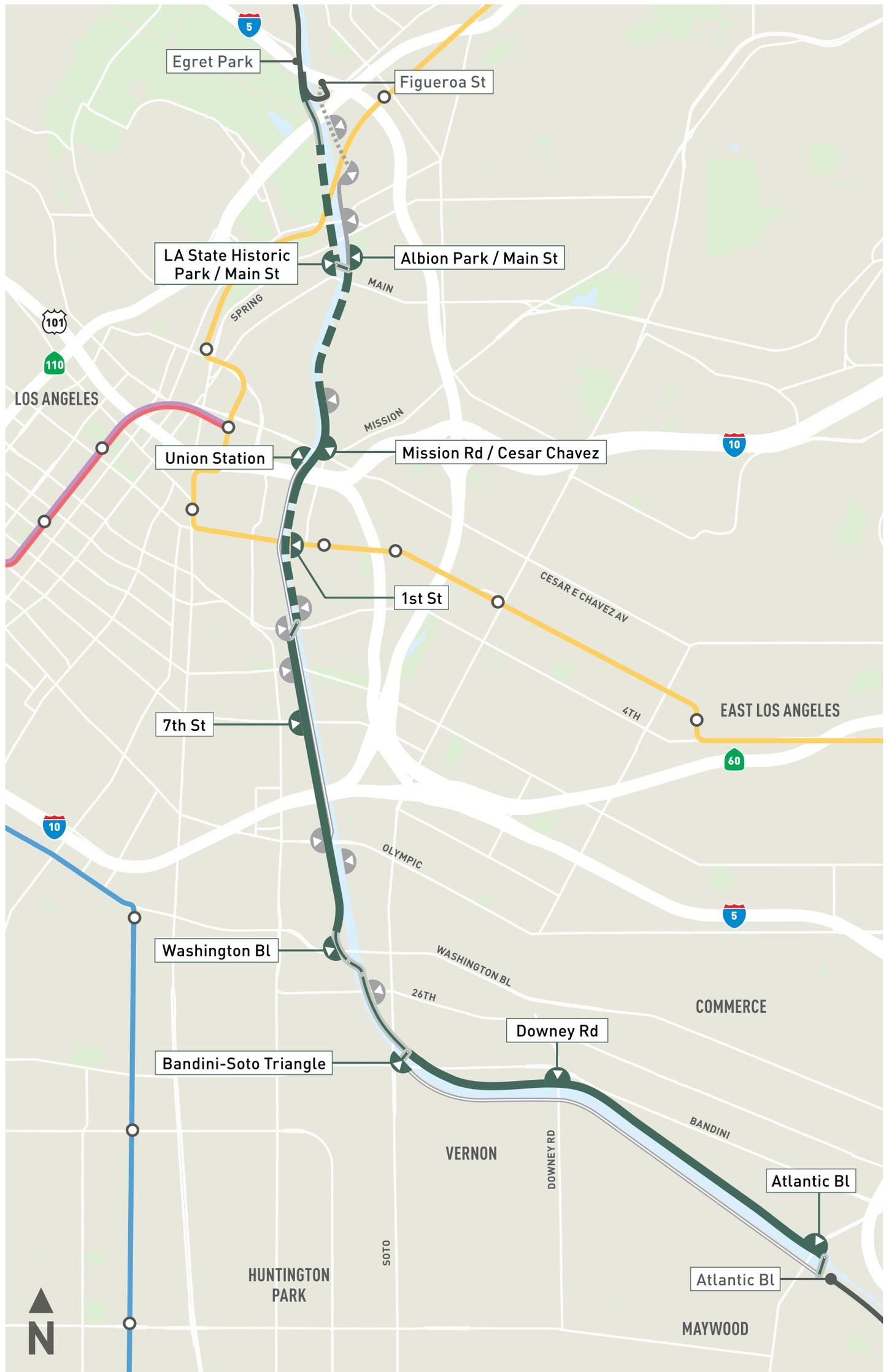
### Future Opportunity

Oportunidad Futura

-  Potential Access Point  
Punto de acceso potencial
-  Channel Bottom  
Parte baja del canal
-  Top-of-bank  
En la parte superior de la orilla del río
-  On-street  
En la calle

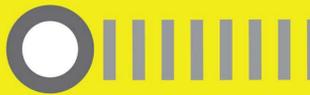
All lines and access point locations are approximate and typologies under consideration.  
Todas las líneas y ubicaciones de los puntos de acceso son una aproximación y las tipologías están todavía en consideración.

Subject to Change



# Alternative B

## Alternativa B



Metro Rail Line & Station  
Metro Rail y estación

Existing Path  
Camino existente

Existing Access Point  
Punto de acceso existente

### LA River Path Alignments

Alineaciones de Camino

Potential Access Point  
Punto de acceso potencial

### Tentative Typologies

Tipologías Tentativas

Elevated  
Elevado

Top-of-bank  
En la parte superior de la orilla del río

Incised  
Cortando la área superior de la orilla del río

Elevated Crossing  
Cruce elevado

### Future Opportunity

Oportunidad Futura

Potential Access Point  
Punto de acceso potencial

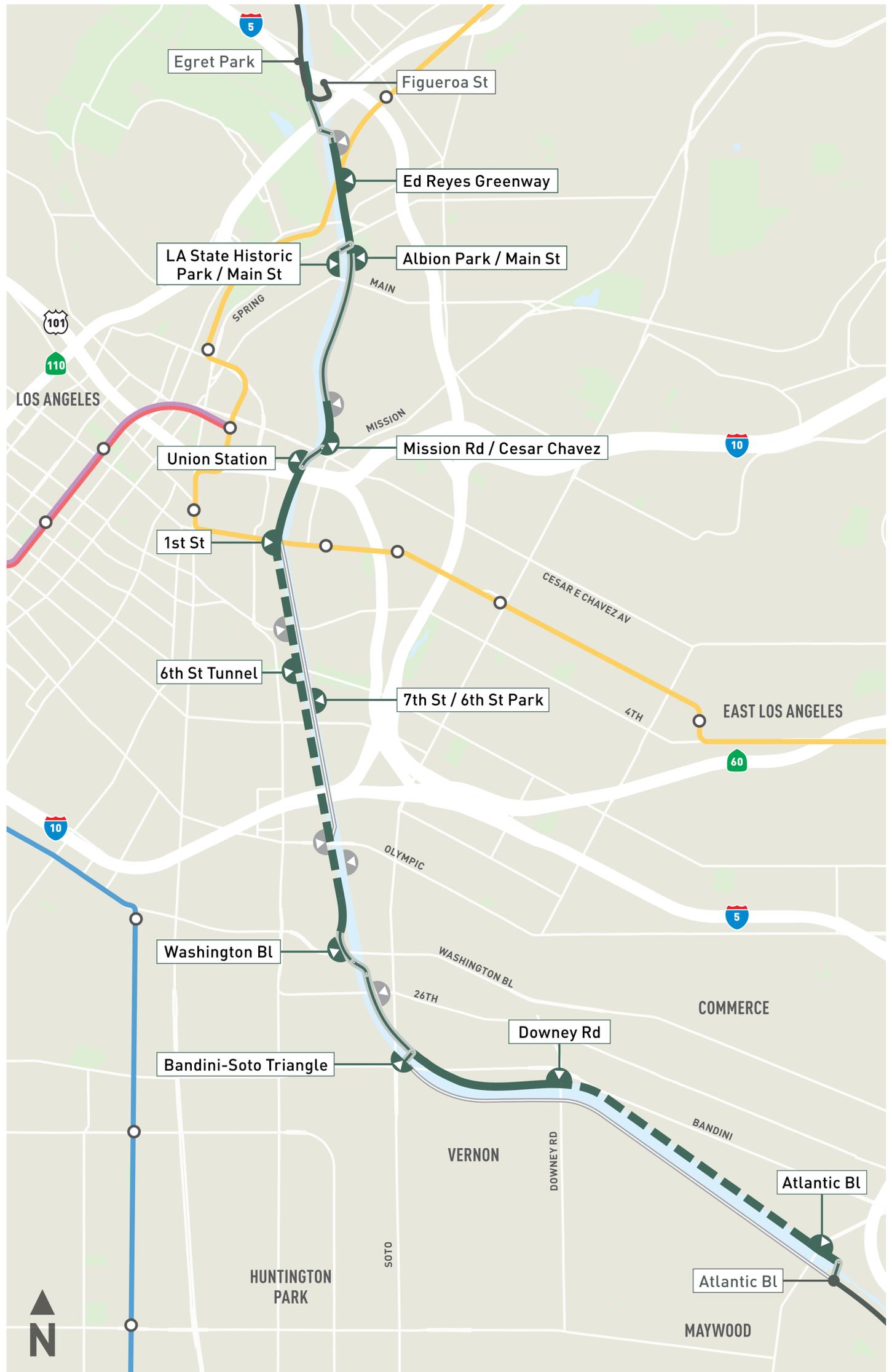
Channel Bottom  
Parte baja del canal

Top-of-bank  
En la parte superior de la orilla del río

On-street  
En la calle

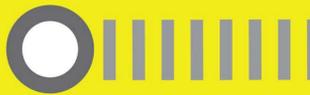
All lines and access point locations are approximate and typologies under consideration.  
Todas las líneas y ubicaciones de los puntos de acceso son una aproximación y las tipologías están todavía en consideración.

Subject to Change



# Alternative C

## Alternativa C



Metro Rail Line & Station  
Metro Rail y estación

Existing Path  
Camino existente

Existing Access Point  
Punto de acceso existente

### LA River Path Alignments

Alineaciones de Camino

Potential Access Point  
Punto de acceso potencial

### Tentative Typologies

Tipologías Tentativas

Elevated  
Elevado

Top-of-bank  
En la parte superior de la orilla del río

Incised  
Cortando la área superior de la orilla del río

Elevated Crossing  
Cruce elevado

### Future Opportunity

Oportunidad Futura

Potential Access Point  
Punto de acceso potencial

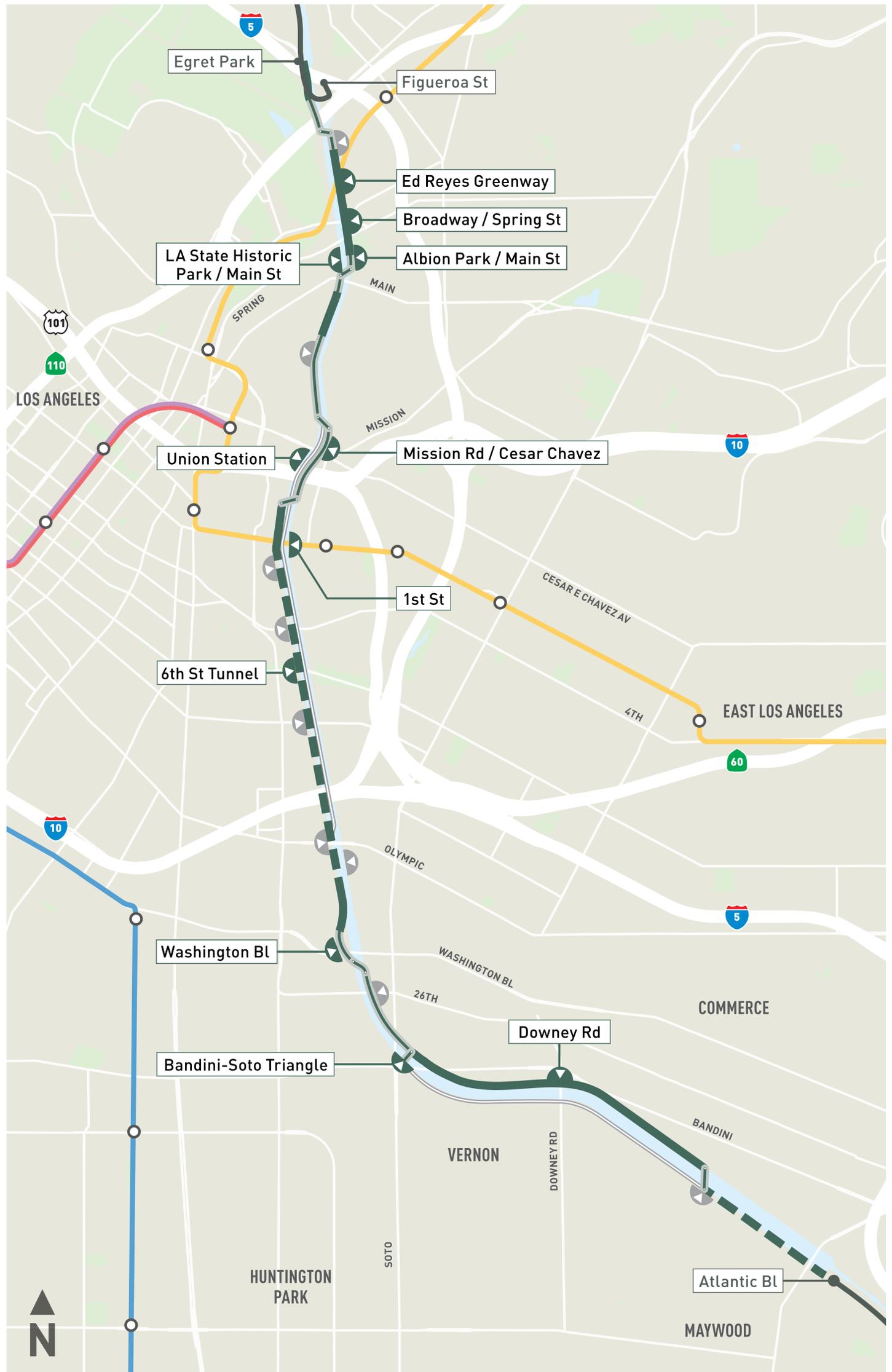
Channel Bottom  
Parte baja del canal

Top-of-bank  
En la parte superior de la orilla del río

On-street  
En la calle

All lines and access point locations are approximate and typologies under consideration.  
Todas las líneas y ubicaciones de los puntos de acceso son una aproximación y las tipologías están todavía en consideración.

Subject to Change

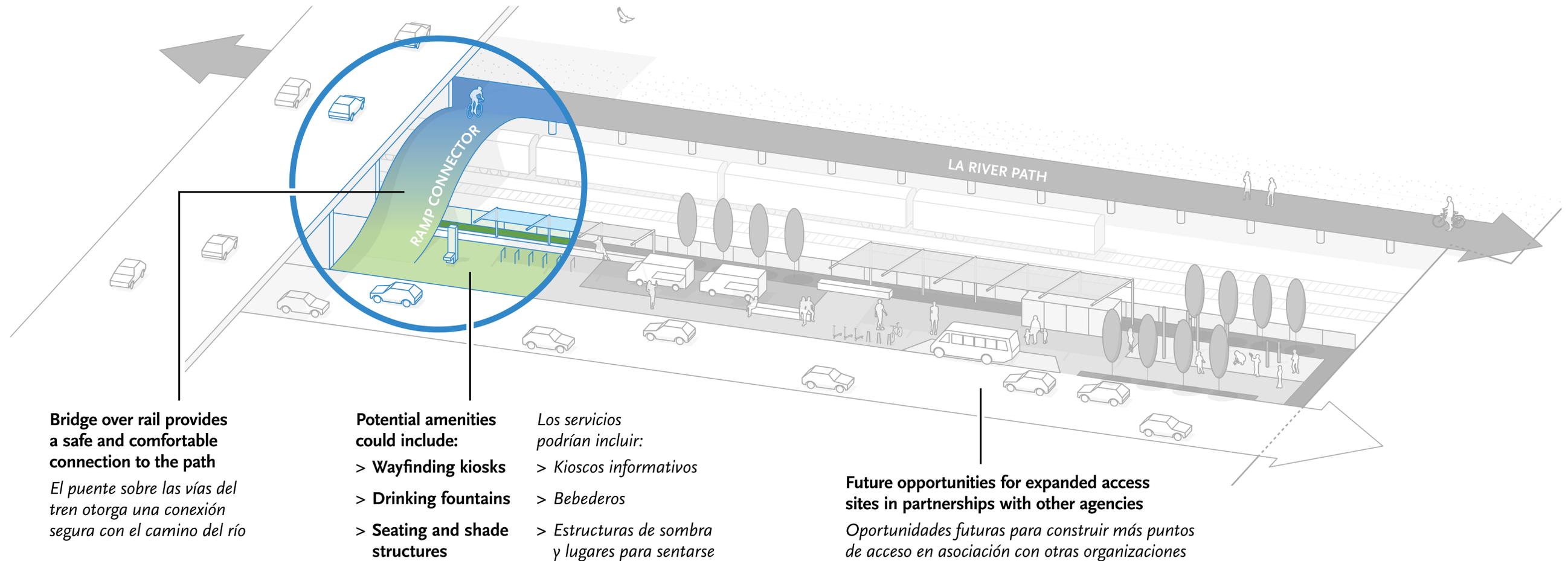


# Access Points

## Puntos de acceso



Access points provide connections between neighborhoods and the path.  
 Los puntos de acceso facilitan las conexiones entre los barrios y el camino del río.

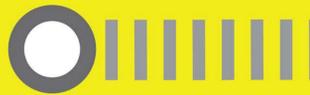


EXAMPLES OF ACCESS POINT ELEMENTS EJEMPLOS DE ELEMENTOS DE PUNTOS DE ACCESO



# Submit Scoping Comments

*Someter comentarios*



Lauren Cencic, Sr. Director  
Metro

One Gateway Plaza, MS 99-22-5  
Los Angeles, CA 90012



*lariverpath@metro.net*



*metro.net/lariverpath*

Comment period begins  
**Wednesday, October 23, 2019**, and  
ends **Friday, December 6, 2019**

*El período para enviar comentarios  
comienza **el miércoles 23 de octubre  
de 2019** y finaliza **el viernes 6 de  
diciembre de 2019***

**Attachment 5d**  
Factsheets



**Next stop: a more connected river path.**  
*Próxima parada: un camino del río más conectado.*

**LA RIVER PATH  
 CAMINO DEL RÍO DE LOS ANGELES**

**CONTACT US**  
 Please use the following contact tools to access more project information, ask a question or provide comments.

**CONTÁCTENOS**  
 Use las siguientes herramientas de contacto para acceder más información sobre el proyecto, para hacer una pregunta o dejar comentarios.

-  [lariverpath@metro.net](mailto:lariverpath@metro.net)
-  [metro.net/lariverpath](http://metro.net/lariverpath)



## What is the LA River Path?

The Los Angeles River Path Project is a proposed eight-mile, bicycle and pedestrian path extension along the river between Elysian Valley and the City of Maywood, through downtown Los Angeles.

The project will close an existing gap in the Los Angeles River Bike Path and Greenway Trail, providing the region with a seamless 32-mile bicycle and pedestrian route from the San Fernando Valley to Long Beach.

The new section of the path will directly serve communities in Elysian Valley, Cypress Park, Lincoln Heights, Chinatown, downtown LA, the Arts District, Boyle Heights, East Los Angeles, and the cities of Vernon and Maywood.

## Why are we doing this?

Over 1,000,000 people live within three miles of the LA River Path project corridor. Of the 85,000 people who live within 1/2-mile of the project corridor, approximately 18,000 (21%) working-age people walk, bicycle or take public transit to work.

The project will provide off-street commute options and provide a safer, more comfortable environment for walking and biking in the area.

## How much will this project cost and how will it be funded?

The project is set to receive \$365 million dollars in funding from Measure M, which was approved by LA County voters in 2016.

## How can you participate?

Metro is committed to designing a pathway that actively and meaningfully engages project-adjacent communities in defining, measuring and delivering equitable outcomes.

To stay in the loop about opportunities for public input, including community meetings, surveys and community events, sign up for email alerts by emailing [lariverpath@metro.net](mailto:lariverpath@metro.net).

To learn more about the project, visit [metro.net/lariverpath](http://metro.net/lariverpath).



## ¿Qué es el Camino del Río de Los Angeles?

El Camino del Río de Los Angeles es un proyecto que propone la extensión de un camino de ocho millas para uso de ciclistas y peatones a lo largo del río entre Elysian Valley y la ciudad de Maywood, atravesando el centro de Los Angeles.

El proyecto cubrirá el espacio que existe en el Camino para Bicicletas del Río de Los Angeles y la Vereda de Greenway (Greenway Trail), y le ofrecerá a la región un camino sin interrupciones de 32 millas para bicicletas y peatones, desde San Fernando Valley hasta Long Beach.

La nueva sección del camino beneficiará directamente a las comunidades de Elysian Valley, Cypress Park, Lincoln Heights, Chinatown, el centro de Los Angeles, el Distrito de Arte, Boyle Heights, el este de Los Angeles y las ciudades de Vernon y Maywood.

## ¿Por qué hacemos esto?

Más de 1 millones de personas viven en las tres millas comprendidas en el área del proyecto. De las 85,000 personas que viven a media milla del área del proyecto, aproximadamente 18,000 (el 21%) caminan, usan la bicicleta o el transporte público para ir a su trabajo.

El proyecto proporcionará opciones fuera de la calle para viajar al trabajo y acceso a los grandes centros de empleo y brindará un ambiente más seguro y agradable para las personas que usan la bicicleta o caminan.

## ¿Cuánto costará este proyecto y cómo se financiará?

Está previsto que la Medida M aporte un financiamiento de \$365 millones de dólares, lo cual ya fue aprobado por los votantes del condado de Los Angeles en 2016.

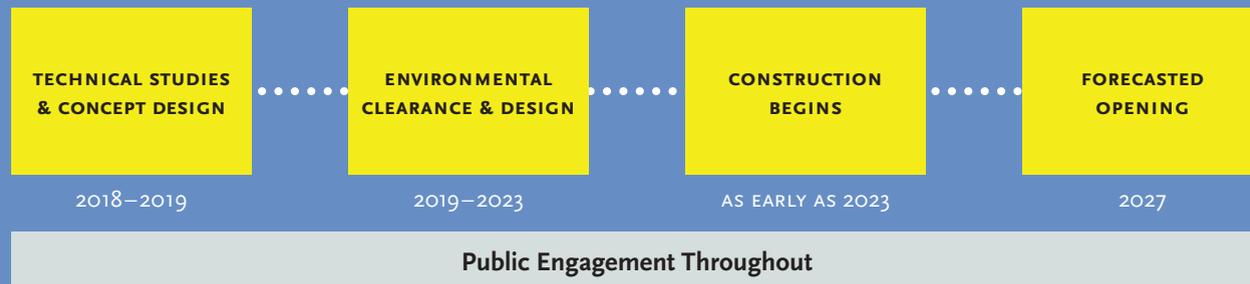
## ¿Cómo puede participar?

Metro está comprometido a diseñar un espacio que vincule, de manera activa y significativa, a las comunidades adyacentes al proyecto para definir, evaluar y alcanzar resultados equitativos.

Para mantenerse informado sobre las oportunidades de participación pública, incluidas reuniones comunitarias, encuestas y eventos comunitarios, regístrese para recibir alertas por correo electrónico al [lariverpath@metro.net](mailto:lariverpath@metro.net).

Para obtener más información sobre el proyecto, visite [metro.net/lariverpath](http://metro.net/lariverpath).

## LA River Path Project Timeline



## Cronograma del proyecto del Camino del Río de Los Angeles



**Attachment 5e**  
Mail Comment Cards



FOLD ALONG DOTTED LINES

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PLACE  
STAMP  
HERE

**Metro**  
**One Gateway Plaza**  
**99-13-1**  
**Los Angeles, CA 90012**



The formal public scoping comment period is from  
el day XX de month de XXXX y el day XX de month de XXX.  
Written comments may be submitted via  
online comment form, email or mail:

-  [metro.net/loremipsum](http://metro.net/loremipsum)
-  [loremipsumsitdolor@metro.net](mailto:loremipsumsitdolor@metro.net)
-  Fold this form, seal, add a stamp and drop into any mailbox.



DOBLE A LO LARGO DE LAS LINEAS PUNTADAS

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COLOQUE  
ESTAMPILLA  
AQUÍ

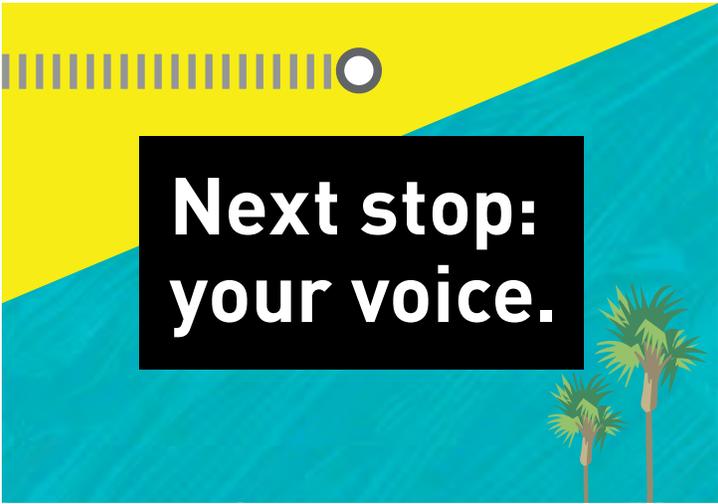
**Metro**  
**One Gateway Plaza**  
**99-13-1**  
**Los Angeles, CA 90012**



El período oficial de comentarios de alcance público es de el day XX de month de XXXX y el day XX de month de XXXX. Comentarios escritos pueden enviarse a mediante de nuestro formulario de comentarios en línea, por correo electrónico o correo postal:

-  [metro.net/loremipsum](http://metro.net/loremipsum)
-  [loremipsumsitdolor@metro.net](mailto:loremipsumsitdolor@metro.net)
-  Doble y envíe este formulario.

**Attachment 5f**  
Speaker Cards

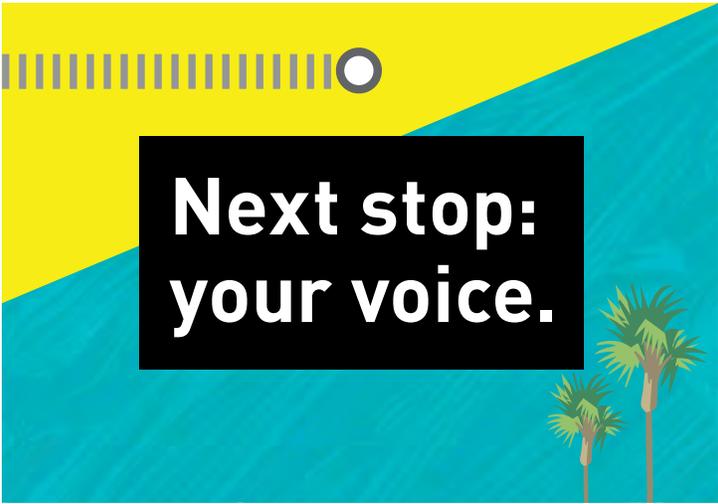


# Next stop: your voice.

**Metro is committed to ensuring everyone can fairly and clearly share ideas, comments or concerns about this project.**

During this community meeting, please:

- > Maintain a conversational tone
- > Address all comments to Metro staff and consultants – not to other attendees

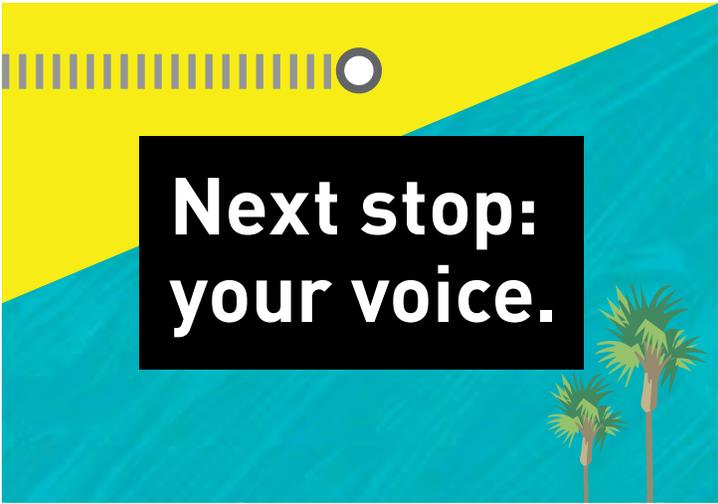


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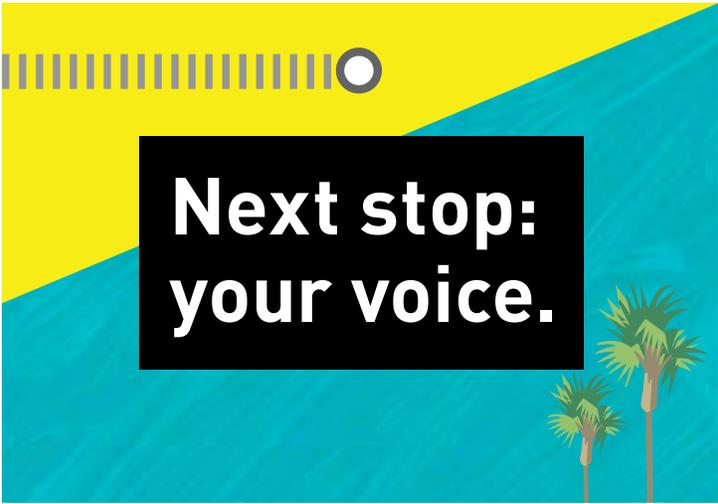


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You have a voice in our future.



If you would like to speak during this meeting, please fill out this form and hand over to a Metro employee.

You will have two minutes to provide your comments.

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP



**Metro**

**Writable Project Name.**

You have a voice in our future.



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ORGANIZATION

PHONE

EMAIL

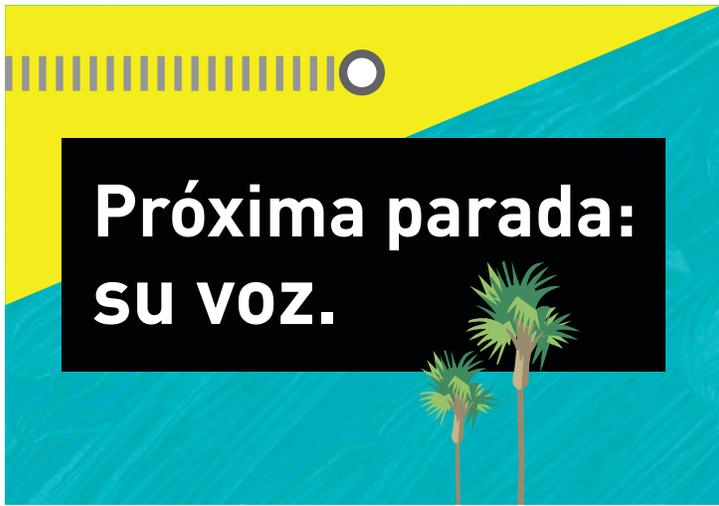
MAILING ADDRESS

CITY, STATE, ZIP



**Metro**

**Writable Project Name.**



# Próxima parada: SU VOZ.

**Metro se compromete a garantizar que todos puedan compartir de manera justa y clara ideas, comentarios o inquietudes sobre este proyecto.**

Durante esta reunión comunitaria, por favor:

- > Mantenga un tono de conversación
- > Dirija todos los comentarios al personal y consultores de Metro, no a otros asistentes



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Usted tiene una voz en nuestro futuro.



Si desea proporcionar comentarios durante esta reunión, complete este formulario y entréguelo a un empleado de Metro.

Tendrá dos minutos para dar sus comentarios.

NOMBRE

ORGANIZACIÓN

NÚMERO DE TELÉFONO

CORREO ELECTRÓNICO

DOMICILIO

CIUDAD, ESTADO, CÓDIGO POSTAL



Metro

Writable Project Name.

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DOMICILIO

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NÚMERO DE TELÉFONO

CORREO ELECTRÓNICO

DOMICILIO

CIUDAD, ESTADO, CÓDIGO POSTAL



Metro

Writable Project Name.

**Attachment 5g  
Other Factsheets**

# Next stop: LA, transformed.

## PROPERTY ACQUISITION Fact Sheet



### Who is Metro?

Metro (Los Angeles County Metropolitan Transportation Authority) is the transportation planner, coordinator, designer, builder and regional transit operator for LA County. Metro works in partnership with the County of Los Angeles, local cities, the California Department of Transportation (Caltrans) and others when planning new transportation projects.



**Metro**<sup>®</sup>

## What is property acquisition?

New projects need to acquire property for their construction or operations. The property acquisition process is governed by state and federal law, and is basically the same regardless of whether acquisition efforts are led by Metro or another public agency. This fact sheet explains the Metro acquisition process in more detail.

## Why do new transportation projects need to acquire real property?

New transportation projects often need to acquire property. This can be for a variety of purposes.

### Permanent Property Needs

Highway, rail, bus and other projects often require the acquisition of property to expand capacity and increase service to the public. This could be for new or wider travel lanes, rail or bus right-of-ways, interchanges, ramps, bridges, stations or maintenance yards. The property acquired becomes a permanent part of the project and the region's transportation infrastructure.

### Temporary Construction Staging

In order to build a project, property is sometimes necessary for a period of time for construction staging. Staging space includes areas for active construction, equipment and material storage, field offices, parking and other construction-related activities. Staging locations are ideally located off-street and immediately adjacent to where the project is to be constructed.

### Below Ground Easements

Some projects need property below ground for tunnels, stations or other facilities. In the majority of these cases, there will be little or no impact to the property on the surface.

*Staging for the Hollywood/Highland Station during construction of the Metro Red Line.*



## How is the need for property acquisition determined?

Whether or not property is needed for a project is determined through the environmental planning process. This occurs in accordance with the California Environmental Quality Act (CEQA) and often results in the preparation of an Environmental Impact Report (EIR). Some projects also need federal review under the National Environmental Policy Act (NEPA), which can result in the preparation of an Environmental Impact Statement (EIS). During this process, various project alternatives are evaluated and property is identified that might possibly be needed for the project. The final list of properties is not determined until the very end of the process when the study being conducted is adopted. Public involvement is always an important part of these studies.

*For additional information, please see our Environmental Review fact sheet.*

## Will Metro buy the property, lease it or something else?

This depends. The most straightforward method is for Metro to purchase a "fee interest" and become the owner of the property. Sometimes, other arrangements are developed, such as leases, right of entries, temporary construction easements or permanent easements.

If the project needs property below ground, Metro will purchase a subsurface easement from the property owner. This is accomplished through a one-time payment and an easement deed is recorded. This is identical to underground easements that a utility or cable company obtains for fiber optic cables, water lines, gas lines, etc.

*Hollywood @ Vine: Metro Red Line station in Hollywood*



## How will I know if my property is needed for a project? When will I be contacted?

In some cases, property owners may be notified that their properties are under consideration for a project while the studies are ongoing. However, the exact list of properties is not deemed to be final until the studies are adopted. Once those are done and funding is available to begin construction, property owners will be contacted by a representative of the agency building the project (i.e., Metro, Caltrans, etc.).

## How will I be compensated?

Metro is required to provide just compensation to property owners for the purchase or use of their property. The first step in this process is for Metro to obtain an appraisal of the property. The appraisal will consider a variety of factors, including location, size, the highest and best use of the property, and the recent sale of similar properties in the area.

Once the value is established and approved, an offer will be made to the property owner. Time will be allowed for the owner to obtain their own appraisal if desired, and to have a full discussion with Metro regarding their opinion of the value of the property. Metro will seek to reach a negotiated agreement with a property owner whenever possible. If a negotiated agreement cannot be accomplished, Metro may exercise its power of eminent domain to acquire the property. Initiating eminent domain procedures requires specific approval by the Metro Board of Directors.

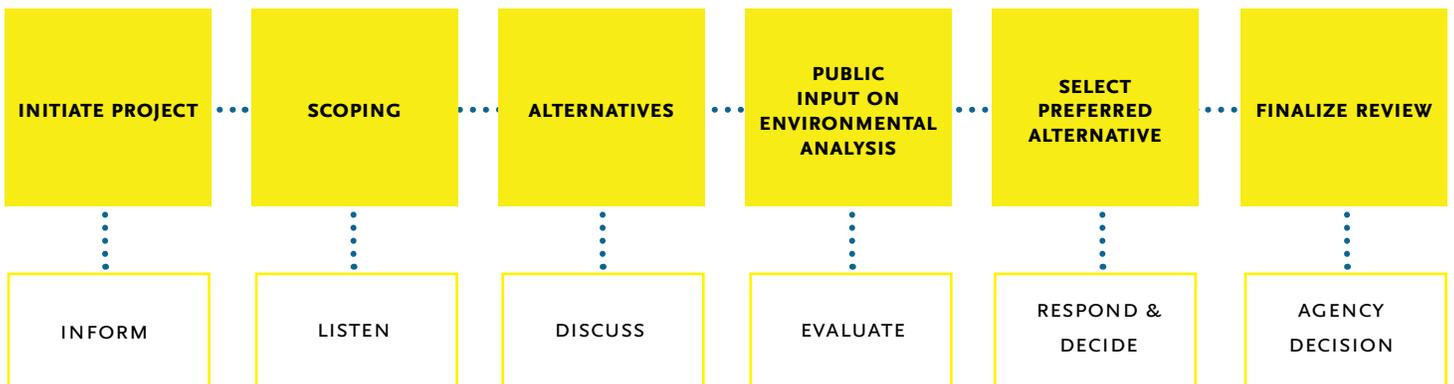
## Disposition of Property after Construction

Following the completion of project construction, Metro will return leased properties to the property owner, who may then develop the property in accordance with local zoning regulations. In cases where Metro has obtained fee title, any portions of the property owned by Metro that are no longer needed for public purposes after construction may be sold or made available for joint development subject to local land use regulations and approval processes. If a joint development project is feasible, Metro will typically issue a Request for Proposals (RFP) seeking development proposals for the particular property.



Atlantic Station: Metro Gold Line station in East LA

## ENVIRONMENTAL PLANNING PROCESS



For more information, visit [metro.net/pa](http://metro.net/pa).

## Will I receive relocation benefits if I am required to move from the property?

If you are an owner-occupant or tenant occupying a property that is acquired for a public project, you may be entitled to relocation benefits. Federal and state regulations provide for payments to assist in the relocation of your business or residence. Your relocation benefits will be explained in detail by Metro staff or a consultant hired by Metro. No one will be required to relocate from their property until they have been given at least a 90-day written notice to move.

## How to Stay Involved and Give Input

Metro invites you to stay involved during the planning and construction of projects. You can keep up with developments on [metro.net](http://metro.net), where you can find information about ongoing studies, projects under construction, leave comments and provide your contact information so we can keep you informed of upcoming meetings and other milestones.

# 次の停車駅: 地域社会の支援

## 高級化と移転

### ファクトシート（概況報告書）

ロサンゼルス郡の居住者は、交通機関によりオポチュニティとつながります。移動能力があれば、仕事、教育、医療、エンターテインメント、ショッピングなどにアクセスできるようになります。

Metroは交通システムを変貌させる努力をしており、これにより、人々が移動や生活する方法が劇的に変化します。この変貌により、ロサンゼルス郡全体に恩恵がもたらされます。同時に、Metroでは、投資により予想外の結果がもたらされたり、地域社会の中での既存の問題が悪化する場合がありますことも認識しています。

ロサンゼルス郡は極端な住宅危機に直面しています。人口が増加しつつあり、すべての所得水準に対する質の良い住宅が非常に不足しています。低所得居住者は住宅不安（しばしば、住宅のために収入の50%を超える額を支払っている状態として定義されます）のリスクが最も高く、ホームレスになるリスクがより大きくなっています。また、低所得居住者は、主に自分の地域社会を構成している家、ビジネス、およびサービスからの移転という、高級化の否定的な影響に直面する傾向が強くなっています。

都市移転プロジェクトでは、「高級化」を「歴史的に不動産投資の形での投資が停止した近隣における近隣変貌のプロセス」として定義しています。この定義には、新たな、より所得の高い居住者の転入により、居住者の人種や教育水準に関する近隣の人口統計が変化する場合に起こる変貌も含まれます。

また、都市移転プロジェクトにより定義されるところの「移転」とは、「住宅および近隣の条件により実際に移動を強制される場合」です。この移転は、建物の劣化または住宅コストの高騰により、物理的である場合も経済的である場合もあります。「排他的移転」とは、これらの要因により、特定の種類の人々の転入が当初から妨げられる場合です。

公共交通機関を利用する人々が、その付近に経済上居住可能であるようにすることに、Metroは強い関心を持っています。トランジットの駅の0.5マイル圏内に居住し、年収が2万5000ドル未満の居住者は、付近に居住し、年収が7万5000ドルを超える居住者と比較して、トランジットを利用する可能性が3倍となっています。調査によれば、Metroの乗客の73%は年収が2万5000ドル未満であることが示されています。Metroが乗客の大半にサービスを行うためには、トランジットへの投資と、それに伴う地域社会の活性化の恩恵を直接に受けられるよう、低所得者の地域社会を支援する必要があります。

### 地域社会の支援、保護、および安定化のために Metroが行っていること

トランジットへの投資による恩恵を享受することにおいての、全地域社会の支援に対するこの責任を認識しつつ、Metro取締役会は、**公共交通志向型コミュニティ(TOC)政策**、および**エクイティプラットフォーム**を採択しました。

**TOC政策**により、Metroによる交通インフラの計画と実現に、土地利用と地域社会の開発への配慮を組み入れることの重要性が形になりました。この政策では、Metroは土地利用に対する規制上の支配権を持たず、また、公平な開発を支援する政策を直接に実施する権限を持たないことを認識しています。このようなことから、この政策では、地方自治体、地域社会を拠点とする組織、および広範囲の利害関係者との協力のもとで、以下に挙げたTOCの目標の実現を可能にし、動機づけることを推奨しています。

- > 交通機関の利用者数および選択肢を増やす
- > トランジットを囲む地域社会の安定化および強化をはかる
- > 組織、管轄区域、および市民の参加を促す
- > トランジットの恩恵をすべての人に分配する
- > トランジットにより生み出される価値を獲得する



**Metro**

地域社会の支援、保護、および安定化のためにMetroが行っていること  
についての詳細は、[metro.net/toc](http://metro.net/toc) をご覧ください。

**エクイティプラットフォーム**は、Metroによる全取り組みの開始時点からの、地域社会による深い参加を交えた公平性に向けての計画に立脚しています。エクイティプラットフォームには以下の4つの柱があります。

- > 定義と測定
- > 公聴と学習
- > フォーカスと実現
- > 訓練と成長

また、Metroでは、手頃な価格の住宅や小規模ビジネスの保護と創出を直接に支援することのできる一連のプログラムを確立しました。

- > **共同開発政策**は、Metro所有の不動産上に建てられた住宅の35%を、世帯収入が地域の収入の中央値の60%以下である世帯にとって手の届く価格にするという目標を掲げています。現在、Metro所有の土地の上に建てられた全ユニットの36%が、手頃な価格のユニットとして格付けされることを要求されています。進行中のプロジェクトにおいては、46%のユニットがこの要件を満たすことが提案されています。
- > **MATCH** (Metroアフォーダブル・トランジット・コネクテッド・ハウジング) プログラムでは、高品質の交通中心地点の付近の低所得地域社会における手の届く価格の住宅の保護と生産のために、Metroの資金900万ドルとともに財団および金融機関からの追加資金約5000~6000万ドルを投入しています。ローンのうち、75%が自然発生した手頃な価格の住宅の保護の支援に、25%が新たな手頃な価格の住宅の支援に充当されます。

> Metroの**ビジネス中断ファンド**は、パープルラインの延長線の建設、Little Tokyoのリージョナルコネクターの建設、およびCrenshaw/LAXトランジットプロジェクトの影響を受ける小規模ビジネスに、最高5万ドルまでを供与します。今日までに、Metroは総額2000万ドルに昇る840件を超える助成金を供与してきました。

> Metroの**TOC小規模ビジネス・ローン・ファンド**は、小規模および地域のビジネスを対象としたローンファンドに100万ドルを投資しました。焦点は、トランジット付近の商用の空きスペースにおいてのこれらのビジネスの確立を支援することにあります。

これらの既存のプログラムや政策に加え、Metroでは現在、指標をともなう一連のプログラムおよびプロジェクトを確立するためのTOC実施計画を作成しています。これらのプログラムやプロジェクトは、低所得世帯の移転への対処、小規模および地域のビジネスのためのオポチュニティの強化、そして地域社会の文化的資産の保護と強化のためのMetroの取り組みをさらに拡大するものです。Metroは土地利用に対する規制上の支配権を持たないため、この計画では、MetroのTOC目標の実現へ向けてのMetroの主導的な役割と、他機関との提携の強い必要性を認識しています。

## 連絡先

✉ Elizabeth Carvajal, Senior Director  
Transit-Oriented Communities

✉ [carvajale@metro.net](mailto:carvajale@metro.net)

# Proxima Parada: La transformación de Los Angeles.

## ADQUISICIÓN DE PROPIEDAD

Hoja informativa



**Metro**<sup>®</sup>

### ¿Quién es Metro?

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (Metro) es el planificador de transporte, el coordinador, el diseñador, el constructor y el operador regional de tránsito para el Condado de Los Angeles. Metro trabaja en asociación con el Condado de Los Angeles, ciudades locales, el Departamento de Transporte de California (Caltrans), y otros en la planificación de nuevos proyectos de transporte.

## ¿Qué es adquisición de propiedades?

Los nuevos proyectos necesitan adquirir propiedades para su construcción u operaciones. El proceso de adquisición de propiedad se rige por las leyes estatales y federales, y es básicamente el mismo independientemente si los esfuerzos de adquisición son liderados por Metro u otra agencia pública. Esta hoja informativa explica el proceso de adquisición de Metro con más detalle.

## ¿Por qué los nuevos proyectos de transporte requieren la adquisición de propiedades privadas?

Frecuentemente, nuevos proyectos de transporte necesitan la adquisición de propiedades privadas. Hay varias razones por lo cual la adquisición de propiedades privadas es necesaria.

## Necesidades permanentes de propiedades

Proyectos de carretera, autopistas, ferrocarriles, autobús y otros, con frecuencia, requieren la adquisición de propiedades privadas para ampliar la capacidad y/o aumentar el servicio al público. Esto puede ser para instalar carriles nuevos o ampliarlos, construir vías públicas de tren o autobús, mejorar intersecciones, rampas, puentes, estaciones, o instalaciones de mantenimiento. La propiedad adquirida se convierte como un elemento permanente del proyecto y la infraestructura de transporte de la región.

## Necesidades temporales de propiedades para obras de construcción

Para construir un proyecto, a veces la adquisición de propiedades privadas es necesaria para la edificación de obras de construcción. Propiedades deben adquirirse para áreas de construcción activas, almacenamiento y otras actividades relacionadas con la edificación de proyectos. Propiedades ideales se encuentran ubicados fuera de la calle e inmediatamente juntos al lugar donde se construirá el proyecto.

*El área puesta en escena de la estación de Metro en Hollywood/Highland durante la construcción de Metro Red Line.*



## Necesidades subterráneas

Algunos proyectos necesitan solamente el subterráneo de propiedades para túneles, estaciones, y otras instalaciones subterráneas. En la mayoría de estos casos, habrá poco o ningún impacto en la superficie de la propiedad.

## ¿Cómo se determina la necesidad de adquisición de propiedades?

El proceso para determinar si se necesita una propiedad para un proyecto es a través del proceso de planificación ambiental. Esto ocurre de acuerdo con el Acta de Calidad Ambiental de California (CEQA en inglés) y con frecuencia resulta en la preparación de un Reporte de Impacto Ambiental (EIR en inglés). Algunos proyectos también necesitan una revisión federal bajo el Acta Federal de Política Ambiental Nacional (NEPA en inglés) en que puede resultar en la preparación de una Declaración de Impacto Ambiental (EIS en inglés). Durante este proceso, se evalúan varias alternativas del proyecto y se identifican propiedades que posiblemente podrían ser adquiridas para el proyecto. La lista final de propiedades no se determina hasta el fin del proceso cuando se adopta el proyecto. La participación pública siempre es una parte importante de estos estudios.

*Para información adicional, por favor vea nuestra hoja informativa de impacto ambiental.*

## ¿Metro comprará la propiedad, la arrendará, o algo más?

Esto depende. El método más directo es que Metro compre la propiedad convirtiéndose en el dueño de la propiedad. A veces se desarrollan otros arreglos tales como arrendamientos, derecho de entrada, servidumbres temporales de construcción o servidumbres permanentes.

Si el proyecto necesita propiedades debajo del suelo, Metro comprará vía de acceso subterráneo del dueño de la propiedad. Esto se logra mediante un pago singular y se graba una escritura de derecho de paso subterráneo. Esto es idéntico a las servidumbres subterráneas que una compañía de servicios públicos o de cable obtiene para cables de fibra óptica, líneas de agua, líneas de gas, etc.

*Hollywood @ Vine: Estación de Metro Red Line en Hollywood con desarrollo conjunto.*



## ¿Cómo sé si mi propiedad se necesita para un proyecto?

### ¿Cuándo me contactarán?

En algunos casos, los propietarios pueden ser notificados que sus propiedades están bajo consideración para un proyecto mientras los estudios están en curso. Sin embargo, la lista exacta de las propiedades no se considera final hasta que el proyecto sea adoptado. Una vez que los estudios se hayan hecho y los fondos están disponibles para comenzar la construcción, los propietarios serán contactados por medio de un representante de Metro.

### ¿Cómo me van a compensar?

Metro está obligado a proporcionar una compensación justa al propietario por la compra o el uso temporal de su propiedad. El primer paso en este proceso es que Metro obtenga un avalúo de la propiedad. El avalúo considera una variedad de factores, incluyendo la ubicación, el tamaño, el uso más alto y mejor de la propiedad, y la reciente venta de propiedades similares en la zona.

Una vez que el valor esté establecido y aprobado, una oferta será hecha al dueño de la propiedad. Se permitiría un tiempo para que el propietario obtenga su propio avalúo, si lo desea, y para tener una discusión completa con Metro sobre su opinión acerca del valor de la propiedad. Metro tratará de llegar a un acuerdo negociado con un propietario cuando sea posible. Si no se puede lograr un acuerdo negociado, Metro puede ejercer su poder de dominio eminente para adquirir la propiedad. La iniciación de procedimientos de un dominio eminente requiere la aprobación específica de la Junta Directiva de Metro.

## Disposición de la propiedad después de la construcción

Después de la terminación de la construcción del proyecto, Metro devolverá las propiedades arrendadas al dueño de la propiedad, que luego podrá desarrollar la propiedad de acuerdo con las regulaciones locales de zonificación. En los casos en que Metro haya obtenido el título de honorario, cualquier parte de la propiedad de Metro que ya no sea necesaria para fines públicos, después de la construcción, podrá ser vendida o puesta a la disposición para el desarrollo conjunto, sujeto a las regulaciones locales de uso de la tierra y de los procesos de aprobación. Si un proyecto de desarrollo colectivo es posible, Metro normalmente emitirá una Petición para una Oferta (RFP en inglés) buscando propuestas de urbanización para la propiedad en particular.



Estación Atlantic: Estación de Metro Gold Line en el este de Los Angeles.

## PROCESO MEDIOAMBIENTAL



Para más información, visite [metro.net/pa](http://metro.net/pa).

## ¿Recibiré beneficios de reubicación si necesito mudarme de la propiedad?

Si usted es propietario/ocupante o inquilino que ocupa una propiedad que se adquiere para un proyecto público, puede tener derecho a beneficios de reubicación. Las regulaciones federales y estatales proveen pagos para ayudar en la reubicación de su negocio o residencia. Sus beneficios de reubicación serán explicados en detalle por el personal de Metro o un consultor contratado por Metro. Nadie será obligado a reubicarse de su propiedad hasta que se les haya dado al menos un aviso por escrito de 90 días para mudarse.

## Cómo mantenerse involucrado y recomendaciones

Metro le invita a participar en la planificación y construcción de proyectos. Usted puede mantenerse informado de los desarrollos en [metro.net](http://metro.net), donde puede encontrar información sobre estudios en curso, proyectos bajo construcción, dejar comentarios, y proporcionar su información de contacto para que podamos mantenerle informado de las próximas reuniones y otras metas.

# 次の停車駅: 変貌を遂げたロサンゼルス

## 不動産の取得 ファクトシート（概況報告書）



### Metroとは?

Metro（ロサンゼルス郡メトロポリタン・トランスポーテーション・オーソリティ）は、ロサンゼルス郡の交通の計画者、調整者、設計者、建設者、兼地域輸送事業者です。Metroは新たな交通プロジェクトを計画する際、ロサンゼルス郡、地域の都市、カリフォルニア州運輸省（Caltrans）、その他の組織と提携して事業を行います。



**Metro**<sup>®</sup>

## 不動産の取得とは?

新たなプロジェクトでは、その建設または運営のために不動産を取得する必要があります。不動産取得のプロセスは州および国の法律の支配下にあり、取得作業がMetroの主導による場合も、他の公的機関の主導による場合も基本的には同じです。本ファクトシートでは、Metroによる取得プロセスを詳細にご説明します。

## 新たな交通プロジェクトにおいて不動産の取得が必要なのはなぜでしょうか?

新たな交通プロジェクトにおいては、しばしば不動産の取得が必要です。これはさまざまな目的によります。

## 不動産の永久的な必要性

ハイウェイ、鉄道、バス、その他のプロジェクトでは、しばしば輸送量を拡大し、市民へのサービスを増大するために不動産の取得を必要とします。これは新たな、またはより幅の広い交通レーン、レール、もしくはバス車線の敷設用地、インターチェンジ、ランプウェイ（出入道路）、橋、駅、またはメンテナンス用地用である場合があります。取得された不動産はプロジェクトの、そして地域の交通インフラの永久的な一部分となります。

## 一時的な建設用足場

プロジェクトの建設のためには、時として建設用足場のために、ある期間の間不動産が必要となります。足場のスペースには、建設活動、装置および材料の保管、現場事務所、駐車場、その他の建設に関連する活動のための領域が含まれます。足場の場所としては、プロジェクトの建設場所のすぐ隣の、大通りから離れた場所が理想的です。

## 地下の地役権

一部のプロジェクトでは、トンネル、駅、その他の施設のために地下の不動産を必要とします。このようなケースの大半の場合には、地表の不動産にはほとんど、もしくはまったく影響しません。

Metroレッドラインの建設の際のHollywood/Highland駅の足場



## 不動産獲得の必要はどのように決定されるのでしょうか?

あるプロジェクトにとって不動産が必要であるか否かは、環境計画プロセスを通じて決定されます。この決定はカリフォルニア環境質法 (CEQA; California Environmental Quality Act) に従って行われ、その結果、しばしば環境影響報告書 (EIR) が作成されます。また、一部のプロジェクトでは、国家環境政策法 (NEPA; National Environmental Policy Act) のもとで国による検討が必要とされ、その結果、環境影響評価報告書 (EIS) が作成されます。このプロセスの間、プロジェクトのさまざまな選択肢が評価され、プロジェクトのために必要となり得る不動産が特定されます。不動産の最終的な一覧表は、このプロセスの最終段階の、実施中の調査の報告書が承認される時期まで決定されません。市民の方々の参加は、常にこのような調査にとって重要です。

詳細については、環境監査ファクトシートをご覧ください。

## Metroは不動産を購入、リース、または他の方法で取得するのでしょうか?

それは場合によります。最も簡単な方法は、Metroが「所有権益」を購入し、その不動産の所有者になることです。時として、リース、立入権、一時的な建設地役権、永久地役権のようなその他の取決めが行われる場合があります。プロジェクトに地下の不動産が必要な場合は、Metroは不動産の所有者から地表下の地役権を購入します。これは1回の支払いにより達成され、地役権の譲渡証書として記録されます。これは公益事業会社やケーブル会社が光ファイバーケーブル、水道、ガスライン等のために取得する地下の地役権とまったく同じです。

Hollywood および Vine: HollywoodにあるMetroレッドラインの駅



## 私の不動産がプロジェクトに必要な 否かはどうすればわかりますか？私 はいつ連絡を受けるのでしょうか？

場合によっては、不動産の所有者が、自分の不動産がプロジェクトのために考慮されている旨、調査の進行中に通知を受けることがあります。ですが、不動産の正確な一覧表は、調査報告書が承認されるまでは最終決定と見なされることはありません。それが終了し、建設開始のための財源が確保されると、不動産の所有者はプロジェクトの建設を行う機関（Metro、Caltrans等）の代表者から連絡を受けます。

## 私はどのように補償されるのでしょうか？

Metroは不動産の所有者に、その不動産の購入または使用に  
対しての補償のみを提供することを要求されます。このプロ  
セスの第一段階は、Metroによるその不動産の鑑定評価の取  
得です。鑑定評価では、所在地、大きさ、その不動産の最高か  
つ最善の利用方法、その地域の類似の不動産の最近の売却  
事例を始めとするさまざまな要因が考慮されます。

その不動産の価値が確立され承認されると、所有者に対して  
申し出が行われます。所有者には、望む場合には独自の鑑定  
評価を得て、その不動産の価値に関する自分の意見について  
Metroと本格的な協議を行う時間が与えられます。Metroは可  
能な限り、不動産の所有者と交渉による合意に達する努力を  
します。交渉による合意を達成できない場合は、Metroは土地  
収用の権限を行使して、その不動産を取得することができます。  
土地収用手続きの開始には、Metroの取締役会による具  
体的な承認が必要です。

## 建設後の不動産の譲与

プロジェクトの建設の終了後、Metroはリースされた不動産を  
所有者に返還します。その後、所有者は地域のゾーニング規則  
に従ってその不動産を開発することができます。Metroが絶対  
所有権を取得している場合は、Metroが所有する不動産の任意  
の部分で、建設後は公共の目的のために必要でなくなった部  
分は、売却されるか、または地域の土地利用規則および承認プ  
ロセスに支配される共同開発のために使用可能となる場合が  
あります。共同開発プロジェクトが実現可能な場合は、Metroは  
一般に、特定の不動産の開発についての提案を求めて、提案依  
頼書（RFP）を発行します。



Atlantic 駅:ロサンゼルス東部にあるMetroゴールドラインの駅



詳細情報は、[metro.net/pa](https://metro.net/pa)をご覧ください。

## もし不動産からの移転を要求される場合は、移転給付金を受けることになるのでしょうか？

公共のプロジェクトのために取得された不動産について、ご自分がその所有者兼使用者、またはそれを使用する借入者であるなら、移転給付金を受け取る権利がある可能性があります。国および州の規則により、ビジネスまたは住居の移転を支援する支払いが規定されています。あなた様の移転給付金については、MetroスタッフまたはMetroが雇用しているコンサルタントが詳細にご説明します。少なくとも90日前に、移転を要求する書面による通知を受けるまでは、誰も自分の不動産からの移転を要求されることはありません。

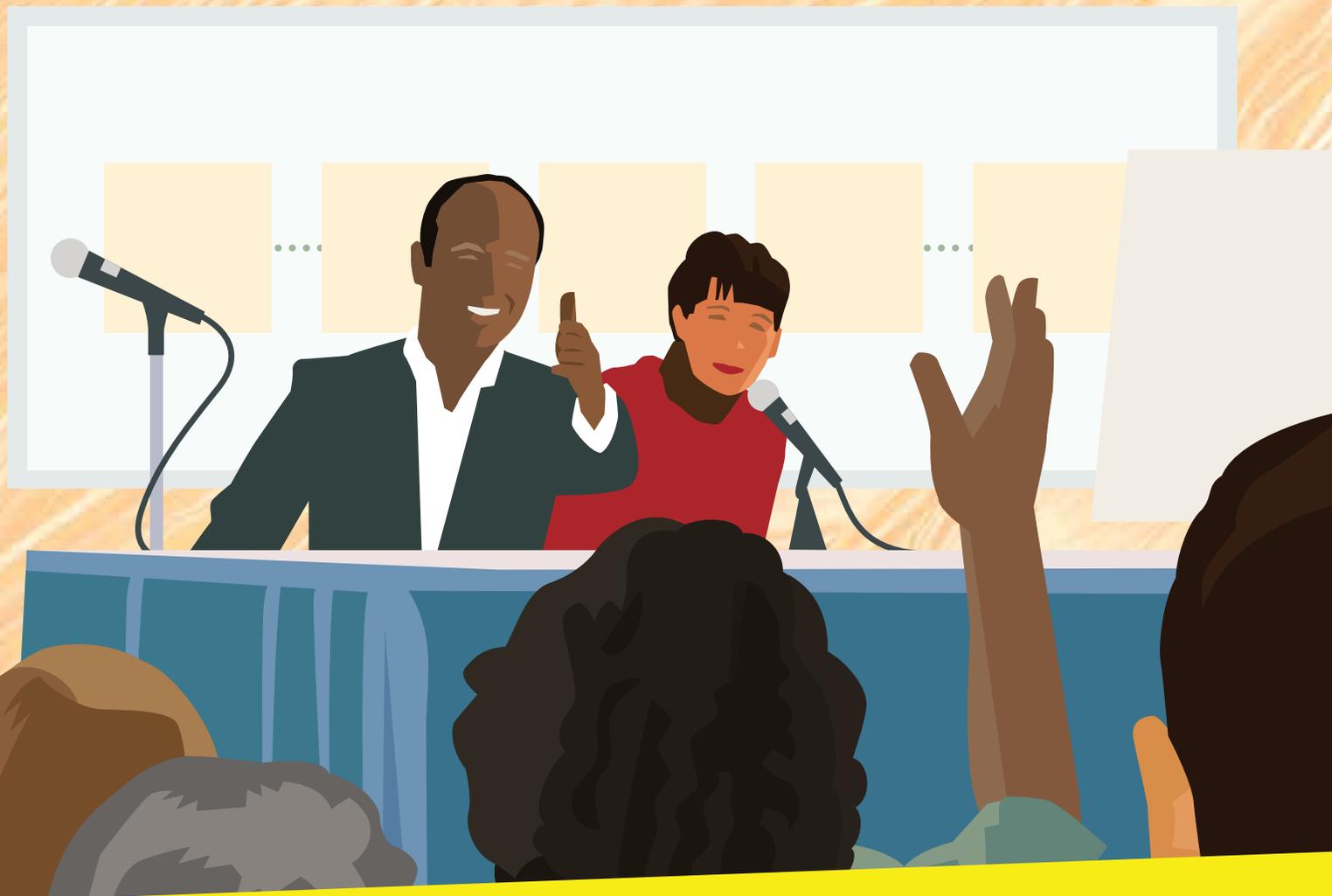
## 参加し続け、進言を行う方法

Metroでは、プロジェクトの計画および建設の間、参加を継続されるようご招待します。開発についてのニュースは[metro.net](https://metro.net)にあります。このサイトでは進行中の調査、および建設中のプロジェクトについての情報を取得できます。また、コメントの投稿、また、今後のミーティング、その他のマイルストーンについてのお知らせの受信のための連絡先情報の入力を行うことができます。

# 次の停車駅: プロジェクトを市民とともに計画

## 環境再調査

ファクトシート (概況報告書)



### 概念から現実へ: 交通プロジェクトの建設前の計画の方法

新たな交通プロジェクトの計画と建設は複雑です。長い時間がかかり、挫折感を抱かせる感があるかもしれませんが、このプロセスは重要です。このファクトシートでは、計画プロセスの概要、そしてプロジェクトの形成の各段階で市民がどのように貢献できるかについてご説明します。



Metro®

## プロジェクトの建設前に行うべきこと

新たな交通プロジェクトの建設が行われる前に、政策立案者、市民団体の指導者、および/またはメディアがしばしば、それが何であるのかについて話し合います。ですが、プロジェクトの進行の前にある程度の調査を完了する必要があります。

**それらの調査は、州および国の要件を満たすこと、プロジェクトの形成において関連する問題がすべて検討されるようにすること、さらに地域社会の構成員に発言してもらうことを意図しています。**

地域および州の資金によるプロジェクトは、計画プロセスはカリフォルニア環境質法 (CEQA) により支配されます。国の資金を求めるプロジェクトは、国家環境政策法 (NEPA) に従う必要があります。両法律 (CEQA および NEPA) は、提案されたプロジェクトの形成に役立てるために、市民の参加を含め、必要な調査の種類と範囲を規定しています。

既存のハイウェイや鉄道線路の変更のようなより小規模のプロジェクトでは、必要な調査が一つである場合があります。新たなハイウェイや鉄道線路のようなプロジェクトでは一連の調査が必要とされ、それは「環境文書」と呼ばれる文書にまとめられます。これらのより複雑なプロジェクトのための調査では、プロジェクトに対するさまざまな選択肢または「代替案」、そして潜在的な恩恵や影響の分析が行われます。

**分析するべき問題には、交通、大気の水質、騒音、振動、歴史的建造物、隣接する不動産、もしくは自然環境および構築環境に関連するその他の項目に対するプロジェクトの影響が含まれます。その他の分析では、技術上の問題、資本コストおよび運営コスト、駅の設計等を評価する場合があります。**

CEQAの指針に従ったプロジェクトの場合、Metroは通常、「主導機関」として機能し、この機関が今後所有し運営するバスおよび鉄道プロジェクトの環境分析を実施します。場合によっては、Metroは他の機関が所有者/運営者であるようなプロジェクトの環境分析を行うこともあります。この状況は、カリフォルニア州運輸局 (Caltrans) が所有者兼運営者であるハイウェイプロジェクトや、Amtrak、Metrolink、または貨物鉄道に代わっての鉄道プロジェクトの場合に起こり得ます。

**Metroが作業を主導し、完全な環境文書が必要とされる場合は、MetroはCEQAに従って環境影響声明 (EIR) を完成することを義務付けられます。国の資金を求めるプロジェクトの場合は、NEPAに従って、適切な連邦政府関連機関により環境影響声明 (EIS) が完成されます。**

連邦政府関連機関は、以下のように提案されたプロジェクトの範囲によって決定されます。

- > バスおよび鉄道のプロジェクトについては連邦公共交通局
- > ハイウェイプロジェクトについては連邦道路管理局 (FHWA)
- > 鉄道プロジェクト (Amtrak、Metrolink、貨物鉄道) については連邦鉄道管理局 (FRA)

完全な環境検討プロセスには多くのステップが必要とされます。初期の段階では、「プロジェクトの代替案」として知られる多くの選択肢が、市民による検討とフィードバックのために提示されます。プロセスのその後の各ステップでは、技術的分析および市民のフィードバックに基づいて代替案の範囲が狭められます。評価の進行につれ、残りの代替案についてのより詳細な調査が完了します。この作業の全課程を通じて、市民には発言の機会があります。

# プロセスのの主な節目の概要

## 第1段階: スコーピング

EIR/EISの開発は、常に準備通知(CEQA(カリフォルニア環境質法)準拠)、および計画通知(NEPA(国家環境政策法)準拠)の発行に始まり、この発行により、最低 30日間の「スコーピング期間」が正式に開始されます。この期間に、プロジェクトの計画者は新たなプロジェクトにおいて対処する予定の既存の問題点と、考慮の対象となる代替案を特定します。これらの代替案には、プロジェクトの建設をまったく行わない可能性(建設なし)、提案されたプロジェクトの建設を行わない低コストのより緩い改善の実施、および新たなプロジェクトの建設に加えての異なるルート、技術、および/またはプロジェクトの運営方法(例: 他の車との道路の共有、持ち上げ可能な専用レーンの使用、地下鉄/トンネル内)などのプロジェクト関連の変化要素の評価が含まれます。この初期の段階において、プロジェクトの代替案の評価に使用する基準が特定されます。

Metroは「スコーピング ミーティング」を少なくとも 1度開催し、そこにおいて市民はプロジェクトの形成に参加する機会があります。また、Metroは市民がコメントをシェアし、質問し、情報を得るための他の方法(eメール、オンラインツール、ソーシャルメディア等)を提供します

環境監査プロセスのこの段階において、市民は最も幅広い影響力を持ちます。スコーピングの際、Metroは以下の事柄について市民のフィードバックを求めます。

- > 考慮されている代替案についてどう考えるか
- > 代替案をどのように強化または修正できるか
- > 評価すべき他の代替案
- > プロジェクト計画に関する問題点および懸念事項
- > 調査の一部として回答すべき質問

スコーピング期間が終了した時点で、計画者は、プロセスのこの段階で受け取ったコメントおよび指摘された問題点を詳細に記述した報告書を作成します。この報告書により環境分析の方法が形成され、完了すべきさまざまな調査、およびプロセスの次の段階の大筋が決まります。

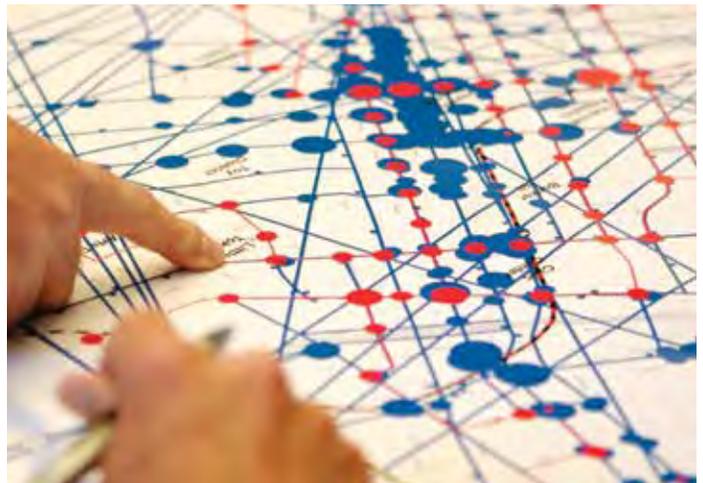


## 第2段階: さまざまな調査の準備

環境対策プロセスの一部であるさまざまな調査が完了する間、Metroの計画者は自分たちだけで作業をするわけではありません。計画者はプロジェクトの所在地となる各市、およびその他の公的機関との協力のもとでデータや市民の意見を手し、プロジェクトの各代替案を十分に調査します。公的機関にはロサンゼルス郡、Caltrans(カリフォルニア州運輸局)、南カリフォルニア政府協会、大気管理局、公益事業会社(ガス、水道、下水道、電気、および通信の事業を含む)、水質規制委員会、国の機関、学区等が含まれます。また、計画者は主な団体、ビジネス、または経済団体、プロジェクトの付近の居住者を始めとするプロジェクトに関係のある主な利害関係者に相談します。

Metroは環境文書の草稿が作成される間、市民に通知を続けます。計画者は、調査の主な節目、または共有すべき新たな情報が浮上した際に、調査の進展についての更新情報を提供します。この情報には利用者数、コスト、移動時間、検討中の建設方法などの、調査対象となっている代替案の評価成績の比較が含まれる場合があります。

情報はミーティング、eメール、ニュースレター、市議会やコミュニティグループへ向けてのプレゼンテーションを始めとするさまざまな形で共有される場合があります。この情報共有の際には、市民はいつでも、提示された情報について質問や発言を行うことを奨励されます。



## 第3段階: 環境文書草稿の検討と公聴会

必要な調査がすべて完了し、環境文書の草稿が市民による検討に向けて準備されると、Metroは使用可能通知(CEQA(カリフォルニア環境質法) 準拠)、および完了通知(NEPA(国家環境政策法) 準拠)を発行します。この発行により最低45日間の市民による検討期間が開始されます。環境影響報告書(EIR)草稿および環境影響評価報告書(EIS)草稿にはプロジェクトが完全に記述され、以下を含めた環境への影響および恩恵のすべてについての発見事項と、その他の技術的調査による発見事項が要約されます。

- > プロジェクトの代替案の分析結果
- > スコーピングの際に特定された基準に対する各代替案の評価成績
- > プロジェクトの目的と必要性に対する各代替案の対処状況、
- > プロジェクトの全代替案のコストおよび恩恵の分析
- > 各代替案の財政的な実現可能性
- > 各代替案の影響、および必要に応じた影響の回避または緩和の戦略

スコーピングの場合と同様、プロセスのこの段階には別の正式な「検討期間」があり、この間に市民は環境文書の草稿についての発言を奨励されます。この段階の間に、Metroは公聴会を少なくとも1度開催し、そこにおいて市民は発見事項の内容、およびプロジェクトの全般的な計画について発言し、明確化のための質問をすることができます。

環境文書は長く、非常に技術的で、一般に多くの付属文書を含んでいます。ですが、常にエグゼクティブ・サマリー(事業計画概要)が作成され、調査の主な発見事項がこの中に要約されます。

さらに、Metroの計画者は公聴会において、またプロジェクトのウェブサイト、印刷された資料、ソーシャルメディアなどのプロジェクトの他の情報経路を通じて環境文書の概要を提供します。

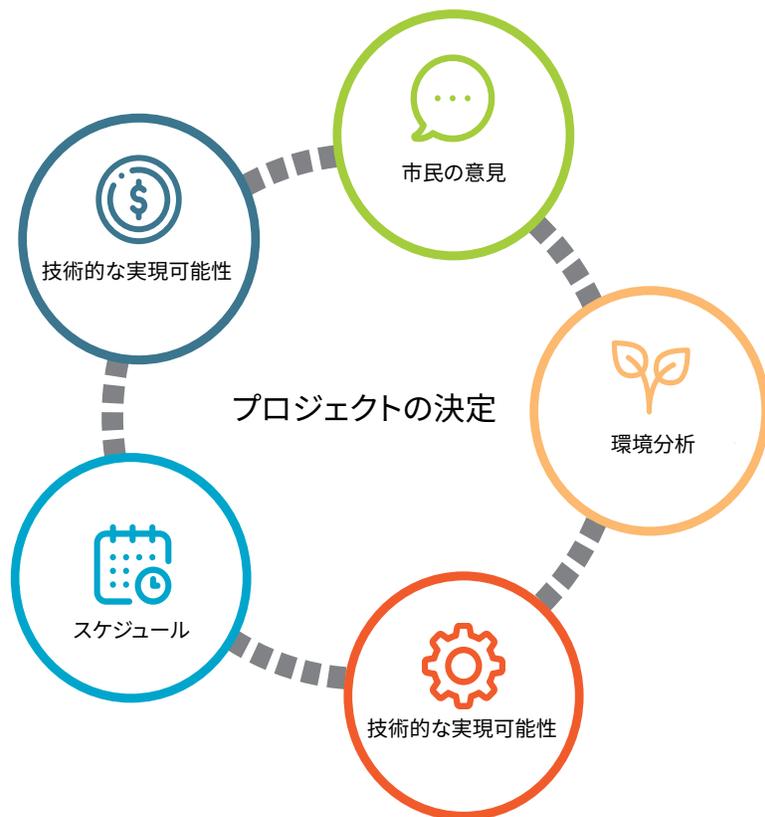
検討期間中には市民のフィードバックが奨励され、これは公聴会において口頭で、または書面により行うことができます。コメントの送付先情報は、文書が市民による検討のために公開される際に提供されます。この正式な検討期間中に寄せられたコメントや質問に対する回答は、プロセスのこの段階の間には行われないことを心に留めておくことが大切です。コメントや質問に対する回答は、プロセスの後の段階で行われます(第5段階をご覧ください)。

## 第4段階: プロジェクトの代替案の選定

Metroの計画者は、最終的な環境の検討へ向けて推奨するプロジェクトを特定します。この推奨は、プロジェクトの目的と必要性、スコーピングの際に確立された基準、分析、および寄せられたコメントを含む多くの要因に基づいて行われます。Metroが主導機関である場合は、公開ミーティングにおいて推奨内容がMetroの取締役会に提示され、そこでは市民が出席してプロジェクトについての意見やコメントをシェアすることを奨励されます。

プロジェクトがさらなる検討のために、Metroまたは最終的な意思決定機関によって選定されると、そのプロジェクトは地域で好まれる代替案(LPA)として認識されます。

### プロジェクトの推奨を促す要因



## 第5段階: 環境文書の最終検討

LPAが特定されると、選択された代替案に伴う特筆すべき問題点への対処に焦点を当てた調査により、EIR/EISがさらに詳細化されます。この時に、EIR/EISの草稿の市民による検討期間の間に寄せられたコメントに対する書面による回答が作成されます。これらの調査および回答が終了すると、それらは最終的な30日間の市民による検討のために発行されるEIR/EISの最終版に盛り込まれます。この文書には、「緩和の監視・報告計画」(MMRP)が含まれます。MMRPには、環境文書の中で特定されたプロジェクトの影響に対処するために、主導機関が実施を約束している対策が文書化されます。

Metroの取締役会は最終版EIRの認定を要求され、この時点で、EIRの完成および認定を市民に知らせるための完了通知が発行されます。完成した最終版EISによって国からの融資をも求めるプロジェクトについては、指定された連邦政府関連機関がこの文書に署名し、**決定記録(ROD)**を発行します。RODの発行は、国の環境検討プロセスの正常な完了を意味します。

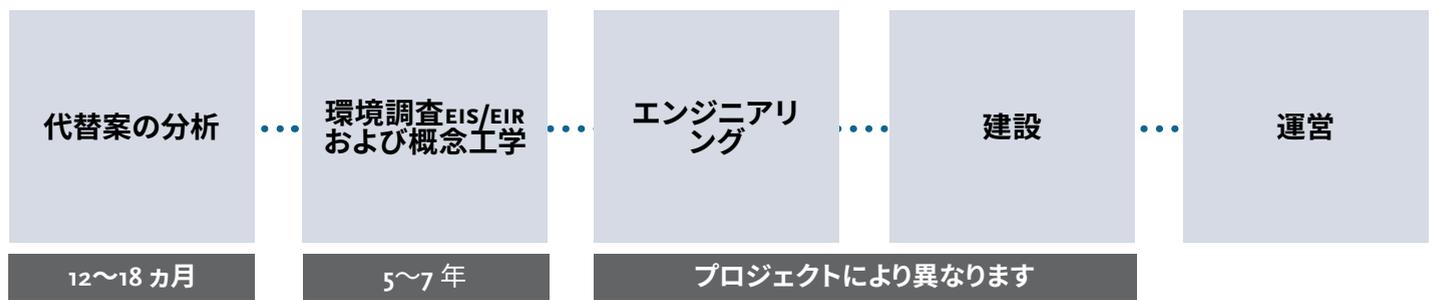
## 今やプロジェクトは承認されました - 次の段階は？

広範かつ詳細な調査の後であっても、計画されたプロジェクトについて建設を始めることができる前に、以下を含めた多くの事柄を完了する必要があります。

- > 必要に応じた、プロジェクトのための州および/または国の資金の確保
- > プロジェクトの最終設計の完了
- > 入札の検討、およびプロジェクトの建設を行う請負業者の選定
- > 必要な民間の不動産、および永久的または一時的な地役権の取得
- > プロジェクトの建設および運営の間にサービスが中断しないための、公益事業(水道、電気、下水道、通信等)の移設
- > 建設の進め方についての、関係する各市との合意書の作成
- > プロジェクトに平面交差点が含まれる場合は、カリフォルニア州公益事業委員会(CPUC)を始めとする他の規制機関による許可の確保
- > プロジェクトの次の段階、および建設と運営の間の安全確保についての市民の啓蒙

世界で最高水準の最も革新的な機関の例に習い、Metroはプロジェクトをより良く、より速く、より手頃なコストで実現するための新たな方法を模索しています。官民協力(P<sub>3</sub>)は一部のプロジェクトにとっての可能な戦略です。P<sub>3</sub>は、公共のサービス、プロジェクト、または施設を提供するための公的機関と民間提携者との間の協力関係です。これにより実績の最大化、コストの最小化、リスクの緩和、そしてタイムラインの短縮を行うことができます。市民および民間提携者はそれぞれ重要な役割を果たし、各セクターのスキルおよび資産が最適化され、潜在的な落とし穴と利益が共有されます。場合によっては、プロジェクトの環境検討の際にP<sub>3</sub>の提携者が含まれることがあります。

## プロジェクトの開発プロセス



環境検討についての詳細情報は、  
[metro.net/enviroreview](http://metro.net/enviroreview) をご覧ください。

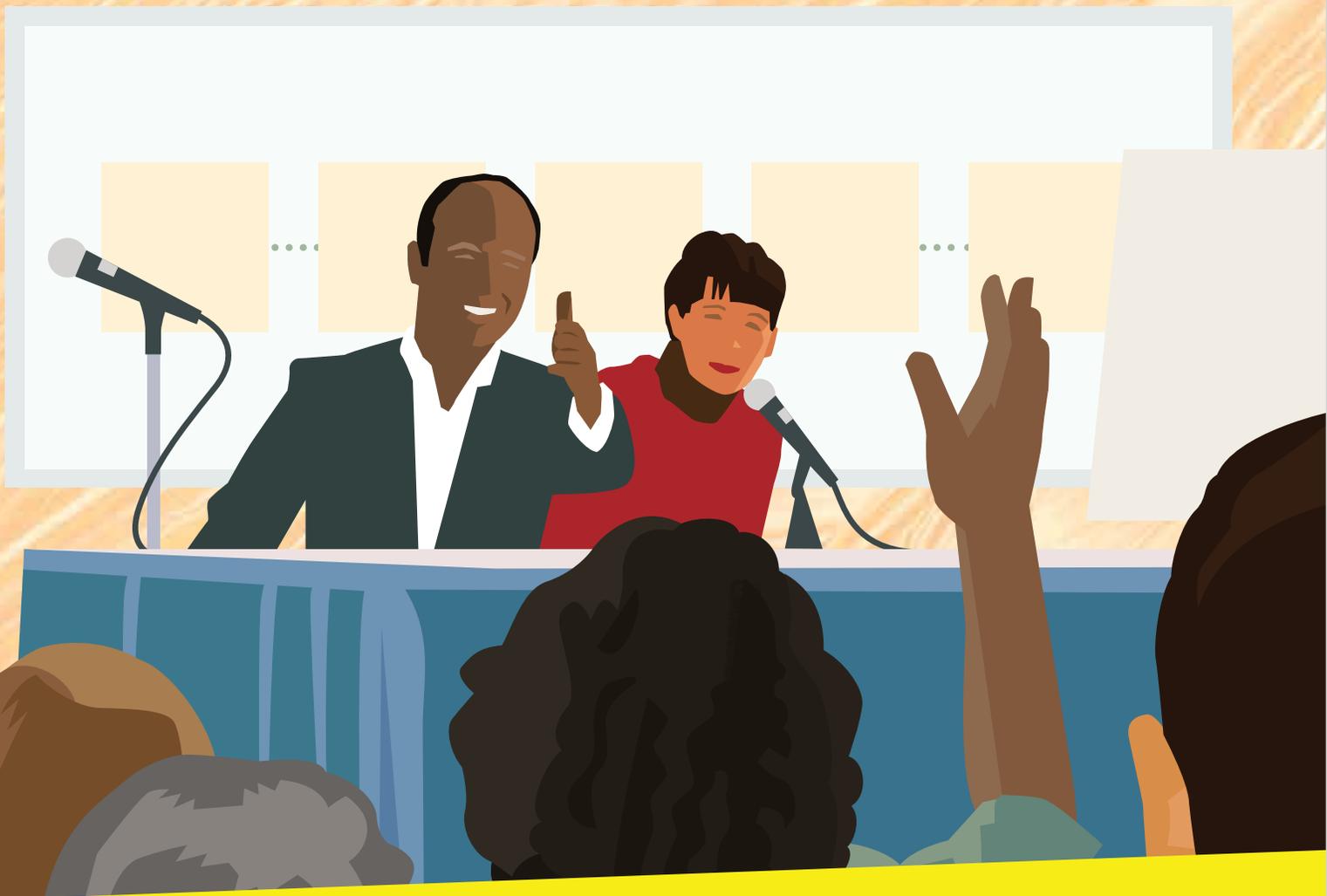
### 情報を知り続け、参加し続ける

プロジェクトの開発プロセス全体、および建設の間を通じて、最新の情報を知り、参加し、フィードバックを行う多くの方法があります。そのいくつかを以下に挙げます。

- > プロジェクトのメーリングリストに載り、最新情報とニュースを受け取る
- > プロジェクトのウェブサイトで情報を監視する
- > プロジェクトのソーシャルメディア (Facebook、Twitter、Instagram等) をフォローする
- > プロジェクト関連のミーティングに出席する
- > プロジェクトの作業をしているMetroのスタッフに、電話、手紙、またはeメールで問い合わせる

# Próxima parada: juntos planeando proyectos.

## REVISIÓN AMBIENTAL Hoja Informativa



### De concepto a realidad: como se planifica un proyecto de transporte antes de su construcción.

Planear y desarrollar nuevos proyectos de transporte es un proceso complejo. El tiempo que tarda puede ser demasiado largo y frustrante, pero el proceso es importante. Esta hoja informativa ofrece un resumen general del proceso e informa como el público puede moldear el proyecto en cada uno de los pasos de su planificación.



**Metro**<sup>®</sup>

# Descripción de los pasos claves del proceso de planificación

## PASO 1: EXAMINACIÓN

La realización de un EIR o EIS siempre comienza por publicar un Aviso de Preparación (para la CEQA) y un Aviso de Intención (para la NEPA), los cuales inician oficialmente un “periodo de examinación”, de al menos 30 días, en el que los planificadores del proyecto identifican las dificultades existentes que el nuevo proyecto enfrentará y las alternativas que se considerarán. Estas alternativas incluyen la posibilidad de simplemente no desarrollar el proyecto (No desarrollar); realizar mejoras de menor costo y menos intensivas en lugar de construir el proyecto propuesto; o construir un nuevo proyecto y evaluar otras variables del proyecto, como diferentes rutas, tecnologías o la forma en que el proyecto operaría (por ejemplo, compartir la vía con otros vehículos, en un carril particular que podría ser elevado, en un túnel o vías subterránea, etc.). **En este primer paso, se definen los criterios que se utilizarán para evaluar las alternativas del proyecto.**

Metro organizará una o más “reuniones de examinación” en las que tendrá la oportunidad de participar en la definición del proyecto. Además, Metro implementará otros mecanismos, como el correo electrónico, herramientas en línea y redes sociales, para que la comunidad comparta sus comentarios, haga preguntas y obtenga información.

En este paso, el público tiene el mayor impacto en el proceso de revisión ambiental. En la etapa de examinación, Metro pedirá al público comentarios sobre:

- > Qué opina de las alternativas consideradas
- > Cómo se pueden mejorar o modificar las alternativas
- > Otras alternativas que deberían evaluarse
- > Problemas e inquietudes con los planes del proyecto
- > Asuntos que el estudio debería responder

Al final del periodo de examinación, los planificadores realizarán un informe en el que especifiquen los comentarios que recibieron y las inquietudes que surgieron en esta etapa del proceso. Este informe moldea el análisis ambiental y ayuda a definir los diversos estudios que se realizarán y define los siguientes pasos del proyecto.

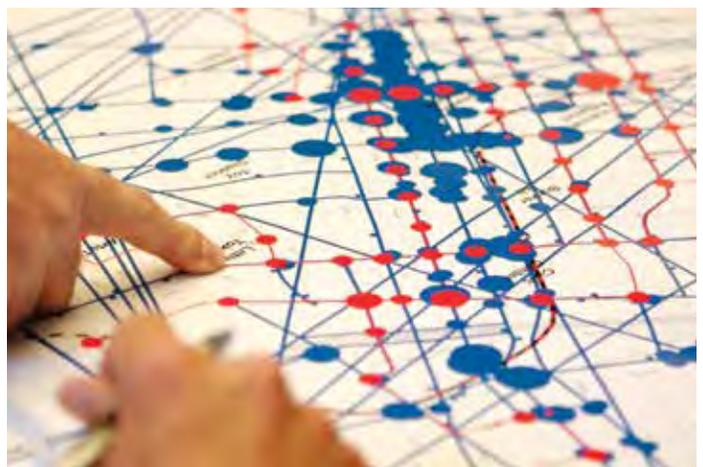


## PASO 2: PREPARACIÓN DE LOS VARIOS ESTUDIOS

Los planificadores de Metro no trabajarán de manera aislada para llevar a cabo los diversos estudios que son parte del proceso ambiental. **Los planificadores colaborarán con las ciudades donde se ubica el proyecto y con otros organismos públicos para obtener datos e información para poder analizar a profundidad cada alternativa del proyecto.** Entre estos organismos pueden estar el Condado de Los Angeles, Caltrans, la Asociación de Gobiernos del Sur de California, el Distrito para el Control de la Calidad del Aire, compañías de servicios públicos (incluidos gas, agua, drenaje, electricidad y comunicaciones), la Junta de Control de la Calidad del Agua, organismos federales, distritos escolares, etc. Los planificadores también estarán en comunicación con otras partes interesadas claves para el proyecto, como grandes instituciones, negocios, asociaciones de negocios o residentes cercanos al proyecto.

Metro mantendrá informada a la comunidad conforme se vaya elaborando el documento ambiental. Los planificadores publicarán actualizaciones sobre el desarrollo de los estudios cuando haya nueva información que compartir o cuando se logren hitos claves. La información podrá incluir comparaciones del desempeño de las alternativas que se estudian, como el número de pasajeros, costos, tiempo de traslado, los métodos de construcción analizados, etc.

La información podrá compartirse de múltiples formas, entre ellas reuniones, correos electrónicos, boletines, presentaciones a concilios municipales o grupos comunitarios, etc. En esta etapa del proceso, se promueve que la comunidad realice preguntas y ofrezca comentarios sobre la información que se recibió.



### PASO 3: REVISIÓN DE LA PROPUESTA DEL DOCUMENTO AMBIENTAL Y AUDIENCIAS PÚBLICAS

Cuando todos los estudios hayan sido completados y un documento ambiental haya sido preparado para la revisión pública, Metro emitirá un Aviso de Disponibilidad (para la CEQA) y un Aviso de Terminación (para la NEPA) que dan inicio oficialmente al periodo de revisión pública que dura un mínimo de 45 días. La propuesta de EIR (EIS) describe el proyecto a fondo y resume los hallazgos de todos los estudios de impactos y beneficios ambientales y de otros estudios técnicos. Esto incluye:

- > Resultados del análisis de las alternativas del proyecto
- > Cuál es el desempeño de cada alternativa en función de los criterios definidos en la etapa de examinación
- > Cómo funciona cada alternativa ante el propósito y la necesidad del proyecto
- > Análisis de costos y beneficios de todas las alternativas del proyecto
- > Viabilidad financiera de cada alternativa
- > Impacto de cada alternativa y, de ser necesario, estrategias para evitar o mitigar los impactos

**Al igual que en el paso de examinación, este paso facilita otro “periodo de revisión” formal en el que se invita a la comunidad a hacer comentarios sobre la propuesta del documento ambiental.** En esta etapa, Metro organizará una o más audiencias públicas en las que la comunidad podrá hacer comentarios y preguntas que aclaren los hallazgos y los planes del proyecto en general.

Es posible que el documento ambiental sea largo, altamente técnico y, por lo general, incluya varios apéndices. Sin embargo, siempre se prepara un resumen ejecutivo que resalta los hallazgos principales de los estudios.

Igualmente, los planificadores de Metro ofrecerán un resumen general del documento en las audiencias públicas y a través de otras vías de comunicación del proyecto, como el sitio web, las redes sociales y los materiales impresos.

Durante el periodo de revisión se anima que la comunidad ofrezca sus observaciones, ya sea por escrito u oralmente en las audiencias públicas. Cuando el documento sea publicado para su revisión, se proporcionará información para saber a dónde enviar comentarios. Es importante aclarar que en este paso del proceso, no se ofrecerán respuestas a las preguntas ni a los comentarios que se reciban. Las preguntas y comentarios se responderán en otro paso posterior del proceso (*veá el paso 5*).

### PASO 4: CÓMO ELEGIR LA ALTERNATIVA DE PROYECTO

Los planificadores de Metro seleccionarán el proyecto que se va a recomendar para una revisión ambiental final. La recomendación se basa en diversos factores, entre ellos el propósito y la necesidad a la que responde el proyecto, los criterios definidos en la etapa de examinación, y los análisis y comentarios que se recibieron. Si Metro es el organización principal, la recomendación se presenta en una reunión pública a la Junta Directiva de Metro, en la que se invita a la comunidad a asistir y compartir ideas y comentarios sobre el proyecto. **Una vez que Metro, o el organismo que toma la decisión final, selecciona una alternativa para el proyecto para una revisión posterior, se le conoce como la alternativa preferida localmente (Locally Preferred Alternative, LPA).**

#### Factores que influyen en las recomendaciones del proyecto



## PASO 5: REVISIÓN FINAL DEL DOCUMENTO AMBIENTAL

Una vez que se ha identificado la LPA, se continuará afinando el EIR/EIS mediante estudios enfocados en abordar los temas pendientes de la alternativa elegida. También es en este momento cuando se redactan respuestas escritas a los comentarios que se recibieron en el periodo de revisión pública de la Propuesta del EIR/EIS. **Cuando se concluyen estos estudios y se ofrecen respuestas, se incorporan en una versión final del EIR/EIS que se publicará para una última revisión pública de 30 días.** Este documento incorporará un **Plan de Información y Monitoreo para la Mitigación (Mitigation Monitoring and Reporting Plan, MMRP)**. Los documentos del MMRP determinan que el organismo principal está comprometido a actuar para afrontar el impacto del proyecto identificado en el documento ambiental.

Al final de este paso, se le pedirá a la Junta Directiva de Metro que certifique el EIR final. Posterior a la certificación, se emitirá un Aviso de terminación para informar a la comunidad que el EIR está concluido y certificado. En el caso de los proyectos que buscan financiamiento federal a través de un EIS final concluido, el organismo federal designado firmará el documento y emitirá una **Constancia de Decisión (Record of Decision, ROD)** que expresa que se ha concluido con éxito el proceso de revisión ambiental federal.

## Una vez que el proyecto está aprobado, ¿qué sigue?

Incluso después de los exhaustivos y detallados estudios, todavía hay varios asuntos que deberán concluirse antes de comenzar la construcción de un proyecto planeado. Esto incluye:

- > Asegurar el financiamiento estatal o federal para el proyecto, en caso de ser necesario
- > Concluir el diseño final del proyecto
- > Revisar las ofertas y elegir al contratista que desarrollará el proyecto
- > Adquirir propiedad privada necesaria y derecho de acceso a propiedad ajena, ya sea permanente o temporal
- > Reubicar los servicios públicos (agua, energía, alcantarillado, comunicaciones, etc.) para evitar que los servicios a los consumidores se interrumpan durante la construcción y la operación del proyecto
- > Llegar a acuerdos con las ciudades involucradas sobre cómo se va a llevar a cabo la construcción
- > Obtener permisos de otros organismos regulatorios, incluida la Comisión de Utilidades Públicas de California (California Public Utilities Commission, CPUC), en caso de que el proyecto involucre cruces a nivel de calle
- > Informar a la comunidad sobre los siguientes pasos y sobre normas de seguridad durante la construcción y la operación del proyecto

Al tomar iniciativas de las mejores y más innovadoras agencias de todo el mundo, Metro busca nuevas formas de realizar proyectos de una manera mejor, más rápida y más económica. Las asociaciones público privadas (Public-Private Partnerships, P3) son una estrategia posible para algunos proyectos. Las P3 son colaboraciones entre un organismo público y un socio privado para prestar servicios públicos, llevar a cabo proyectos o construir instalaciones que puedan maximizar el rendimiento, minimizar el costo, disminuir los riesgos y acelerar los plazos. El organismo público y el socio privado desempeñan un papel fundamental donde se optimizan las habilidades y los activos de cada sector, y se comparten los riesgos y las recompensas potenciales. En algunos casos, se podría incluir un socio de la P3 durante la revisión ambiental del proyecto.

## Proceso de desarrollo del proyecto



## Qué se debe hacer antes de desarrollar un proyecto

Antes de desarrollar un nuevo proyecto de transporte, algunos representantes políticos, líderes cívicos y, en ocasiones, los medios de comunicación analizan las posibilidades. Pero antes de que un proyecto continúe, es necesario realizar ciertos estudios.

**El propósito de estos estudios es cumplir con los requisitos federales y estatales, asegurarse de que todos los aspectos relevantes sean cubiertos en el diseño del proyecto y permitir que los miembros de la comunidad aporten sus ideas.**

En el caso de los proyectos financiados localmente y por el estado, el proceso de planificación está regido por la **Ley de Calidad Ambiental de California (California Environmental Quality Act, CEQA)**. Por su parte, los proyectos que buscan conseguir fondos federales también requieren atenerse a la **Ley Nacional de Política Ambiental (National Environmental Policy Act, NEPA)**. Con el fin de contribuir en el diseño del proyecto propuesto, ambas leyes (CEQA y NEPA) establecen el tipo y el enfoque del estudio requerido, así como el formato de la participación pública.

Los proyectos más pequeños, como la modificación de una autopista o una línea de tren, pueden requerir solamente un estudio. Otros proyectos, como la construcción de una nueva autopista o línea de tren, requieren una serie de estudios que se recaban en lo que se conoce como un “documento ambiental”. En este tipo de proyectos más complejos, los estudios analizan otras opciones o “alternativas” para los proyectos, así como los posibles impactos y beneficios.

**Los temas que se analizarán incluyen como el proyecto podría afectar el tráfico, la calidad del aire y del agua, el ruido, la vibración, las estructuras históricas, las propiedades adyacentes, u otros temas relacionados con el entorno natural y las construcciones. Otros análisis podrán evaluar cuestiones de ingeniería, temas de capital y costos operativos, diseño de estaciones, etc.**

En los proyectos que siguen las directrices de la CEQA, Metro normalmente funciona como el “organismo principal” que coordina los análisis ambientales de proyectos de autobuses o trenes que él mismo va a operar. En algunos casos, Metro también realizará los estudios ambientales de proyectos que serán propiedad de otros organismos y que ellos mismos operarán. Esto podría pasar en proyectos de autopistas que sean propiedad y sean operados por el California Department of Transportation (Caltrans) o en proyectos ferroviarios propiedad de Amtrak, Metrolink y del servicio de trenes de carga.

**Cuando Metro es el coordinador del estudio y un documento ambiental completo es necesario, Metro tiene la obligación de llenar un Informe de Impacto Ambiental (Environmental Impact Report, EIR), de conformidad con la CEQA. Si el proyecto busca financiamiento federal, la agencia federal correspondiente debe hacer una Declaración de Impacto Ambiental (Environmental Impact Statement, EIS), de conformidad con la NEPA.**

La agencia federal correspondiente se determina en función del enfoque del proyecto propuesto:

- > Administración Federal de Tránsito (Federal Transit Administration, FTA) para proyectos de autobuses y trenes
- > Administración Federal de Autopistas (Federal Highway Administration, FHWA) para proyectos de autopistas
- > Administración Federal Ferroviaria (Federal Railroad Administration, FRA) para proyectos ferroviarios (Amtrak, Metrolink, trenes de carga)

Hay varios pasos que incluyen un proceso completo de revisión ambiental. En los pasos iniciales se presentan varias opciones conocidas como “alternativas de proyecto”, para que el público las revise y comente. En los pasos posteriores del proceso, el número de alternativas se va reduciendo con base en el análisis técnico y la respuesta del público. Tal como se avanza la evaluación se realizan estudios más detallados sobre las alternativas que siguen en pie. El público tiene la posibilidad de aportar sus opiniones durante todo el proceso.

Para obtener más información sobre la revisión ambiental, visite [metro.net/enviroreview](http://metro.net/enviroreview).

## Manténgase informado e involucrado

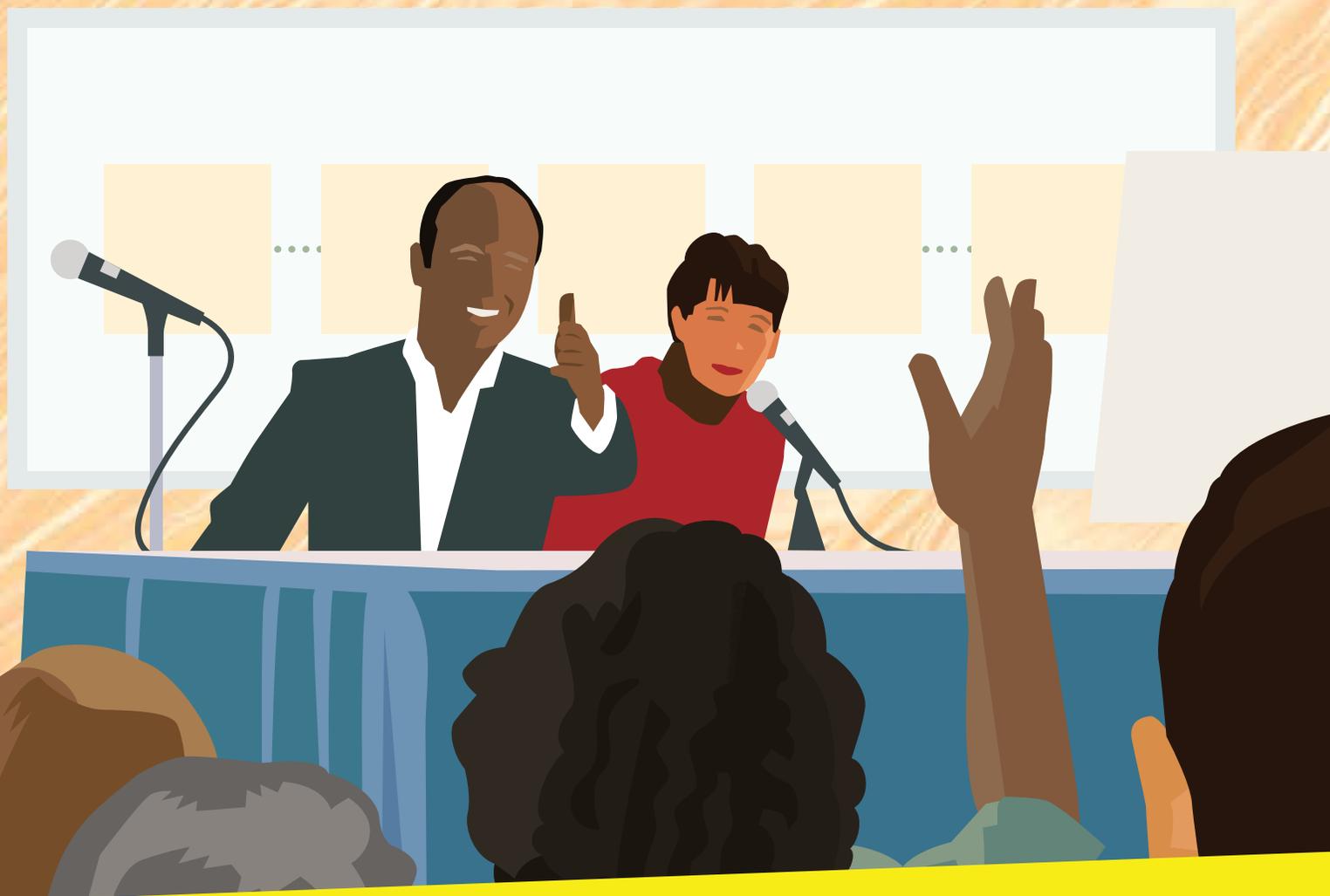
Durante todo el proceso de desarrollo y de construcción del proyecto, habrá muchas formas de enterarse de la últimas noticias, involucrarse y aportar comentarios. Entre ellas están:

- > Ser parte de la lista de correos del proyecto para recibir noticias y actualizaciones
- > Revisar la información del sitio web del proyecto
- > Seguir las redes sociales del proyecto (Facebook, Twitter, Instagram, etc.)
- > Asistir a reuniones relacionadas con el proyecto
- > Ponerse en contacto con personal de Metro que trabaja en el proyecto vía telefónica, correo postal o electrónico

# Next stop: planning projects together.

## ENVIRONMENTAL REVIEW

### Fact Sheet



**Metro**<sup>®</sup>

### From Concept to Reality: How a Transportation Project is Planned Before It's Built

Planning and building new transportation projects is complex. The time involved may seem long and frustrating – but the process is important. This fact sheet will provide an overview of the planning process and how the public can help shape the project at each step of the way.

# Overview of Key Milestones in the Process

## STEP 1: SCOPING

Developing an EIR/EIS always begins by issuing a Notice of Preparation (for CEQA) and Notice of Intent (for NEPA) that officially kicks off a minimum 30-day “scoping period,” during which project planners identify existing issues a new project will address and alternatives that will be considered. These alternatives include the possibility of not building the project at all (No Build), completing low-cost and less intensive improvements that do not build the proposed project, as well as constructing a new project and evaluating other project variables, such as different routes, technologies and/or how the project might operate (e.g. sharing the road with other cars, on a dedicated lane that could be elevated, in a subway/tunnel, etc.). **At this early step, criteria are identified that will be used to evaluate the project alternatives.**

Metro will host one or more “scoping meetings” where the public will have an opportunity to help shape the project. Metro will also provide other ways for the public to share comments, ask questions and get information, such as via email, online tools and social media.

The public has the broadest impact during this step in the environmental review process. During scoping, Metro will seek feedback from the public about:

- > What it thinks of the alternatives being considered
- > How the alternatives might be enhanced or modified
- > Other alternatives that should be evaluated
- > Issues and concerns with the project plans
- > Questions that should be answered as part of the study

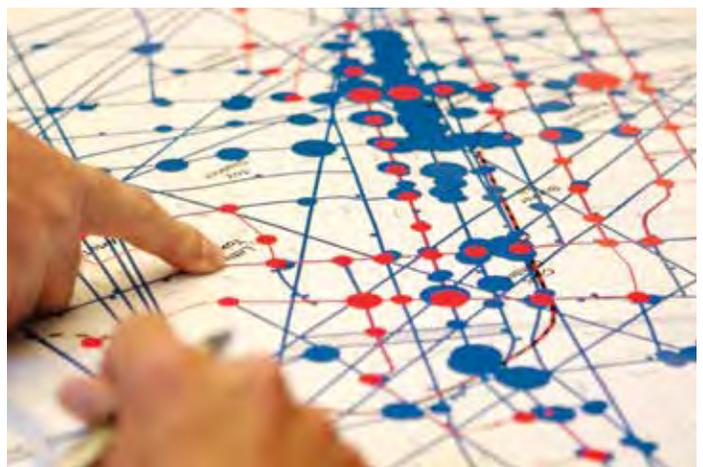
At the conclusion of the scoping period, planners will produce a report detailing the comments received and the issues raised during this step in the process. This report shapes the environmental analysis and outlines the various studies to be completed, as well as next steps in the process.

## STEP 2: PREPARING THE VARIOUS STUDIES

While the various studies that are part of the environmental process are being completed, Metro planners will not work alone. **Planners will collaborate with cities where the project is located and other public agencies to get data and input to fully study each project alternative.** These agencies could include the County of Los Angeles, Caltrans, Southern California Association of Governments, Air Quality Management District, public utility companies (including gas, water, sewer, electric and communications), Water Quality Control Board, federal agencies, school districts, etc. Planners will also consult with other key stakeholders relevant to the project, such as major institutions, businesses or business associations, or residents near the project.

Metro will keep the public informed as the environmental document is drafted. Planners will provide updates about study developments at key study milestones or when there is new information to share. Information could include comparing the performance of the alternatives being studied, such as ridership, cost, travel time, construction methods being explored, etc.

Information may be shared in a variety of ways, including meetings, emails, newsletters, presentations to city councils and community groups, etc. During this information sharing, the public is always encouraged to ask questions and provide comments about the information presented.



### STEP 3: DRAFT ENVIRONMENTAL DOCUMENT REVIEW AND PUBLIC HEARINGS

When all needed studies are completed and a draft environmental document is ready for public review, Metro will issue a Notice of Availability (for CEQA) and Notice of Completion (for NEPA) that officially kicks off a minimum 45-day public review period. The Draft EIR (EIS) fully describes the project and summarizes the findings of all environmental impacts/benefits and other technical studies, including:

- > Results of the analysis for the project alternatives
- > How each alternative performs against the criteria identified during scoping
- > How well each alternative responds to the purpose and need of the project
- > Analysis of costs and benefits of all project alternatives
- > Financial feasibility of each alternative
- > Impacts of each alternative and, if needed, strategies to avoid or mitigate the impacts

**As with scoping, this step in the process allows another formal “review period” where the public is invited to comment on the draft environmental document.** During this step, Metro will host one or more public hearings where the public will be able to provide comments and ask clarification questions regarding the content of the findings and overall project plans.

The environmental document can be large, highly technical and typically contains many appendices. However, an Executive Summary is always prepared that highlights the key findings of the studies.

Metro planners will also provide an overview of the document at the public hearing(s) and through other project information channels, such as a project website, printed materials and social media.

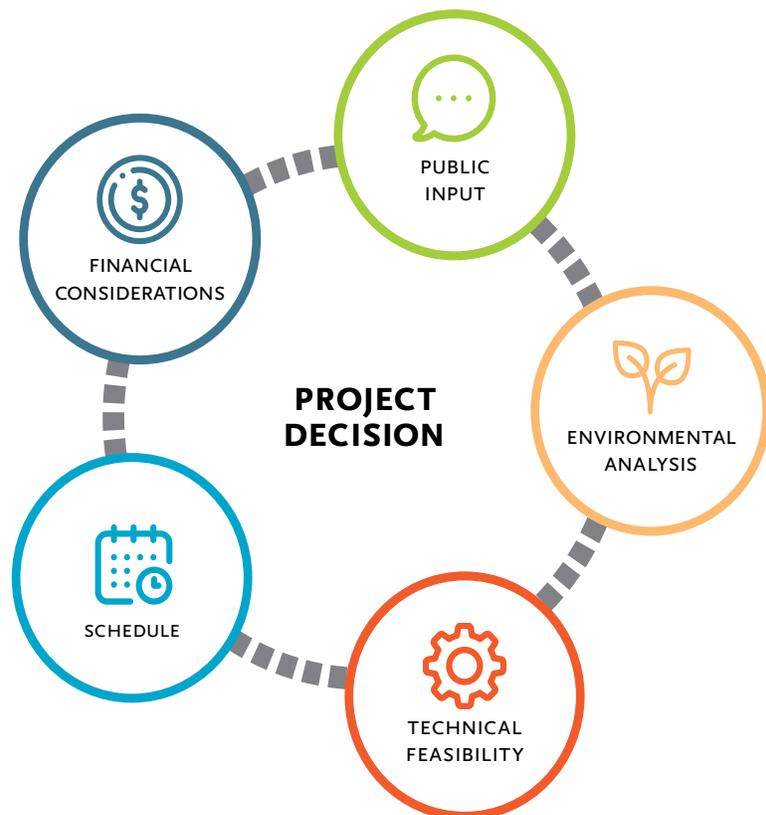
Public feedback is encouraged during the review period verbally at the public hearing(s) or in writing. Information about where to send comments is provided when the document is released for public review. It is important to note that responses to comments and questions received during this formal review period will not be provided during this step in the process. Comments and questions will be responded to at a later step in the process (see Step 5).

### STEP 4: SELECTING THE PROJECT ALTERNATIVE

Metro planners will identify the project to be recommended for final environmental review. This recommendation is based on a number of factors, including the project’s purpose and need, the criteria established during scoping, the analyses and comments received. If Metro is the lead agency, the recommendation is presented to the Metro Board of Directors at a public meeting where the public is welcome to attend and to share views and comments about the project.

**Once the project is selected, either by Metro or the final decision-making agency, for further review, it is known as the Locally Preferred Alternative (LPA).**

### Factors Driving Project Recommendations



## STEP 5: FINAL ENVIRONMENTAL DOCUMENT REVIEW

Once the LPA has been identified, the EIR/EIS is further refined with studies focused on addressing outstanding issues with the selected alternative. This is also when written responses are developed to comments received during the Draft EIR/EIS public review period. **When these studies and responses are completed, they will be incorporated into a Final EIR/EIS issued for one final 30-day public review.** This document will include a **“Mitigation Monitoring and Reporting Plan” (MMRP)**. The MMRP documents measures the lead agency is committed to implement to address project impacts identified in the environmental document.

The Metro Board of Directors will be asked to certify the Final EIR, at which point a Notice of Completion will be issued to inform the public that the EIR has been completed and certified. For projects that are also seeking federal funds through a completed Final EIS, the designated federal agency will sign the document and issue a **Record of Decision (ROD)** signifying the successful completion of the federal environmental review process.

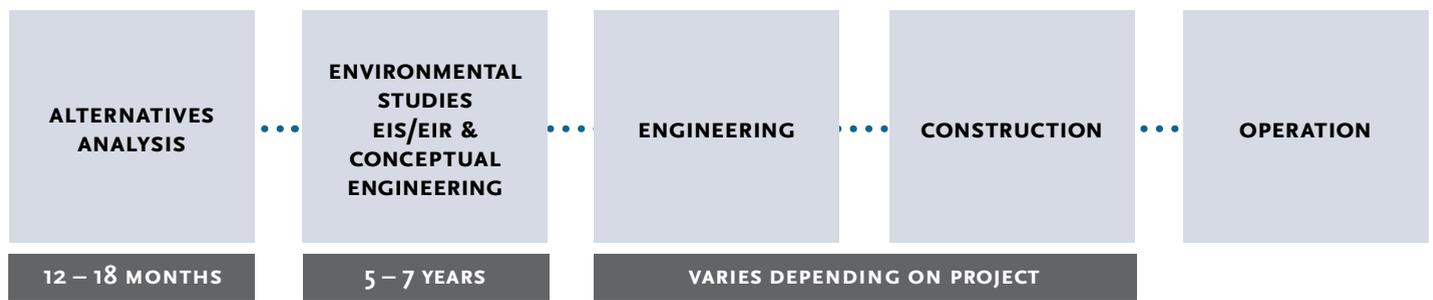
## Now that the project is approved – what’s next?

Even after extensive and detailed studies, many items still need to be finalized before construction can begin on a planned project, including:

- > Securing state and/or federal funds for the project, if needed
- > Completing final design for the project
- > Reviewing bids and selecting the contractor to build the project
- > Acquiring needed private property and easements that can either be permanent or temporary
- > Relocating utilities (water, power, sewer, communications, etc.) so that services will not be interrupted for customers during construction and operation of the project
- > Developing agreements for how construction will proceed with the cities involved
- > Securing permits from other regulatory agencies, including from the California Public Utilities Commission (CPUC), if the project includes grade crossings
- > Educating the public about next steps and how to be safe during construction and operation of the project

Taking cues from the best, most innovative agencies around the world, Metro is looking for new ways to deliver projects better, faster and more affordably. Public-Private Partnerships (P3) are a possible strategy for some projects. P3s are collaborations between a public agency and a private partner to deliver a public service, project or facility that can maximize performance, minimize cost, mitigate risks and speed timelines. The public and the private partner each play a critical role where the skills and assets of each sector are optimized, and potential pitfalls and rewards are shared. In some cases, a P3 partner could be included during the environmental review for the project.

## Project Development Process



# What We Have to Do Before a Project is Built

Before a new transportation project is built, policy makers, civic leaders and/or the media often discuss what it could be. However, before a project moves forward, certain studies need to be completed.

**These studies are intended to meet state and federal requirements, as well as ensure all relevant issues are explored in shaping the project and allow community members to provide input.**

For local and state funded projects, the planning process is governed by the **California Environmental Quality Act (CEQA)**. Projects that seek federal funds also need to comply with the **National Environmental Policy Act (NEPA)**. Both laws (CEQA and NEPA) determine the type and scope of study that is required, including the public participation, to help shape the proposed project.

Smaller projects, such as a modification to an existing highway or rail line, may need only one study. Other projects, such as a new highway or rail line, will require a series of studies that are compiled in what is called an “environmental document.” Studies for these more complex projects analyze various options, or “alternatives,” for the projects, as well as the potential benefits and impacts.

**Issues to be analyzed include how the project might affect traffic, air and water quality, noise, vibration, historical structures, adjacent properties, or other items related to the natural and built environment. Other analyses may evaluate engineering issues, capital and operating costs, station design, etc.**

For projects following CEQA guidelines, Metro will usually serve as the “lead agency” and conduct the environmental analysis for bus and rail projects that the agency will own and operate. In some cases, Metro will also conduct the environmental analysis for projects where other agencies are the owner/operator. This could happen for highway projects where the California Department of Transportation (Caltrans) is the owner operator, or for railroad projects on behalf of Amtrak, Metrolink and the freight railroads.

**When Metro is leading the effort and a full environmental document is needed, Metro is tasked to complete an Environmental Impact Report (EIR) in accordance with CEQA. If the project seeks federal funding, an Environmental Impact Statement (EIS) is completed by the appropriate federal agency, in accordance with NEPA.**

The federal agency is determined by the scope of the proposed project:

- > Federal Transit Administration (FTA) for bus and rail projects
- > Federal Highway Administration (FHWA) for highway projects
- > Federal Railroad Administration (FRA) for railroad projects (Amtrak, Metrolink, freight trains)

There are many steps required with a full environmental review process. During the initial stages, many options, known as “project alternatives,” are presented for public review and feedback. At each subsequent step in the process, the range of alternatives is narrowed based on technical analysis and public feedback. As the evaluation progresses, more detailed studies are completed for the remaining alternatives. The public has opportunities to provide input throughout the effort.

For more information about Environmental Review, visit [metro.net/enviroreview](http://metro.net/enviroreview).

## Stay Informed and Involved

Throughout the entire project development process and during construction, there will be many ways to learn the latest, get involved and provide feedback. These include:

- > Getting on the project mailing list to receive updates and news
- > Monitoring information on the project website
- > Following the project's social media (Facebook, Twitter, Instagram, etc.)
- > Attending project-related meetings
- > Contacting Metro staff working on the project via phone, mail and/or email

# Next stop: supporting communities.

## GENTRIFICATION AND DISPLACEMENT

### Fact Sheet

**Transportation connects LA County residents to opportunity. The ability to get around provides access to jobs, education, health care, entertainment, shopping and more.**

Metro is working to transform our transportation system, which will dramatically change how people travel and live. This transformation will bring benefits across LA County. At the same time, Metro recognizes investment can also bring unintended consequences and/or make existing problems worse in local communities.

LA County is experiencing an extreme housing crisis. The population is growing and there is a severe undersupply of quality housing for all income levels. Low-income residents are most at risk for housing insecurity (often defined as paying more than 50 percent of their income for housing), creating a greater risk for homelessness. Low-income residents are also more likely to experience the negative impacts of gentrification, primarily displacement from the homes, businesses and services that build their community.

The Urban Displacement Project defines **gentrification** as “a process of neighborhood change in a historically disinvested neighborhood...by means of real estate investment.” This definition also includes the changes that happen when new, higher-income residents move in, altering the demographics of the neighborhood in terms of race and education level of residents.

**Displacement**, as also defined by The Urban Displacement Project, is “when housing or neighborhood conditions actually force moves.” This displacement can be physical or economic, based on deteriorating buildings or rising housing costs. “Exclusionary Displacement” is when these factors prevent certain types of people from moving in to begin with.

**Metro has a strong interest in ensuring that the people who ride public transportation can afford to live near it.**

Residents who live within a half mile of a transit station and earn less than \$25,000 each year are three times more likely to take transit than those who earn more than \$75,000 each year and live close by. Research shows that 73 percent of Metro riders make less than \$25,000 annually. In order for Metro to serve the majority of its riders, it must support low-income communities to directly benefit from transit investments and corresponding community revitalization.

### What Metro is doing to support, protect and stabilize communities

Recognizing this commitment to support all communities in benefitting from transit investments, the Metro Board of Directors adopted the **Transit Oriented Communities (TOC) Policy** and the **Equity Platform**.

The **TOC Policy** formalized the importance of incorporating land use and community development considerations in Metro’s planning and delivery of transit infrastructure. The policy acknowledges that Metro does not have regulatory land use control, nor authority to directly enact policies that support equitable development. Given this, the policy encourages partnerships with local municipalities, community-based organizations and a range of stakeholders to enable and incentivize realization of the TOC goals:

- > **Increase transportation ridership and choice**
- > **Stabilize and enhance communities surrounding transit**
- > **Engage organizations, jurisdictions and the public**
- > **Distribute transit benefits to all**
- > **Capture value created by transit**

For more information about what Metro is doing to support, protect and stabilize communities, visit [metro.net/toc](http://metro.net/toc).

The **Equity Platform** is grounded in planning for equity from the start of all Metro efforts, with deep community engagement. It includes four pillars:

- > **Define and measure**
- > **Listen and learn**
- > **Focus and deliver**
- > **Train and grow**

Metro also established a series of programs where we can directly support the protection and creation of affordable housing and small businesses:

- > The **Joint Development Policy** sets a goal that 35 percent of housing built on Metro-owned property will be affordable to households making 60 percent of the Area Median Income or less. Currently, 36 percent of all units built on Metro-owned land are required to be rated as affordable units. For projects in the pipeline, 46 percent of units are proposed to meet these requirements.
- > The **MATCH** (Metro Affordable Transit Connected Housing) program leverages \$9 million in Metro funds with about \$50 - \$60 million in additional funds from foundations and lenders for the protection and production of affordable housing in low-income communities near high-quality transit nodes. Of the loan, 75 percent will support protection of naturally occurring affordable housing and 25 percent will support new affordable housing.

> Metro's **Business Interruption Fund** grants up to \$50,000 to small businesses impacted by the Purple Line Extension construction, Regional Connector construction in Little Tokyo and along the Crenshaw/LAX Transit Project. To date, Metro has awarded more than 840 grants with a total grant value of \$20 million.

> Metro's **TOC Small Business Loan Fund** has invested \$1 million in a loan fund targeting small and local businesses. The focus is to help establish these businesses in vacant commercial spaces near transit.

Beyond these existing programs and policies, Metro is currently developing the **TOC Implementation Plan** to establish a series of programs and projects, along with metrics, that will further expand Metro's efforts to address displacement of low-income households, strengthen opportunities for small and local businesses, and preserve and enhance communities' cultural assets. Because Metro does not have regulatory land use control, this plan recognizes Metro's leading role and the strong need to partner with other entities to realize Metro's TOC goals.

## CONTACT US

 Elizabeth Carvajal, Senior Director  
Transit-Oriented Communities

 [carvajale@metro.net](mailto:carvajale@metro.net)

# Próxima parada: apoyo a las comunidades.

## GENTRIFICACIÓN Y DESPLAZAMIENTO

### Hoja informativa

**El transporte conecta a los residentes del Condado de Los Angeles con las oportunidades. La capacidad de moverse por el condado ofrece acceso a los empleos, a la educación, a la atención médica, al entretenimiento, a los negocios y más.**

Metro trabaja para transformar nuestro sistema de transporte, que cambiará de manera drástica la forma en que las personas viajan y viven. Esta transformación brindará beneficios en todo el Condado de Los Angeles. Al mismo tiempo, Metro reconoce que la inversión también puede traer consecuencias involuntarias o hacer que los problemas existentes empeoren en las comunidades locales.

El Condado de Los Angeles está pasando por una crisis de vivienda extrema. La población está creciendo y hay una escasez en la oferta de viviendas de calidad para todos los niveles de ingresos. Los residentes de bajos ingresos tienen un riesgo mayor de inseguridad en la vivienda (que normalmente se define como pagar más del 50 por ciento de su ingreso en vivienda), lo que crea un mayor riesgo para que existan personas sin hogar. Los residentes de bajos ingresos también tienen mayor probabilidad de experimentar los efectos negativos de la gentrificación, principalmente el desplazo de los hogares, de los comercios y de los servicios que vigorizan su comunidad.

El Proyecto de Desplazamiento Urbano define la gentrificación como “un proceso de cambio en el vecindario en un vecindario en el que históricamente ha sido desinvertido – por medio de la inversión en bienes raíces”. Esta definición también incluye los cambios que suceden cuando nuevos residentes de mayores ingresos se mudan al vecindario y alteran las estadísticas demográficas del vecindario en términos de raza y nivel educativo de los residentes.

**El desplazamiento**, como también lo define el Proyecto de Desplazamiento Urbano, ocurre “cuando las condiciones de vivienda o del vecindario realmente fuerzan las mudanzas”. Este desplazamiento puede ser físico o económico, con base en los edificios que se deterioran o en los costos de la vivienda que aumentan. El “desplazamiento excluyente” se da cuando estos factores evitan que algunos tipos de personas se muden al lugar, para empezar.

**Metro tiene un gran interés en garantizar que las personas que toman el transporte público puedan vivir cerca de él.**

Los residentes que viven dentro de un radio de media milla de una estación de tránsito y ganan menos de \$25,000 al año tienen tres veces más probabilidades de tomar el transporte que aquellos que ganan más de \$75,000 al año y viven cerca. Las investigaciones demuestran que el 73 por ciento de los pasajeros de Metro ganan menos de \$25,000 anuales. Para que Metro dé servicio a la mayoría de sus pasajeros, debe apoyar a las comunidades de bajos ingresos para que se beneficien directamente de las inversiones en el transporte y de la correspondiente revitalización de la comunidad.

### Lo que Metro hace para apoyar, proteger y estabilizar a las comunidades

A manera de reconocer este compromiso para apoyar a todas las comunidades para que se beneficien de las inversiones en el transporte, la Junta Directiva de Metro adoptó la **Política de Comunidades Orientadas al Transporte** (en inglés, Transit Oriented Communities, TOC) y la **Plataforma de Equidad**.

La **Política TOC** formalizó la importancia de incorporar consideraciones sobre el uso de las tierras y el desarrollo de la comunidad en la planeación de Metro y en la entrega de la infraestructura del transporte. La política reconoce que Metro no cuenta con el control regulador del uso de las tierras ni con la autoridad para promulgar directamente políticas que apoyen el desarrollo equitativo. Debido a esto, la política fomenta asociaciones con las municipalidades locales, con las organizaciones basadas en la comunidad y con una amplia variedad de interesados para permitir e incentivar la realización de las metas de la TOC:



**Metro**

Para obtener más información acerca de lo que Metro hace para apoyar, proteger y estabilizar comunidades, visite [metro.net/toc](http://metro.net/toc).

- > Aumentar el número de pasajeros y las opciones
- > Estabilizar y mejorar las comunidades que rodean el transporte
- > Hacer que las comunidades, las jurisdicciones y el público participen
- > Brindar beneficios de transporte a todos
- > Generar valor creado a través del transporte

La **Plataforma de Equidad** se basa en la planeación para la equidad desde el inicio de todos los esfuerzos de Metro, con una alta participación de la comunidad. Incluye cuatro pilares:

- > Definir y medir
- > Escuchar y aprender
- > Atención y cumplir
- > Capacitar y crecer

Metro también estableció una serie de programas en los que podemos apoyar directamente la protección y la creación de viviendas asequibles y pequeñas empresas:

- > **La Política de Desarrollo Conjunto** establece una meta de que el 35 por ciento de las viviendas que se construyan en la propiedad de Metro será asequible para los hogares, lo que hará que el 60 por ciento del área sea de ingreso medio o menor. Actualmente, se requiere que el 36 por ciento de todas las unidades construidas en los terrenos de Metro estén clasificadas como unidades asequibles. Para los proyectos en el canal, se propone que el 46 por ciento de las unidades cumpla con estos requisitos.

- > El programa de **Vivienda Asequible Conectada al Transporte de Metro** aprovecha \$9 millones de fondos de Metro con alrededor de \$50 a \$60 millones de fondos adicionales de fundaciones y prestamistas para la protección y la producción de viviendas asequibles en las comunidades de bajos ingresos cerca de los nodos de transporte de alta calidad. Del préstamo, el 75 por ciento apoyará la protección de las viviendas asequibles que ocurran de manera natural y el 25 por ciento apoyará las viviendas asequibles nuevas.
- > **El Fondo de Interrupción de Negocios** de Metro otorga hasta \$50,000 a las pequeñas empresas afectadas por la construcción de Metro Purple Line Extension, la construcción del Regional Connector en Little Tokyo y el proyecto de transporte de Crenshaw/LAX. A la fecha, Metro ha otorgado más de 840 subvenciones con un total de valor en subvenciones de \$20 millones.
- > **El Fondo de Préstamo a las Pequeñas Empresas de la TOC** de Metro ha invertido \$1 millón en un fondo de préstamos que se enfoca en las empresas pequeñas y locales. El enfoque es ayudar a que estas empresas se establezcan en espacios comerciales vacíos cercanos al transporte.

Más allá de estos programas y políticas existentes, Metro actualmente desarrolla el **plan de implementación de la TOC** para establecer una serie de programas y proyectos, junto con la métrica, que ampliará aún más los esfuerzos de Metro por abordar el desplazamiento de los hogares de bajos ingresos, fortalecer las oportunidades para las empresas pequeñas y locales, y conservar y mejorar los valores culturales de las comunidades. Debido a que Metro no cuenta con el control regulador del uso de suelo, este plan reconoce el papel destacado de Metro y la constante necesidad de asociarse con otras entidades para alcanzar las metas de la TOC de Metro.

## CONTACT US

 Elizabeth Carvajal, Senior Director  
Comunicades Orientadas al Transporte

 [carvajale@metro.net](mailto:carvajale@metro.net)

## **Attachment 2**

### **Post-Scoping Overview**

## Attachment 2: Post-Scoping Overview as of August 7, 2023

### Summary of Post-Scoping Community Meetings

Date	Location	Topics Discussed	Attendees	Comments Received	Stakeholder Groups
11/13/21	Virtual	Design Components and Access Points	43	16 Questions and Comments	<ul style="list-style-type: none"> <li>▪ Silverlake Chamber of Commerce</li> <li>▪ Barrio Planners</li> <li>▪ The River Project</li> <li>▪ Office of Mayor Eric Garcetti</li> <li>▪ City of South Gate</li> </ul>
11/17/21	Virtual	Design Components and Access Points	40	25 Questions and 8 Comments	<ul style="list-style-type: none"> <li>▪ Barrio Planners</li> <li>▪ San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy</li> <li>▪ LA Conservation Corps</li> <li>▪ LA LGBT Center</li> <li>▪ Los Angeles Walks</li> <li>▪ Los Angeles Union Station High School</li> <li>▪ Aliso Street Manufactured Gas Plant Historical Society</li> <li>▪ City of Los Angeles</li> <li>▪ City of Maywood</li> </ul>
09/29/22	Virtual	Design Components and Survey	73	23 Questions	<ul style="list-style-type: none"> <li>▪ Supervisor Janice Hahn's Office, District 4</li> <li>▪ Supervisor Hilda Solis Office, District 1</li> <li>▪ City of South Gate</li> <li>▪ LA River Public Art Project</li> <li>▪ Climate Resolve</li> <li>▪ Lincoln Heights Neighborhood Council</li> <li>▪ City of LA Bureau of Engineering</li> <li>▪ Aliso Street Manufactured Gas Plant Historical Society</li> <li>▪ LA Department of Water and Power (LADWP)</li> <li>▪ Reseda High School</li> </ul>
10/1/22	Virtual & In-Person @ Metro HQ	Design Components and Survey	31 (Virtual) 3 (In-Person)	28 Questions and Comments 1 Comment (In-Person)	<ul style="list-style-type: none"> <li>▪ In Person:</li> <li>▪ Supervisor Hilda Solis, District 1</li> </ul>

**Community Working Group Meetings:**

Date	Location	Topics Discussed	Attendees
8/23/21	Virtual	Project Update	8
8/24/21	Virtual	Project Update	4
8/30/22	Virtual	Design Elements and Survey Feedback	10

**Community-Based Organizations – CBO Strategy and identification of the CBOs to partner with is in development.**

**Attachment 3**  
**Interagency Coordination**

## ATTACHMENT 3: INTERAGENCY COORDINATION – as of 10/06/2023

Agency/Group	Meeting Date
Conceptual Design Report & Scoping Period Phase	
City of LA Planning	7/9/2018
City of LA River Works	7/9/2018
City of LA Planning	7/12/2018
City of LA	8/13/2018
LA County Public Works (LACPW)	8/21/2018
City of Vernon	8/28/2018
Project Development Team (PDT)	8/29/2018
LACPW	9/13/2018
City of LA	9/17/2018
PDT	10/11/2018
City of LA	10/15/2018
United States Army Corps of Engineers (USACE)	10/18/2018
LACPW	10/23/2018
City of LA Department of Transportation (LADOT)	10/30/2018
City of LA	11/19/2018
PDT	11/27/2018
City of LA	12/17/2018
Metrolink	1/7/2019
City of Vernon	1/24/2019
PDT	1/28/2019
City of LA Office of Historic Resources	2/6/2019
USACE	2/12/2019
City of LA	2/28/2019
Baker Commodities	2/28/2019
FedEx	3/8/2019
PDT	3/12/2019
LA County Bike Coalition	3/21/2019
Link US	3/25/2019
City of LA	5/2/2019
PDT	6/5/2019
Caltrans District 7	9/16/2019

Agency/Group	Meeting Date
Wayfinding Coordination	9/17/2019
USACE	10/31/2019
Wayfinding Coordination	11/12/2019
Conceptual Engineering & Environmental Document Phase	
Gabrieleño Band of Mission Indians - Kizh Nation	12/12/2019
City of LA	1/29/2020
City of LA (Lincoln Heights Jail Development)	2/7/2020
City of LA	2/7/2020
LACPW Master Plan	4/1/2020
City of LA Bureau of Engineering (LABOE) - Valley LA River Greenway	4/8/2020
USACE	12/21/2020
California High-Speed Rail Authority (CHSRA)	1/13/2021
670 Mesquite Development	2/5/2021
LADWP	2/24/2021
LABOE	2/26/2021
City of LA (Fish Passage)	3/11/2021
Metabolic Studios	4/15/2021
Metro Real Estate	4/29/2021
USACE	4/29/2021
PDT	6/8/2021
City of LA (Fish Passage)	6/29/2021
LADWP	8/16/2021
Bottom of Channel Project Team	8/24/2021
LABOE	10/15/2021
LADWP	10/18/2021
CHSRA	1/12/2022
LACPW	2/3/2022
USACE Section 408 Permit	2/8/2022
Metro Real Estate	2/28/2022
City of LA (Fish Passage)	3/14/2022
PDT	3/15/2022
USACE (Ecosystem Restoration Project)	3/31/2022
Link US Project Team (Bike Bridge Coordination)	6/2/2022
PDT	6/7/2022
Metrolink	6/17/2022
USACE (Ecosystem Restoration Project)	6/29/2022
City of LA (Fish Passage)	7/14/2022
Metro Real Estate	7/25/2022

Agency/Group	Meeting Date
USACE (Ecosystem Restoration Project)	8/11/2022
Metrolink	8/18/2022
PDT	8/24/2022
LADWP	9/13/2022
USACE (Ecosystem Restoration Project)	9/19/2022
PDT	10/5/2022
CHSRA	10/12/2022
City of LA (Fish Passage)	10/13/2022
City of LA (Lincoln Heights Jail Development)	10/18/2022
Metro Real Estate	10/24/2022
LABOE	11/2/2022
LACPW	1/5/2023
City of LA Riverworks	1/8/2023
LABOE	1/9/2023
City of Vernon	1/11/2023
Metabolic Studios	2/8/2023
City of LA (Sixth St PARC)	2/15/2023
LACPW	2/16/2023
Metro Art	2/27/2023
Metro Real Estate	4/3/2023
First Responders: City of Los Angeles Police Department (LAPD) City of Los Angeles Fire Department (LAFD) City of Vernon Police Department (VPD) City of Vernon Fire Department (VFD) Los Angeles County Sheriff's Department (LASD)	4/10/2023
CHSRA	4/20/2023
LACPW	4/26/2023
LADOT	5/3/2023
LA Department of Building and Safety (LADBS)	5/9/2023
RWQCB	6/8/2023
First Responders: LACFD LAPD	8/9/2023
LASAN	9/26/2023
USACE	9/27/2023