



Welcome/ *Bienvenidos*

Thank you for joining us.

Agenda

6:30-6:45pm	Open House
6:45-7:15pm	Project Presentation
7:15-8:25pm	Public Comment
8:25-8:30pm	Closing Remarks



Welcome/ *Bienvenidos*

Thank you for joining us.

Agenda

6-6:15pm	Open House
6:15-6:45pm	Project Presentation
6:45-7:55pm	Public Comment
7:55-8pm	Closing Remarks



Welcome/ *Bienvenidos*

Thank you for joining us.

Agenda

10-10:15am	Open House
10:15-10:45am	Project Presentation
10:45-11:55am	Public Comment
11:55am-12pm	Closing Remarks

Public Hearing Guidelines

We want your feedback and input. Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments, and concerns about this project. To provide a safe and equitable process during this hearing, we ask for your help.

During this public hearing, please:

- > Turn cell phones off or set them to vibrate
- > Respect the format of the meeting and allow everyone an opportunity to speak
- > Do not block the view of other participants
- > Address all comments to Metro staff and consultants - not to other attendees
- > Maintain a conversational tone
- > Treat fellow community members, agency representatives, Metro staff and others with respect both during and after the hearing

About the Project



The LA River Path (LARP) project is a proposed multi-use bicycle and pedestrian path extension from Elysian Valley to Maywood, through Downtown Los Angeles and the City of Vernon. The project will close the existing eight-mile 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, the Industrial District, Boyle Heights, East Los Angeles and the cities of Vernon and Maywood.

Proposed Project



Option 1



Option 2



Mostly-East Bank



Mostly-West Bank



Shortened Northern Path



Shortened Southern Path



Project Features

ACCESS POINTS

- > Where users can enter or exit the LA River Path, connecting them to nearby neighborhood
- > May include amenities like wayfinding, seating, and landscaping



PATH TYPES

- 3 Path Types
 - > Elevated
 - > Incised
 - > Top of Bank



BIKE-PED BRIDGES

- 2 Bridge Types
 - > Multi-span
 - > Single-span



Destinations along the LA River Bike Path



2 LA State Historic Park/Chinatown



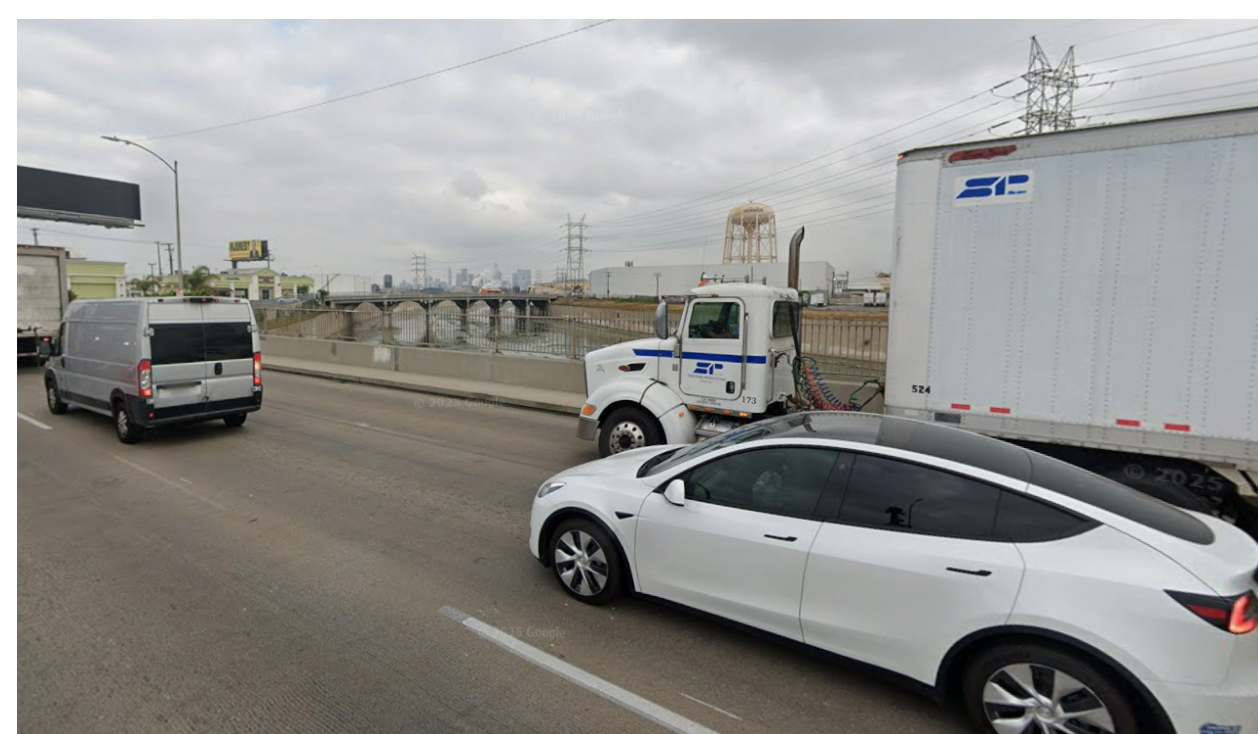
5 Union Station/DTLA



7 Sixth St. Bridge/Arts District



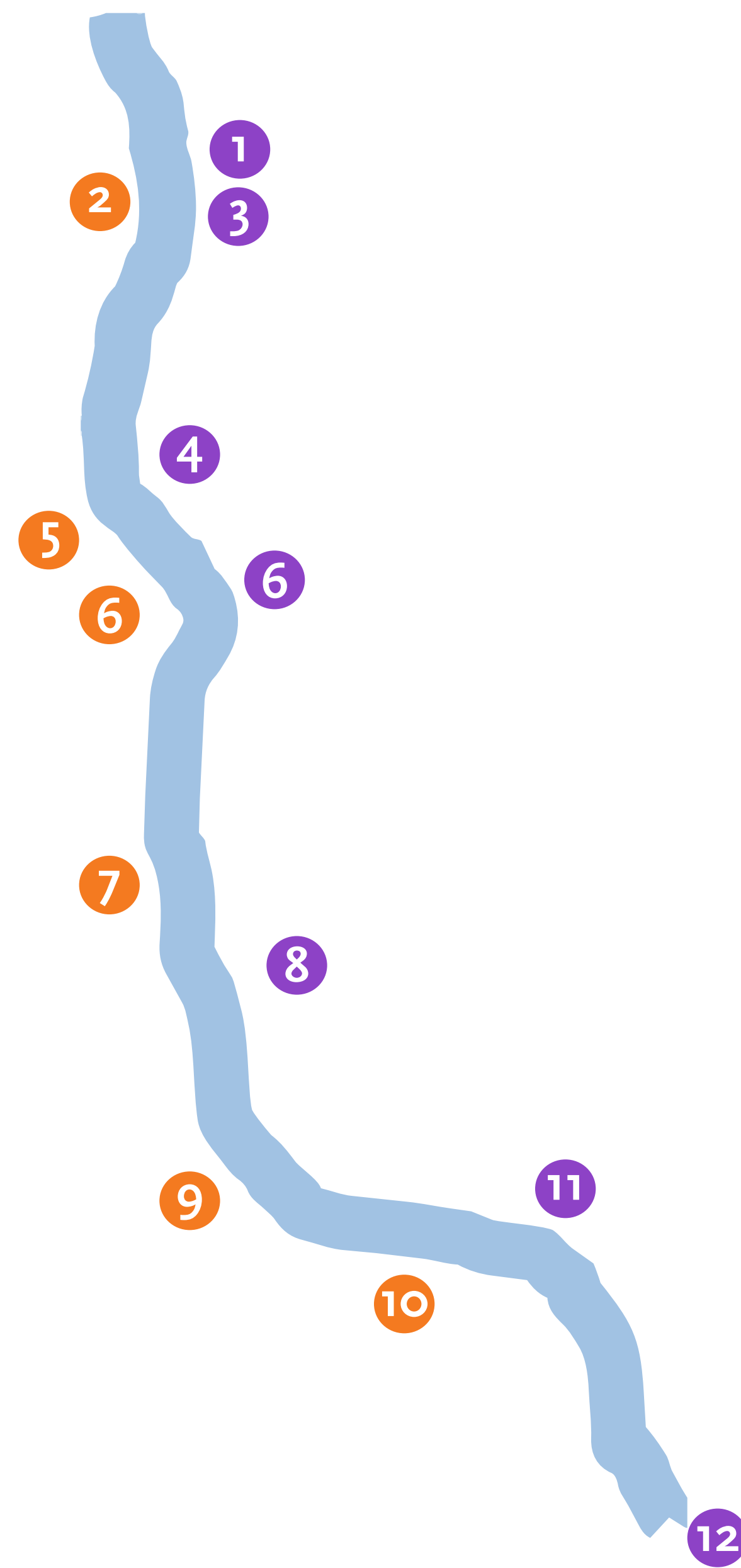
9 Washington Blvd./Boyle Heights



10 Bandini Soto Triangle/Vernon



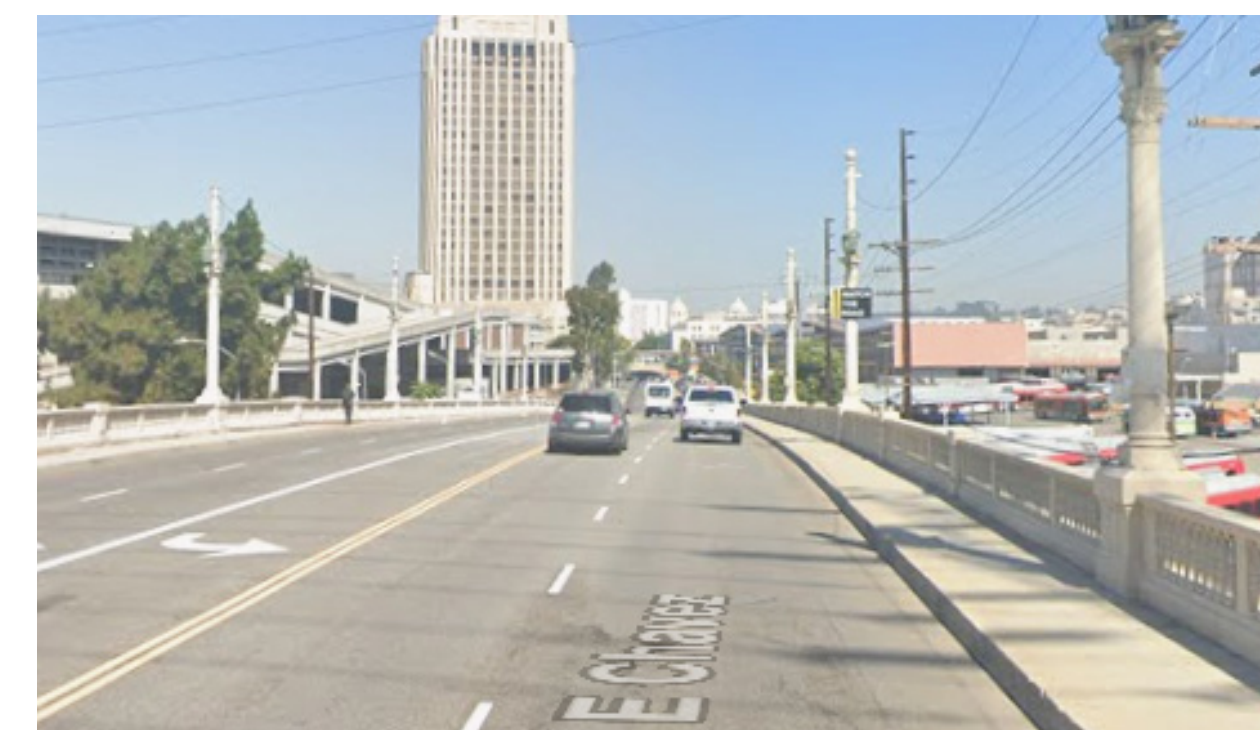
12 Atlantic Blvd.(new)/Vernon



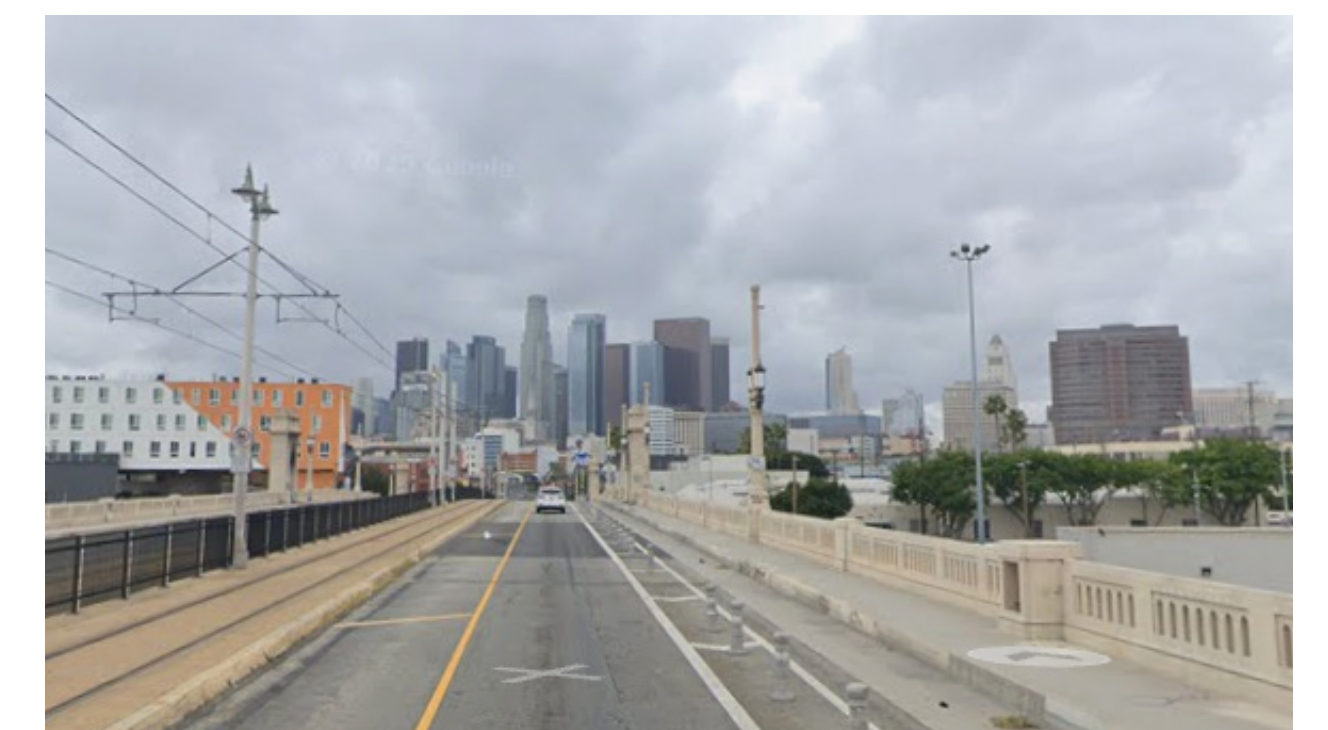
1 Ed Reyes Greenway/Lincoln Heights



3 Albion Park/Lincoln Heights



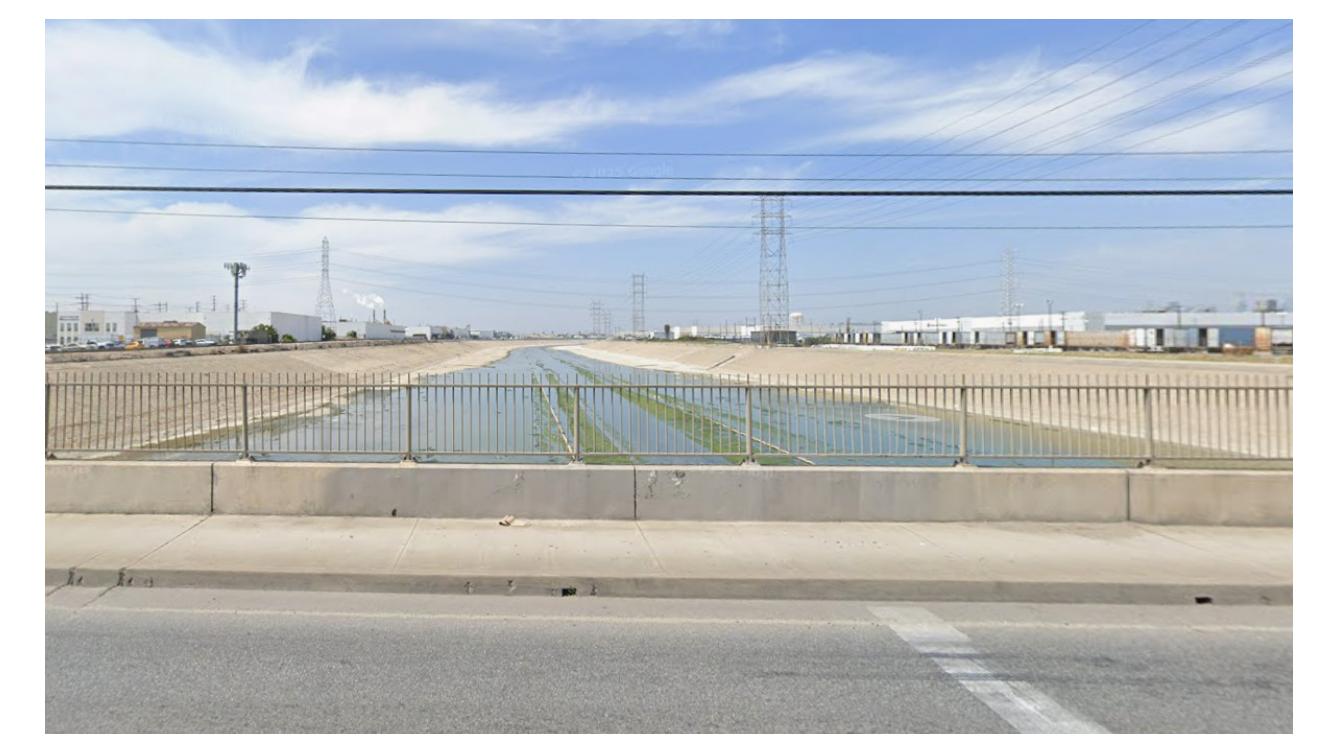
4 Mission/Chavez/DTLA



6 6 First Street/Boyle Heights



8 Seventh St./Boyle Heights



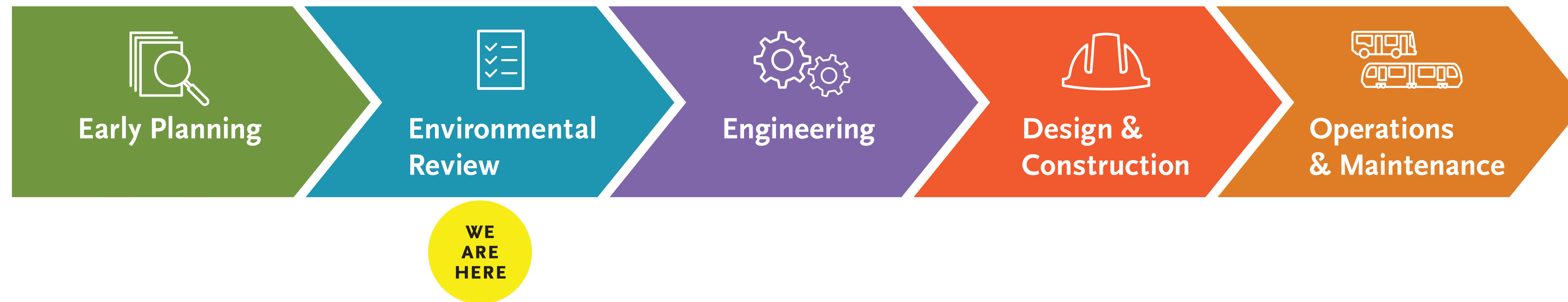
11 Downey Rd./Vernon



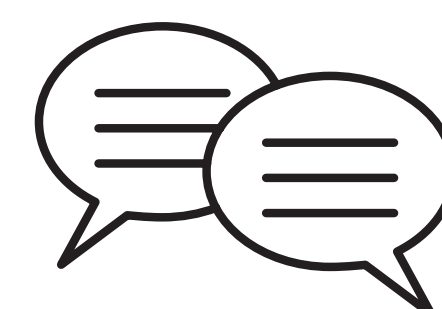
LA RIVER PATH

Timeline

Project Development Process



Project Schedule



ONGOING PUBLIC PARTICIPATION

What we heard from you helped shape the project

- > **2 most important objectives:** Efficient & Sustainable; User Experience
- > **2 most important design features:** Lighting, Shade Structures
- > **4 most important accesses to destination:** Union Station, LA State Historic Park, First Street Bridge, Sixth Street Tunnel

Recurring Comments from Post-Scoping (Dec 2019) to Date

Access & Connectivity

Safety & Security

Air Quality

Wayfinding

Project support



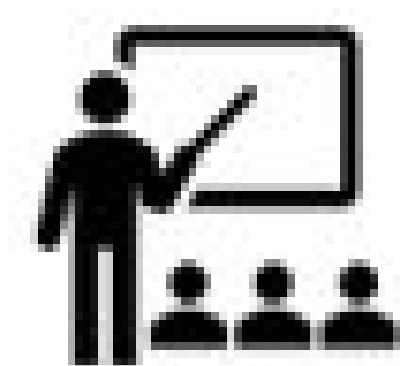
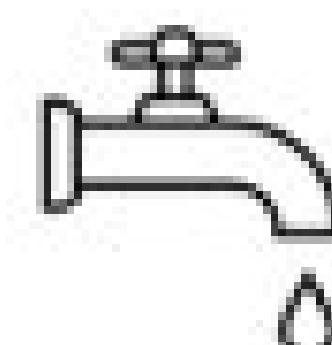
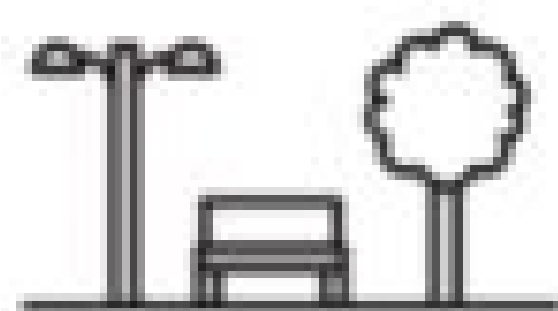
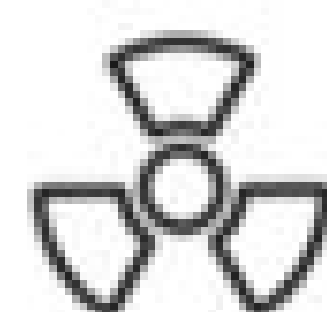
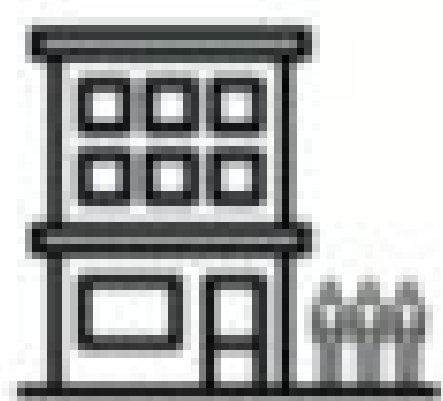
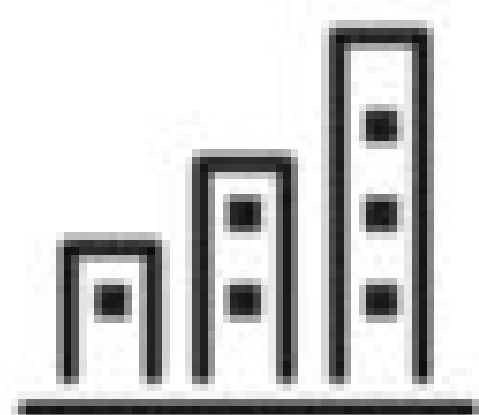
Evolution of Alternatives



Environmental Impacts Studied

The environmental evaluations will help identify short-term and long term cumulative impacts of the project on the environment as well as assess potential mitigation measures to address associated impacts.

- > Aesthetics and Visual Resources
- > Air Quality
- > Biological Resources
- > Cultural Resources
- > 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 System Services
- > Wildfire
- > Other impacts per CEQA



Impacts and Mitigations

Level of Impact	During Construction	During Operations (after completion of project)
Significant & Unavoidable	Geology Noise/Vibration	
Less than Significant with Mitigation	Biological Resource Cultural Resources Hazardous Materials Hydrology and Water quality Tribal Cultural	Hydrology and Water Quality
No Impact/ Or Less than Significant	Aesthetics Energy Land Use Public Service/Safety Transportation Wildfire Air Quality Greenhouse Gas Population/Housing Recreation Utilities	All resources under "During Construction" + Biological Resources Geology Noise/Vibration Cultural Resources Hazardous Materials Tribal Cultural

Geology

Significant & Unavoidable Impact: Have the potential to directly or indirectly impact unique paleontological resources

Mitigation measures implemented would decrease the risk, but construction of the river crossings and elevated top-of-bank would require substantial excavation that would increase the potential of impact to paleontological resources.

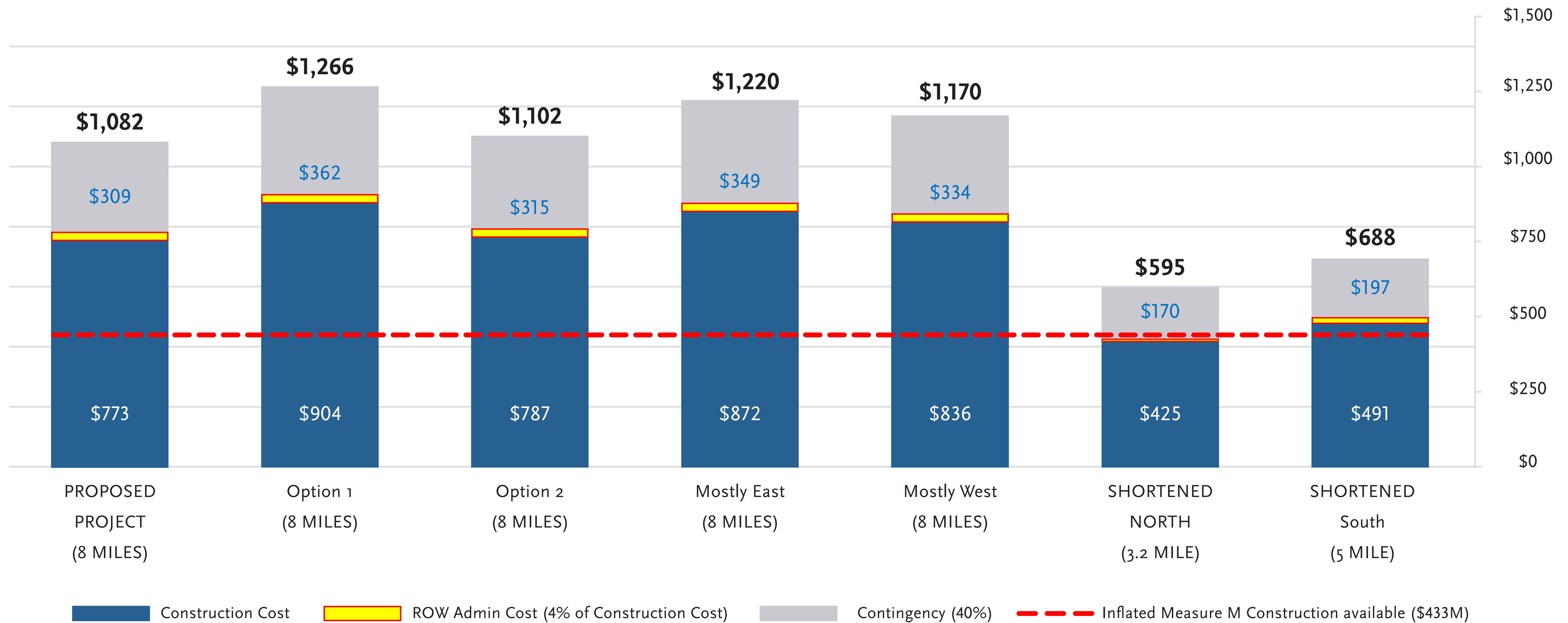
Noise and Vibration

Significant & Unavoidable Impact: Temporary or periodic increase in noise and vibration levels that exceed FTA impact criteria

Mitigation measures implemented do not reduce noise and vibration thresholds during construction.

Preliminary Cost Estimates for 7 Draft EIR Alternatives

CAPITAL COST ESTIMATES (IN MILLION - 2025\$)



Note: Cost based on 15% design; includes 40% contingency and no public ROW costs to the Project, no escalation

*Shortened paths are shortened Proposed Project
Option 1 is closest to Measure M-assumed design*



Major Cost Drivers: From Measure M to the Draft EIR

Measure M Project: LA River Waterway and Bike Path - Elysian Valley to Maywood

Constructs eight-mile bike path along the LA River connecting the Elysian Valley to the City of Maywood through downtown Los Angeles.

MEASURE M (2015\$):
(Based on 2016 Feasibility Study)
Less than 5% Design
Path on one side of the LA River
12 feet path width (minimal elevated structures)

CONCEPTUAL DESIGN (2019\$):
5% Design
Path on both sides of river
Addition of bike/ped only new bridges
16-20 feet path width
50%-66% on structure

Draft EIR (2025\$):
15% Design
Same as CONCEPTUAL DESIGN plus Design refinements, and in response to community feedback and comments from Agency Stakeholders (LADWP, USACE)
~9.1-10.1 miles: 46%-56% on structure

COST ESTIMATES (using Proposed Project as example)

	MEASURE M (2015\$)	CONCEPTUAL DESIGN (2019\$)	Draft EIR (2025\$)
CONSTRUCTION COST *	\$290 M	\$346 M	\$773 M
CONTINGENCY	\$75 M (~26%)	\$97 M (~28%)	\$309 M (~40%)
TOTAL COST	\$365 M	\$443 M	\$1,082 M

Note: * Construction Cost includes ROW Admin Cost for DEIR Cost

Draft EIR Public Hearings

Wednesday, January 21, 6:30-8:30pm

Lincoln Heights Senior Center

2323 Workman St, Los Angeles, CA 90031

Tuesday, January 27, 6-8pm

Maywood Center for Enriched Studies

5800 King Av, Maywood, CA 90270

Thursday, January 29, 6-8pm

Webinar Link: bit.ly/larp_deir

Webinar ID: 833 2236 2142

Call in Number: 833 548 0276

Saturday, January 31, 10am-12pm

Felicitas and Gonzalo Mendez Senior High School

1200 Plaza Del Sol E, Los Angeles, CA 90033

In person public hearings are subject to change. All Metro meetings are accessible to persons with disabilities. Spanish translation provided. Other ADA accommodations and translations available by calling 323.466.3876 at least 72 hours in advance.



Draft Environmental Impact Report (EIR) Process

Provide Public Comments Via:

- > Project website comment window: <https://us.planengage.com/lariverbikepath>
- > Email: lariverpath@metro.net
- > Mail: c/o Mitali Gupta, Project Manager, Metro One Gateway Plaza
Mail Stop: 99-13-5 Los Angeles, CA 90012
- > Phone: 213.922.7001
- > Attend the Public Hearings and provide comments to the Draft Environmental Impact Report (EIR) to help Metro select the Locally Preferred Alternative (LPA)

How to Effectively Comment

- > Review project information and Draft EIR chapters, starting with the Executive Summary.
- > Provide objective comments and not personal opinions.
- > Identify specific parts of the Draft EIR or issue.
- > Include any supporting information, such as references, where available.

Purpose of Public Hearings and Comment Period

- > An opportunity for the public to review and comment on the analysis of environmental impacts.
- > Helps Metro understand concerns related to the environmental awareness.
- > Provides an opportunity to address concerns related to any direct or indirect impacts in the Final EIR.

Scan the QR code to access the interactive DEIR via planengage.



Next Steps

During and following the selection of an LPA, Metro will continue to identify and finalize the Owner, Operation and Maintenance Agency for the Project.

The Final EIR will:

- > Review and respond to comments received during the DEIR public review period
- > Include a Mitigation Monitoring and Reporting Plan (MMRP) to address any project impacts identified in the environmental document



Draft EIR & Decision Making Process

What is the Draft Environmental Impact Report?

The Draft Environmental Impact Report (EIR) is a formal study, required under the California Environmental Quality Act (CEQA), which:

- > Analyzes the significant environmental impacts of each alternative
- > Evaluates the impacts of each alternative on 18 environmental resources and other resources per CEQA, and
- > Identifies ways to reduce or “mitigate” significant impacts where feasible

Decision-Making Process

Upon completion of the public review period for the Draft EIR, the Metro Board will meet to discuss the project and vote for a Locally Preferred Alternative (LPA) during a public board meeting based on key findings from:

- > Draft EIR
- > Community Input
- > Cost Estimates
- > Environmental Analysis
- > Schedule
- > Alternatives Options
- > Project Need and Purposes
- > Technical Feasibility

Decision Making Process

Upon completion of the public review period for the Draft EIR, the Metro Board will meet to discuss the project and vote for a Locally Preferred Alternative (LPA) during a public board meeting based on key findings from:

- > Draft EIR
- > Community Input
- > Cost Estimates
- > Environmental Analysis
- > Schedule
- > Alternatives Options
- > Project Need and Purposes
- > Technical Feasibility

