

We're creating a seamless path for walking and biking along the LA River.

LA RIVER PATH Fact Sheet



Metro

Overview

Metro has a plan to make it easier to get around LA. It includes creating complete streets.

The LA River Path project works to create a safe and efficient active transportation travel option by closing the largest continuous gap in the LA River Path network. This project will connect the San Fernando Valley with the Long Beach paths, through the communities in between.

Project Overview

Metro's LA River Path Project will complete an eight-mile active transportation corridor between Elysian Valley and the City of Maywood, closing the largest remaining gap in the LA River Path network. The new path will provide a continuous, grade-separated space for walking and biking—connecting the San Fernando Valley to Long Beach.

The new section of path will directly serve communities, including Elysian Valley, Cypress Park, Lincoln Heights, Chinatown, downtown LA, the Arts District, Boyle Heights, Vernon and Maywood—many of which have lacked access to safe and convenient active transportation.

Project Update

Metro has prepared a Draft Environmental Impact Report (EIR) to evaluate the LA River Path project, which travels along the existing LA River, and the potential for environmental impacts per California Environmental Quality Act (CEQA). If environmental impacts are found, the Draft EIR will identify potential mitigations to reduce or avoid significant impacts.

The Draft EIR evaluates seven alignments, all of which travel along the LA River and described below:

Proposed project: Includes seven river crossings and nine new access points: four on the west bank and five on the east bank of the river.

> Direct connections to Lincoln Heights, Boyle Heights, Arts District and Vernon

Option 1: Includes six river crossings and 11 new access points: six on the west bank and five on the east bank of the river.

> Direct connections to Lincoln Heights, Chinatown, Little Tokyo, Arts District and Vernon

Option 2: Includes seven river crossings and nine new access points: four on the west bank and five on the east bank of the river.

> Direct connections to Lincoln Heights, Boyle Heights, Arts District and Vernon

Mostly-East Bank Alternative: Includes five river crossings and nine new access points: three on the west bank and six on the east bank of the river.

> Direct connections to Chinatown, Boyle Heights and Vernon

Mostly-West Bank Alternative: Includes six river crossings and 10 new access points: six on the west bank and four on the east bank of the river.

> Direct connections Lincoln Heights, Chinatown, Little Tokyo, Arts District and Vernon

Shortened Northern Path Alternative: Is a shortened version of the proposed project and includes four river crossings and five new access points: two on the west bank and three on the east bank of the river, covering 3.2 miles, between Riverside Drive and Sixth Street.

> Direct connections to Lincoln Heights, Boyle Heights and Arts District

Shortened Southern Path Alternative: Is a shortened version of the proposed project and includes four river crossings and six new access points: three on the west bank and three on the east bank of the river, covering five miles, between First Street and Atlantic Boulevard.

> Direct connections to Boyle Heights, Arts District and Vernon

All seven path alternatives move back and forth across the LA 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, elevated and incised path types.

Draft Environmental Impact Report Available for Review

Metro has prepared the Draft Environmental Impact Report (EIR) for the LA River Path project pursuant to the California Environmental Quality Act (CEQA). The purpose of the Draft EIR is to analyze the seven alternatives and their respective impacts on the environment. Draft EIR addresses the following topics:

> Aesthetics and Visual Resources

> Biological Resources

> Cultural Resources

> Air Quality

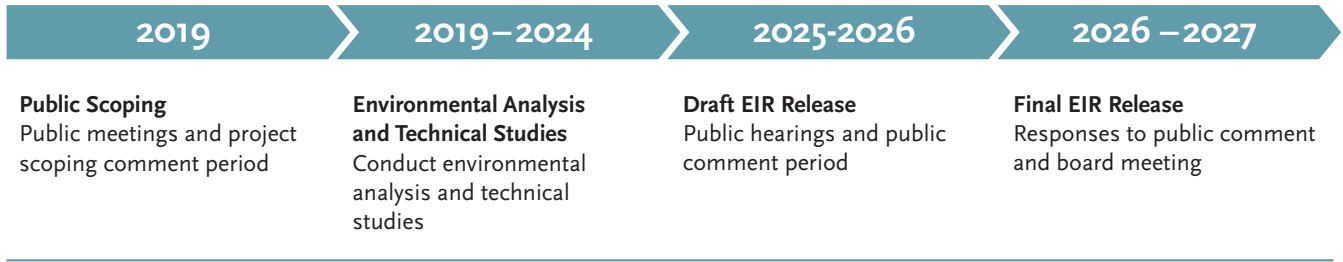
- > Energy
- > Geology and Paleontological Resources
- > Greenhouse Gas Emissions
- > Hazards and Hazardous Materials
- > Hydrology and Water Quality
- > Land Use
- > Noise and Vibration
- > Population and Housing
- > Public Services /Safety and Security
- > Recreation
- > Transportation
- > Tribal Cultural Resources
- > Utilities and Service Systems
- > Wildfire

The Draft EIR describes the project design features and identifies mitigation measures to reduce potentially significant impacts during construction and operation of the future LA River Path.

PROJECT MAP



Project Timeline



ONGOING PUBLIC PARTICIPATION

Schedule subject to change.

Project Objectives

- > Providing, to the extent feasible, a seamless pedestrian and bicycling path between the San Fernando Valley in Los Angeles and the LA River Bicycle Path in Long Beach
- > 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 LA County, thereby reducing trip lengths and expanding travel choices
- > Improving access to opportunity for historically under-invested communities, especially for low income households earning less than \$60,000 per year and in marginalized communities
- > Creating a path that feels safe, comfortable and is a world-class transportation facility open to people of all ages and abilities

- > Creating a path that meets the needs of both recreational and utilitarian users

What's Next

The Draft EIR is available for review, including a public review period from December 18, 2025, through February 2, 2026. During the review period, the public will have an opportunity to comment on the Draft EIR and attend virtual and in-person public hearings.

At the end of the Draft EIR public review period, Metro will summarize project findings and recommend a Locally Preferred Alternative (LPA) for the Metro Board to consider. The Metro Board will vote to select the LPA to continue analyzing and incorporating responses to public comments into the Final EIR. Concurrently, Metro will need to identify the agency to construct, operate and maintain the project before the project is approved and the design is advanced.

The public will have other opportunities to provide input as ongoing community involvement is vital throughout the environmental review process. Please visit the project website for additional information and to access an interactive version of the Draft EIR at metro.net/lariverpath or scan the QR code.

CONTACT US

Please use the following contact tools to access more project information, ask a question or provide comments.

- Metro One Gateway Plaza, MS 99-22-5
Los Angeles, CA 90012
- 213.922.7001
- lariverpath@metro.net
- metro.net/lariverpath
- [@metrolosangeles](https://twitter.com/metrolosangeles)
- [losangelesmetro](https://facebook.com/losangelesmetro)

