Los Angeles County
Metropolitan Transportation Authority

DRAFT EIR OUTREACH SUMMARY

LA River Path



Metro

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1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated a Draft Environmental Impact Report (EIR) for the Los Angeles River Path Project (Project) pursuant to the California Environmental Quality Act (CEQA). Metro is the lead agency for the Project. The Project is a proposed an 8-mile pedestrian and bike path to create a continuous 32-mile path extending from Griffith Park through Downtown Los Angeles to the City of Vernon and connecting to Long Beach along the LA River.

In December 2025, Metro issued a Notice of Availability (NOA) initiating the Draft EIR public comment Review Period under the CEQA. The Draft EIR Review Period commenced on December 18, 2025, and ended on February 2, 2025, for a 47-day comment period to allow the public sufficient opportunity to comment on the Project. In January 2026, Metro held four public hearings to provide information on the Draft EIR and receive public comments. Three of these public hearings were held in-person, while one was held virtually.

In addition to a recording of the virtual public hearing, Project information, Draft EIR chapters, non-CEQA reports (i.e., technical reports on topics not evaluated in CEQA such as capital costs and conceptual engineering), and interactive maps were made available online throughout the Review Period via the **Project website**, **ArcGIS StoryMap**, and the interactive **PlanEngage** site that hosted the complete Draft EIR.

The outreach report summarizes both the Draft EIR efforts and comments received during the 47-day Review Period. It includes five main sections and appendices, as described below:

> Section 1: Introduces the report, describes the purpose of the Draft EIR and an overview of the Project, and includes information on the Notice of Availability (NOA).

> Section 2: Provides information on the Draft EIR process, agency roles, cooperating agencies, tribal consultation, legally required notification methods, and public agency participation.

> Section 3: Provides an overview of the public comment themes received and comments from agencies during the 47-day Review Period. Full comments received during the Review Period will be responded to in the Final EIR.

> Section 4: Provides an overview of participation at the public hearings.

> Section 5: Provides an overview of the next steps in the environmental process.

> Appendices: Provide all the supporting materials used during the public hearings as well as copies of comments received. The appendices also include copies of the NOA, meeting materials provided at the public hearings, newspaper ads and other supporting materials

1.1 Project Overview

1.1.1 Project Area

The main purpose of the Project is to provide a safe and world-class active transportation path along the LA River between Elysian Valley in the City of Los Angeles and the Cities of Vernon and Maywood. The Project would enhance recreational opportunities, livability, regional and local connectivity, access to economic opportunity, and separation from vehicular traffic for people of all ages and abilities, while providing an outstanding user experience. This new transportation facility would contribute to improved health, economic, environmental, transportation, and equity issues throughout and beyond the study area.

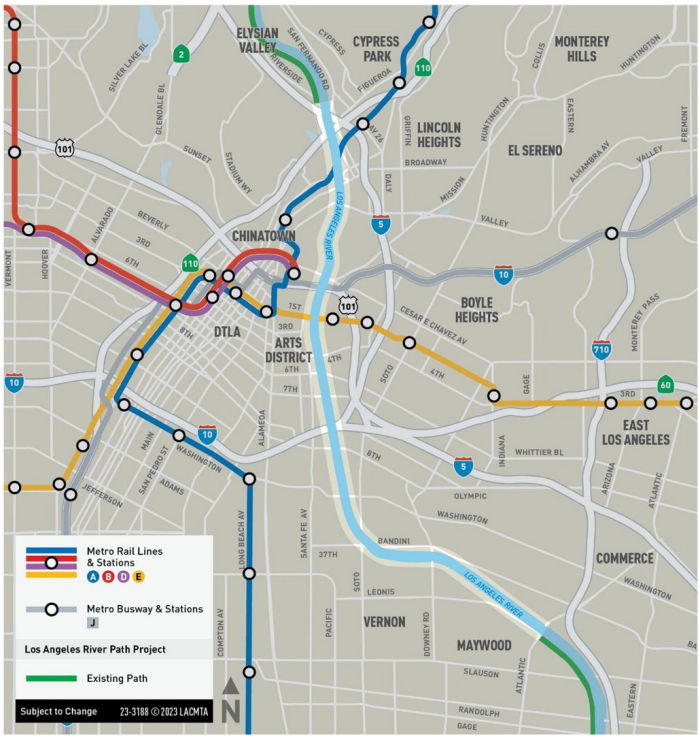
Metro is evaluating a Proposed Project and its two options, Option 1 and Option 2, which vary in their path types, access points, river crossings, connectors, ancillary path elements, and design variations. The Proposed Project spans approximately 9.6 miles in length and includes seven river crossings and nine access points: four on the west bank and five on the east bank on the river, as shown in Figure ES-3 of the Draft EIR. Additionally, the Proposed Project includes improvements to the existing access point on the west bank of the river at Atlantic Boulevard in the City of Vernon. The Proposed Project would be in close proximity (0.5 to 1 mile) to the Union Station, Chinatown Station, Pico/Aliso Station, Washington Station, Little Tokyo/Arts District Station, and Lincoln/Cypress Station.

Option 1 retains most components of the Proposed Project, with some modifications. These modifications result in a slightly longer route for Option 1, which would span approximately 10.1 miles. Option 1 would have the same path types as the Proposed Project (refer to Section 2.5.1.4 of the Draft EIR) though with some changes in locations and compositions, with 56% elevated, 9% top-of-bank, and 35% incised path types. Option 1 would cross the river six times and would have 11 access points: six on the west bank and five on the east bank, including improvements to the existing Atlantic Boulevard access point in the City of Vernon. Like the Proposed Project, Option 1 would be in close proximity to 6 Metro stations.

Option 2 would retain most components of the Proposed Project, with some changes. These modifications would result in a slightly shorter alignment for Option 2, which would span approximately 9.1 miles. Option 2 would have the same path types as the Proposed Project though with some changes in locations and compositions, with 47% elevated, 19% top-of-bank, and 34% incised path types. Option 2 would cross the river seven times and would have nine access points: four on the west bank and five on the east bank of the river, including improvements to the existing Atlantic Boulevard access point in the City of Vernon. Like the Proposed Project and Option 1, Option 2 would be in close proximity to 6 Metro stations.

The Draft EIR outlines the Project objectives, describes the Project design, operations, and maintenance. It discloses potential environmental impacts in the short-term (construction) and long-term (operations) and mitigation measures to reduce or eliminate potential environmental impacts from the Project. The Draft EIR also considers a range of reasonable project alternatives that could meet most of the basic project objectives and to substantially reduce or eliminate significant impacts associated with the Project. This includes a No Project Alternative option, Mostly-East Bank, Mostly-West Bank, Shortened Northern Path, and a Shortened Southern Path Alternative.

Figure 1 Project Map and Project Area



1.2 Project Description and Objectives

The Project would create a pedestrian and bicycling path regionally located in the center of Los Angeles County, California, and would close the longest remaining 8-mile gap between the existing Los Angeles River Greenway Trail and the existing LA River Trail along the LA River, allowing for a continuous 32-mile path extending from Griffith Park through Downtown Los Angeles to the City of Vernon and connecting to Long Beach along the LA River. Land uses within the Project study area and surrounding area are predominantly industrial or contain infrastructure such as utility and flood-control facilities, with some residential, commercial, religious, and open space land uses near the Project. The Project would improve health, economic, environmental, transportation, and equity conditions throughout and beyond the Project study area.

The Project objectives include:

> 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 Los Angeles 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.

2.0 Draft EIR Review Period Process

The following list summarizes the activities completed at the start of and during the Draft EIR Review Period process for the Project:

> Filing a NOA with the County Clerk/Recorder of Los Angeles County and with the State Clearinghouse, including a Notice of Completion (NOC) to the Governor's Office of Planning and Research's (OPR) State Clearinghouse, to formally initiate the Draft EIR review period.

> Placing legal NOA notices in newspapers of general circulation.

> Mailing the NOA to potentially affected government agencies, residents, tribal groups, and businesses to advise them of Project initiation and to invite participation in public hearings.

> Placing copies of the Draft EIR for review at local repositories in the corridor.

> Translating key documents from English to Spanish.

> Holding meetings with potentially affected and/or interested parties in the Project Area.

> Recording comments that were received at, and subsequent to, the public hearings.

Comments received during the Draft EIR Review Period process become part of the public record as documented in this summary report. The comments and questions received during the Draft EIR Review Period process will be reviewed, considered by Metro, and responded to in the Final EIR.

The first step in the Draft EIR Review Period for this Project was the filing of a NOA (California Code of Regulations, Title XIV, 15105). The NOA was filed with both the Los Angeles County Clerk and State Clearinghouse on December 18, 2025, including a NOC with the State Clearinghouse. The NOA provided notice for responsible agencies (the three cities along the corridor and Caltrans) and members of the public to transmit their comments on the content of the Draft EIR, focusing on specific information related to their own statutory responsibility, by February 2, 2026, or within 47-days of receipt of the NOA from the lead agency. A Lead Agency is defined by the CEQA Guidelines, Section 15367, as the public agency with the principal responsibility for carrying out or approving a Project. As the Lead Agency for the Project, Metro is responsible for preparing an EIR. The NOA, supplemental documents, and distribution list are available in Appendix A of this report.

The Draft EIR Public Review Period is required by CEQA policies. During the Draft EIR Public Review Period, Metro hosted three in-person public hearings and one virtual public hearing where the public was able to provide comments. The Draft EIR Public Review Period also includes consultation with resource agencies, other local, state, and federal agencies, and cooperating and responsible agencies, including the US Army Corps of Engineers (USACE). As the Lead Agency for this Project, Metro invited all interested individuals and organizations, public agencies, and Native American Tribes to comment on the content of the Draft EIR, including the Proposed Project, the route options studied, the impacts evaluated, and the evaluation methods used.

2.1 Draft EIR Review Period Notification

Per CEQA Guidelines, Section 15105, a Public Review Period is required when issuing the availability and completion of a Draft EIR. Metro hosted public hearings where the public was able to provide comments regarding the content and findings of the overall project plans. Metro conducted three in-person public hearings and one virtual public hearing during the Public Review Period. Additional details of those meetings can be found in Section 3 (Public Hearing Activities and Outcomes) of this report. Per CEQA requirements, Metro notified federal, state, county, and city agencies within the project study area, including responsible agencies, public agencies that have legal jurisdiction with respect to the Project, and other organizations or individuals that requested notice. Additionally, a copy of the NOA was filed with the Los Angeles County Clerk and State Clearinghouse. Legal advertisement notices were published in three newspapers of general circulation in the Project area, 15,046 postcards mailed, and 47,975 flyers were delivered door-to-door to residents and businesses within the study area.

2.2 Legal Ads – Newspapers

As required by CEQA Guidelines, Section 15105, legal advertisement notification of the NOA and Draft EIR Review Period for the Project was conducted in areas affected by the Project. Notices were published in three newspapers of general circulation in the affected areas as required by Section 6061 of the Government Code. The three publications listed in the table below were selected because they were the highest circulation newspapers within communities located in the Project area. All legal advertisements and proof of publication certificates are located in Appendix A of this report.

Table 1 Legal Ads

Publication	Date
Los Angeles Times	December 18, 2025
La Opinión	December 18, 2025
Daily News	December 18, 2025

2.3 Agency Notification

CEQA Guidelines, Section 15105 requires that upon completion and availability of a Draft EIR, the lead agency shall immediately send notice of that by mail or an equivalent procedure to each responsible agency, the Office of Planning and Research, and those public agencies having jurisdiction by law over natural resources affected by the Project that are held in trust for the people of the State of California.

Once notified, those agencies shall respond to the lead agency on the content of the Draft EIR and environmental issues related to their agency's area of statutory responsibility to be responded to in the Final EIR. The information shall be specified in writing and shall be communicated to the lead agency by certified mail or equivalent procedure within the Public Review Period specified in the NOA. The lead agency shall request similar guidance from appropriate federal agencies under CEQA Guidelines, Section 15105.

CEQA Guidelines, Section 15105 recommends the lead agency to provide notice of at least one public hearing 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. Metro mailed letters, including a copy of the NOA and copies of the Draft EIR and other technical reports on a flash drive, inviting relevant public agencies to participate in the public hearings and be aware of the Draft EIR Review Period.

2.4 Mailings and Other Notification Methods

To maximize public awareness, a variety of notification methods were implemented in advance of the public hearings. These included:

> Mailing bilingual (English/Spanish) notices to 15,046 addresses.

> Distributing electronic noticing to the Project database of over 6,689 contacts.

> Distributing 47,975 flyers door-to-door within the project study area.

> Advertisements on Metro's Project website.

> Obtaining paid media advertisements and earned media through organic publicly gained media, including stories from local blogs, print, and online newspapers advertising the meetings, including Rafu Shimpo and El Classificado.

Table 2 Display Ads

Paid Media Advertisements	Date
Rafu Shimpo	December 18, 2025
El Classificado	December 18, 2025

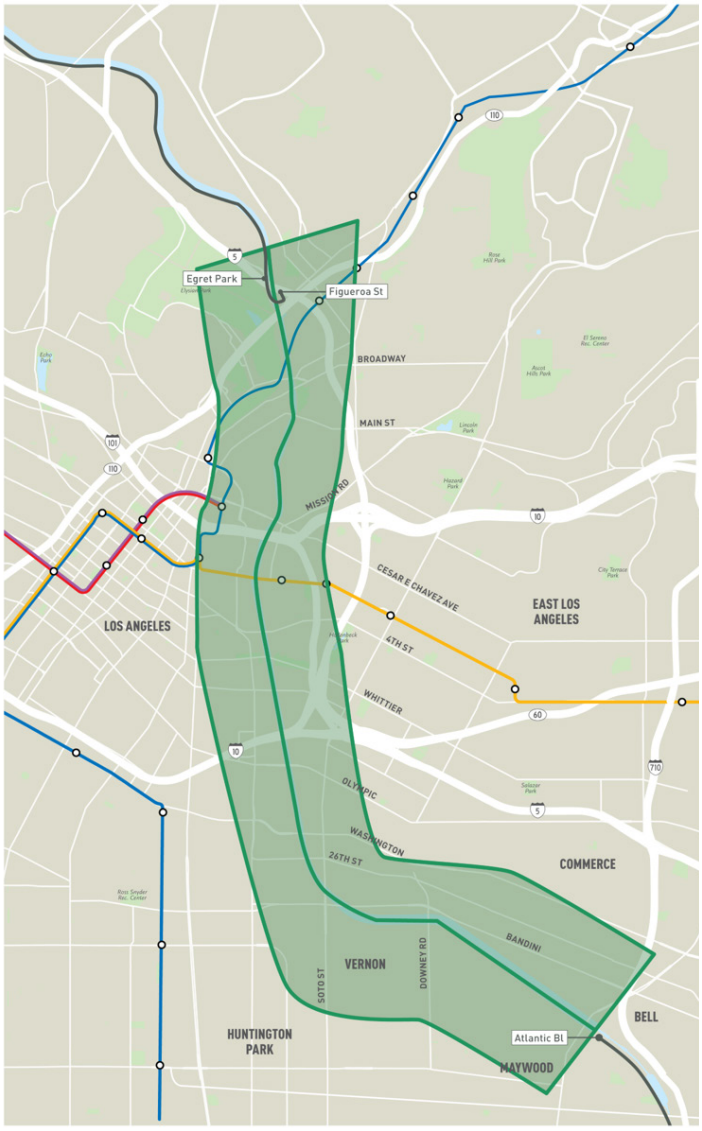
All forms of noticing provided information on the Project and public hearing details (dates, times, links, and in-language services) as well as contact information for accessing additional Project details. Additionally, notices provided information on the public comment period deadline and the various methods the public could submit comments for consideration in the Draft EIR.

All meeting notices were produced in English and Spanish, including mailing to a total of 15,046 property owners, business owners and non-owner-occupied residents, located within approximately 1-mile from each of the alignment alternatives. Notification efforts also included communicating via email with over 6,689 interested contacts in the Project's database that included contact names, organizations (if any), mailing addresses, email addresses, and contact information for all federal, state, and local elected offices and city staff within the Project area.

In addition to legally required notification mailings, notification methods included meeting flyer distribution to a total of 47,975 residents and businesses within approximately 1-mile from the alignments leading up to the public hearings. Print and online media notifications were also provided throughout the Project area during the 47-day Review Period. Additional information about these notification methods is available in Appendix A of this report. The figure below includes the areas where both flyer distributions and postcard mailing were distributed.

Figure 2A Postcard Notification Map

Los Angeles River Path—Postcard Distribution Map



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Figure 2B Flyer Notification Map

Los Angeles River Path—Walking Man Map

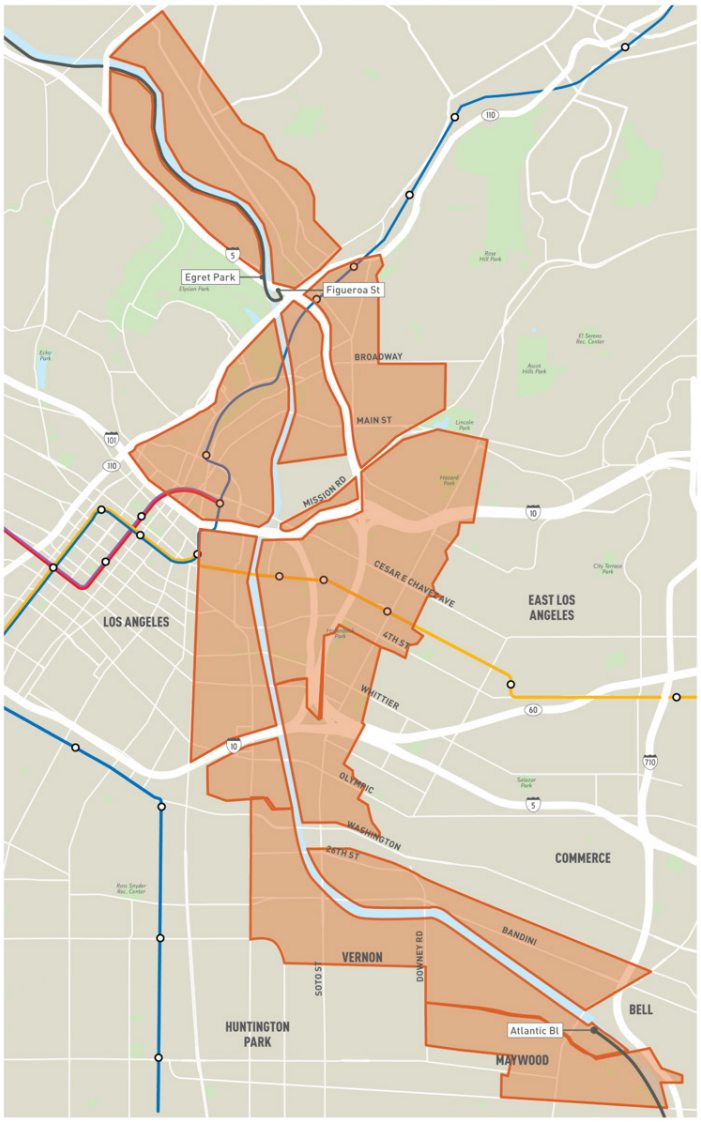


Figure 3 Draft EIR Postcard Notification



2.5 Title VI, Environmental Justice, Limited English Proficiency, and Metro's Public Participation Plan

During the Draft EIR Review Period process, accommodations were made to expand access for participants with limited English proficiency (LEP) and Metro's Equity Focused Communities (EFC). Bilingual notices were developed and distributed through several different methods, including mail delivery, flyer delivery, email, and newspaper advertisements.

Materials were developed in English and Spanish, including a Spanish online StoryMap, and translation request forms were made available prior to the public hearings. Meeting times and materials were selected to allow for greater participation of historically underserved, low-income, and hard-to-reach communities by providing a virtual public hearing and a weekend morning public hearing. All materials were tailored to reach LEP individuals, given the demographics within the Project area. Additionally, public notices included the Metro LEP phone number, which gives the public the ability to make Metro aware of any language or Americans with Disabilities Act (ADA) accommodations required for attendance at any of the public hearings. A Spanish-language interpreter with simultaneous interpretation was present at each of the three in-person public hearings and available via Zoom at the virtual public hearing.

Non-traditional, targeted community outreach efforts included in-person transit rider intercepts at high ridership transit stations and stops in the study area (refer to Section 2.7 for more information). To ensure participation of LEP and EFCs communities, Metro applied additional efforts in notifying communities of the public hearings and Review Period and developed a separate online StoryMap presentation in Spanish to elicit feedback on the Project from LEP individuals, as well as to broaden the dialogue about the Project with the general public. The online StoryMap presentation was available for review in English and Spanish throughout the Review Period. Additionally, the Review Period was set to 47 days to provide adequate opportunity for review of materials and to provide feedback during the holiday period.

2.6 Tribal Consultation

In accordance with California Assembly Bill 52 (AB 52), which, among other factors, resulted in updates to the CEQA Guidelines Initial Study Checklist to include questions related to impacts to tribal cultural resources, Metro notified Native American tribes traditionally and culturally affiliated with the geographic area of the proposed Project on December 18, 2025. Consultation with an affiliated tribe is required within 30 days of receiving a request for consultation. Metro notified the following tribal organizations: Gabrielino Band of Mission Indians – Kizh Nation, Gabrielino/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe. The outreach letter mailed by Metro can be found in Appendix A of this report.

2.7 Transit Rider Intercepts

Outreach efforts to existing transit riders were conducted to help ensure that those taking transit within the study area were aware of the project and had opportunities to provide feedback during the Draft EIR Review Period. To accomplish this effort, transit riders were interviewed at key high-ridership rail stations and bus stops throughout the study area.

Table 3 Transit Rider Intercepts

Rail Station/ Bus Stop Location	Date	No. Of Transit Riders
Mariachi Plaza Station	January 14, 2026, 6 am – 10 am	50
Lincoln/ Cypress Station	January 15, 2026, 8 am – 10 am	50
Little Tokyo/ Arts District Station	January 20, 2026, 8 am – 10 am	80
Chinatown Station	January 20, 2026, 4 pm – 6 pm	100
52nd St/ Atlantic	January 22, 2026, 3 pm – 7 pm	110
	Total	**390**

3.0 Public Hearing Activities and Outcomes

3.1 Public Hearings

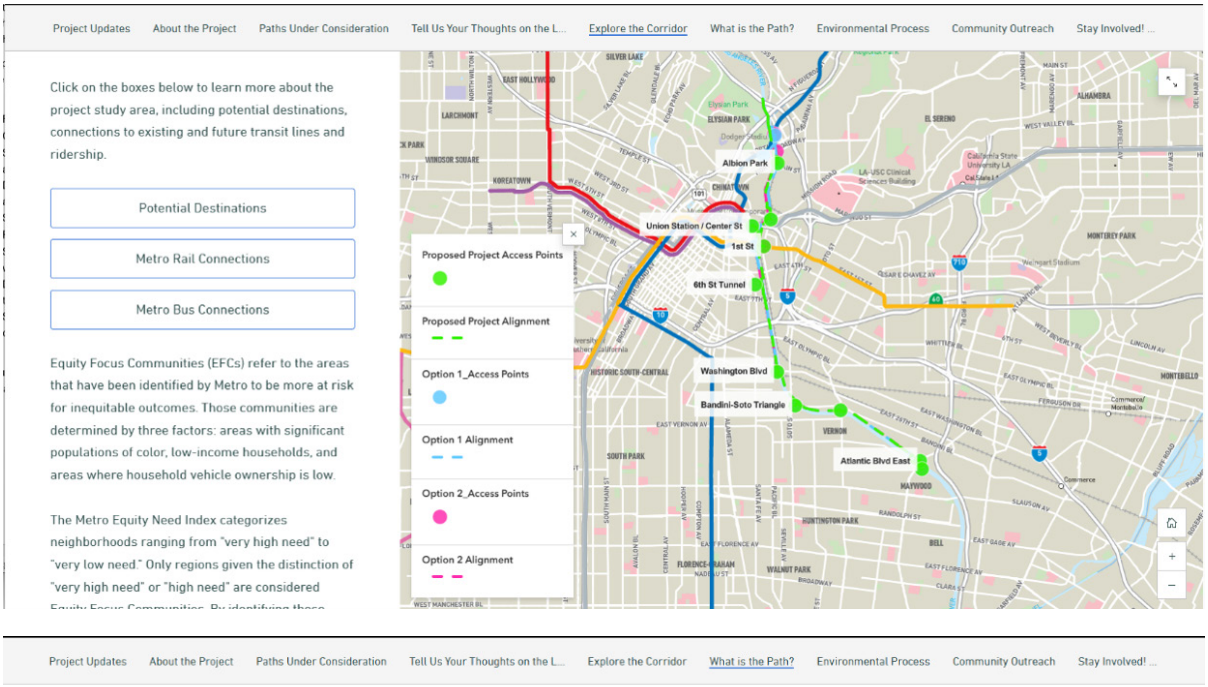
In accordance with CEQA guidance, Metro conducted four public hearings (three in-person and one virtually on Zoom) during the 47-day Review Period. Notification of the public hearings was conducted in compliance with CEQA guidelines and as outlined in Sections 1 and 2 of this report. More information on the public hearings, including dates and attendance can be found in Table 5 of Section 3.2.

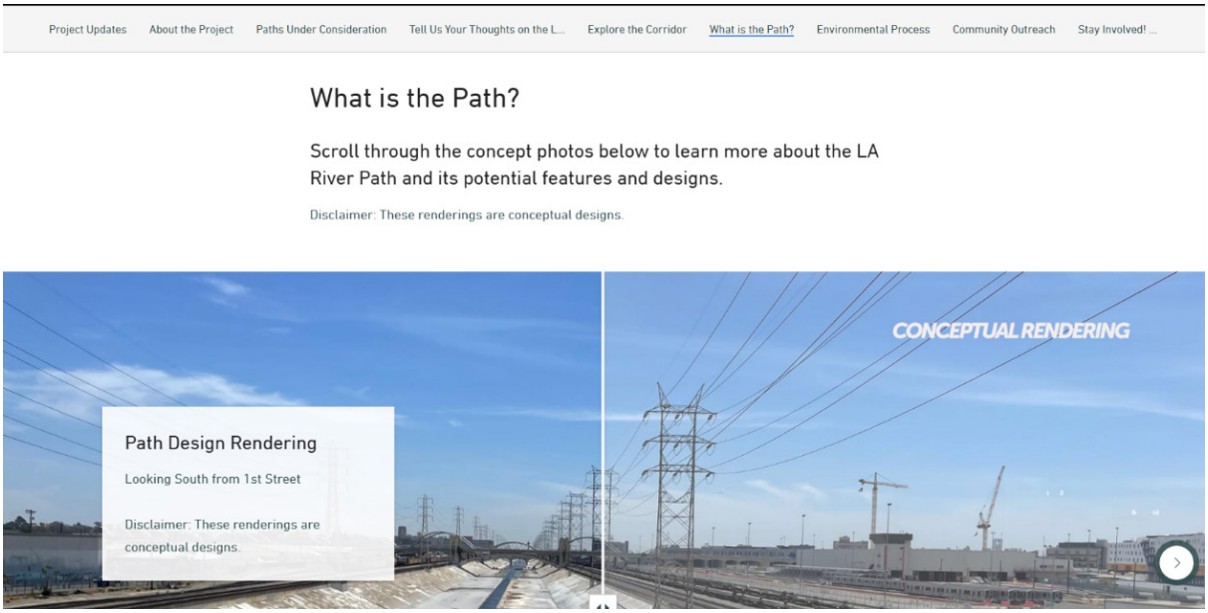
All in-person public hearings were held in the same format, consisting of an open house with display boards, a presentation by the project team on the Project, alignments and options considered, environmental impacts and mitigations, copies of the Draft EIR, and a court reporter and comment station, followed by a public comment period where individuals from the public could provide oral comments for the record. For those choosing not to speak publicly, comment cards and a court reporter were available throughout the public hearings for the public to provide oral and written comments. The virtual public hearing consisted of a presentation followed by a public comment period where individuals could virtually raise their hand and provide oral comments on the record. Additionally, for those choosing not to speak publicly, a Q&A feature was enabled during the virtual public hearing for the public to write in comments and ask clarifying questions directly on the Zoom platform. A phone number was also available during the virtual public hearing so that those dialing in on their phones could provide text comments.

An online StoryMap presentation was developed and made available throughout the Review Period that provided information on the Project, environmental process, and interactive maps of the alignments and options in both English and Spanish. Figure 4 below is a screenshot of the StoryMap made available during the Public Review Period and included in notices to the public. The StoryMap enabled the public to access materials traditionally available only during in-person settings at the public's convenience from their homes. This format continued to support Metro's goal of providing a safe and equitable environment for all participants and viewpoints.

In addition, a PlanEngage site was created as an engagement tool that provided access to the entire Draft EIR in an interactive and easy-to-use interface. The PlanEngage site also served as a platform for community members to add their public comments. The site was available in English and included a welcome page with step-by-step instructions on how to navigate the site and provide comments. It also included a tab for the Spanish translation of the Executive Summary. The entire platform was also compatible with built-in translation functions in community members' Internet browsers. Members of the public could use the site to view the Draft EIR in detail and navigate to specific areas of interest using the built-in tabs. Additionally, select maps in the PlanEngage site were interactive.

Figure 4 Online StoryMap Presentation





Materials provided at all the public hearings and online StoryMap presentation included the Project alternative maps, environmental process information, the Draft EIR and non-CEQA technical reports, Project impacts and mitigations, and examples of potential path features. All materials provided at the meetings, including the presentation, were also made available on the Project website (www.metro.net/lariverpath).

Government agencies, elected officials, and special districts (such as public utilities and school districts) were also invited to attend any of the in-person and virtual public hearings. Table 4 below summarizes the various government agencies, elected officials and special districts in attendance at each of the meetings.

Table 4 Government Agencies, Elected Officials, and Special Districts Represented at the Public Hearings

Meeting	Representative Organization
Public Hearing #1 Lincoln Heights – January 21, 2026, 6:30 – 8:30 pm	> None present
Public Hearing #2 Maywood – January 27, 2026, 6:00 – 8:00 pm	> City of Maywood
Public Hearing #3 Virtual – January 29, 2026, 6:00 pm – 8:00 pm	> City of Los Angeles Council District 1 Staff > City of Los Angeles Council District 14 Staff > Los Angeles Department of Water and Power (LADWP) > Los Angeles Department of Transportation (LADOT) > Caltrans District 7
Public Hearing #4 Boyle Heights – January 31, 2026, 10:00 am – 12:00 pm	> None present

3.2 Public Participation

A total of 156 stakeholders signed into the public hearings during the Review Period. Some stakeholders did not sign in when attending the public hearings, so the total number of stakeholders in attendance at the public hearings may be more than 156. A total of 102 comments were received at the public hearings via verbal public comment and written comment during the in-person and virtual public hearings.

Table 5 Public Participation by Public Hearing

Public Hearing	Date	No. Of Attendees	No. Of Comments*
Public Hearing #1 – Lincoln Heights	January 21, 2026 6:30-8:30pm	28	Verbal Comments: 6 Written Comment Cards: 3
Public Hearing #2 – Maywood	January 27, 2026 6-8pm	23	Verbal Comments: 19 Written Comment Cards: 9
Public Hearing #3 – Virtual	January 29, 2026 6-8pm	86	Verbal Comments: 24 Written Zoom Q&A: 12
Public Hearing #4 – Boyle Heights	January 31, 2026, 10am-12pm	19	Verbal Comments: 17 Written Comment Cards: 11
	Totals	**156**	**Verbal Comments: 66** **Written Comments: 35**

**Number of verbal comments includes both verbal comments provided by microphone or through Zoom during the public comment portion of the public hearings and written comments provided directly to a court reporter or the Zoom Q&A function.*

4.0 Summary Draft EIR Review Period Comments

Throughout the duration of the Draft EIR Review Period, a total of 433 comment submissions (encompassing approximately 880 individual, delimited comments) were received through five methods, including via the Project email address, written public meeting comments, oral public hearing comments (including via court reporter and Zoom), PlanEngage online comments, and through the Project phone line. Comments were accepted approximately two weeks after the Draft EIR Review Period close date of February 2, 2026, to provide a grace period. The sections below provide a breakdown of these comments by source, which communities they address, environmental topics, preferences on alignments and whether they are from agencies/elected offices.

A breakdown of the number of comments collected via each method is included below:

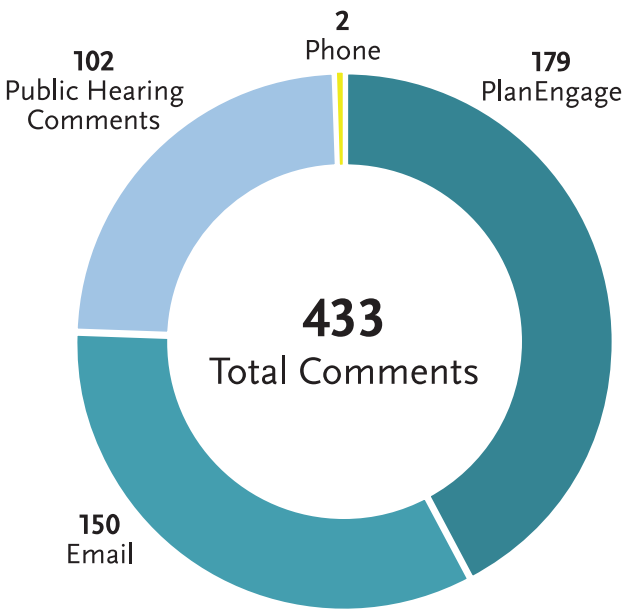
> 150 comments via email.

> 179 PlanEngage online comments.

> 2 calls via the information phone line.

> 102 written and oral public comments at the public hearings.

Figure 5 Comments by Source



4.1 Summary of Comments from Agencies

Per CEQA requirements, responsible and trustee agencies were provided with sufficient information on the Project and potential environmental effects to enable them to provide meaningful responses or comments related to their areas of statutory responsibility. A total of 14 agency comments were submitted during the comment period.

Table 6 Agency Comments

#	Agency	Date Submitted
1	Southern California Regional Rail Authority (SCRRA)	12/30/26
2	California Public Utilities Commission (CPUC)	1/15/26
3	California Department of Fish and Wildlife	1/26/26
4	Metropolitan Water District of Southern California	1/26/26
5	Mountains Recreation and Conservation Authority	1/26/26
6	Los Angeles Unified School District	1/29/26
7	Los Angeles County Sanitation Districts	1/30/26
8	City of Vernon	2/2/26
9	Los Angeles Department of Water & Power	2/2/26
10	Caltrans District 7	2/6/26
11	Gateway Cities Council of Governments	2/16/26
12	U.S. Army Corp of Engineers	3/2/26
13	LADOT, DCP, and BOE	3/5/26
14	City of Los Angeles Council District 1	3/6/26

The following are sample excerpts from feedback received from agencies:

Southern California Regional Rail Authority (SCRRA)

> Supports the project for improving connectivity between biking infrastructure and regional rail.

> Highlights the presence of active, high-frequency rail operations in the corridor and the need to ensure compatibility with existing and future rail activity.

> Recommends design and safety measures near rail corridors.

> Advises coordination on crossings, utilities, and construction activities with SCRRA and the CPUC.

> Emphasizes proper drainage, landscaping restrictions, lighting, and submission of detailed plans for review.

> Suggests studying noise impacts from train operations and considering mitigation measures such as sound barriers.

California Public Utilities Commission (CPUC)

> Acknowledges jurisdiction over rail crossings and role in ensuring safety for crossings along the proposed bike path.

> Notes that the project will run parallel to multiple active rail lines and pass over/under several grade-separated crossings and provides a list of those rail lines/crossings.

> Recommends evaluating the impacts of increased pedestrian and bicycle traffic near rail infrastructure and implementing, safety improvements.

> Advises incorporating ADA-compliant design, restricted access to rail tracks with fencing or other deterrence measures, and adequate lighting along the path.

> States that any crossing modifications will require CPUC authorization and should align with environmental justice goals, including safety, public health, and equitable community access.

City of Los Angeles Council District 1

> Supports Option 1 and the Mostly West project alternative. As a secondary option, an access point near Spring Street must be prioritized, as this location leverages existing and planned bicycle paths and avoids hazardous at-grade crossings with the heavy rail lines along Main Street.

> Notes that if the Naud Street access point alternative is implemented, extensive signage must be provided to guide cyclists along Spring and Main Streets.

> Urges selection of a full-length alternative that closes the 8-mile gap, with consideration of phasing, value engineering, and flexibility for future access points.

> Opposes routing through the Lincoln Heights Jail site, suggests using Avenue 19 bike lanes if needed.

> Emphasizes key design considerations, including wider paths, accessibility for all users, minimal sharp turns, and incorporation of shade and native landscaping for climate resilience.

> Recommends enhanced safety features, including solar lighting, emergency call boxes, and avoiding hazardous crossings.

> Mentions extending Metro's Ambassador program for safety and user support.

Metropolitan Water District of Southern California

> Concern with potential impacts to these facilities and rights-of-way that may result from the implementation of the proposed Project and assert that they be allowed to maintain rights-of-way and access to their facilities and properties at all times for repair and maintenance.

> Requires that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for review and written approval and note that property rights must be obtained from Metropolitan for any project activities within Metropolitan's property.

Los Angeles Unified School District

> Concerns around the project's environmental impact on students and residents within the 15 District sites and schools located in the Project's study area.

> Requests close coordination during construction to minimize disruptions to schools, including scheduling work during non-school hours and involving District representatives in planning.

> Emphasizes protecting students and staff from air quality impacts through strict dust control, low-emission equipment, and limiting construction during school sessions.

> Raises concerns about hazardous materials and recommends routing construction traffic away from school sites.

> Highlights need to mitigate noise and vibration, including adhering to District noise standards, installing noise barriers, and scheduling loud activities outside school hours.

> Stresses maintaining safe and efficient traffic conditions, ensuring school bus access, and avoiding delays or disruptions to school transportation.

> Calls for strong pedestrian safety measures, including safe routes to schools, traffic controls, crossing guards, and restrictions on construction vehicle staging near schools.

> Underscores importance of ongoing communication with school administrators and prioritizing student safety throughout the project.

Gateway Cities Council of Governments

> Strongly supports the project goal to create a 32-mile continuous active transportation corridor.

> Emphasizes that the project would benefit Southeast LA communities facing major environmental justice, air quality, public health, and connectivity challenges.

> Recommends a short-term gap closure strategy advanced by Festival Trail to create a channel bikeway using existing Measure M funding before the LA 28 Olympics.

> Recognizes this short-term connection as complementary to the long-term project as opposed to a replacement.

> Supports advancement of fully integrated, grade-separated path in the future while encouraging pursuit of immediate opportunities to improve transportation access before 2028.

U.S. Army Corp of Engineers

> Notes that the proposed project would modify portions of the U.S. Army Corps of Engineers' LA River Ecosystem Restoration (LARER) Project.

> Notes that the proposed path must not adversely affect the hydraulic capacity of the Los Angeles River.

> Cautions that the bottom-of-channel alternative presents life safety concerns and may require additional access ramps and notes that path segments that include piers or are incised into levee embankments may require review beyond the district level.

> A risk-based analysis may be required if submitting a Section 408 permission request.

> Homeless encampments will not be permitted along the bike path or within the channel invert and recommends coordination with LAHSA.

> Requests the development of an Operations & Maintenance (O&M) manual and states that USACE will not assume additional O&M responsibilities.

> Advises alternative alignments at the top of bank or outside of the Los Angeles River channel should be considered to address hydraulic and safety concerns.

Los Angeles Department of Water & Power (LADWP)

> Raised concerns that the project could significantly impact LADWP facilities, including transmission lines, service roads, and the Main Street General Construction Headquarters, which LADWP will not allow to be used.

> LADWP emphasized that the project must not interfere with the LA100 renewable energy initiative or compromise system reliability.

> Strict requirements were outlined for maintaining access roads, safety clearances, and protection of power infrastructure, with concerns about construction risks near transmission towers.

> LADWP called for clear identification of project ownership and responsibility for operations, maintenance, and liability.

> Concerns that impact to utilities may be greater than stated in the Draft EIR and should potentially be classified as significant, requiring further environmental review.

Caltrans

> Supportive of the goals of the project and specifically supportive of project alternatives that fully close the 8-mile active transportation gap along the LA River.

> Recommends studying "perceived risk" for path users, such as enclosed or dimly lit areas along the path. This will help determine what types of safety features might be needed (CCTV, call boxes, pedestrian scale lighting, gated access, etc.).

> Question if any bike racks or rest areas are being considered at locations along the actual route.

> Offer to partner with Caltrans planners and engineers on implementing design elements that improve safety and mobility.

> Notes the need for a permit at locations where the project interacts with State ROW.

City of Vernon

> Supportive of the project goals.

> Urges safety measures for pedestrians and cyclists on the path, especially in industrial environments. Recommends considering lighting, clear sightlines, emergency call stations, and safe separation from vehicular traffic.

> Request for Metro to articulate specific design standards and mitigation measures that will ensure user safety throughout the corridor, particularly near industrial facilities and access points.

> Concerns from local commercial and industrial businesses include potential unauthorized access, trespassing, theft, and operational disruptions. Calls for detailed security strategies in affected Vernon segments and design that avoids inadvertent access points into private properties or sensitive industrial infrastructure.

> Recommends formal coordination with local law enforcement and emergency responders for the path segments within the City of Vernon's jurisdiction.

California Department of Fish and Wildlife

> Raises concerns about potential impacts to sensitive species, particularly the endangered least Bell's vireo, and recommends updated surveys and mitigation measures, including possible permits for species "take."

> Notes potential impacts to the LA River's hydrology, streambed, and water quality, requiring notification and possible permits for any alterations.

> Recommends implementing best management practices to control erosion, sediment, and pollution, and avoid harmful materials in habitat areas.

> Calls for additional hydrology studies to assess impacts on flow, erosion, and downstream conditions.

> Emphasizes need for comprehensive mitigation, monitoring, and reporting plans to address biological impacts.

> Requires reporting of any special-status species findings and documentation of injured or dead wildlife during construction.

> Notes that project approval will require compliance with environmental regulations, permits, and associated filing fees.

Los Angeles County Sanitation Districts

> Notes responsibility for regional sewer infrastructure and requests detailed project plans for review before providing approvals.

> Requires coordination to identify and address sewer facilities within the project area, including use of GIS tools and submission of plans.

> States that approval is required for any construction near or over sewer lines or within sewer easements.

> Directs project proponents to follow established buildover procedures and coordinate with District staff prior to construction.

Mountains Recreation and Conservation Authority

> Notes that it is one of two state conservancies that have jurisdiction in the Los Angeles River watershed.

> Recommends increasing the number and frequency of access points (ideally every 0.5–1 mile).

> Support access points proposed in Options 1 and 2, such as those connecting to Ed P. Reyes River Greenway and LA State Historic Park.

> Encourages stronger integration with existing and future open space assets, including key sites like state parks and planned restoration areas.

> Supports design features that include wider path edges, green space, and amenities to improve safety, comfort, and user experience.

> Emphasizes importance of fully closing the 8-mile gap and discourages phased approaches that delay complete connectivity.

> Acknowledges high project costs but supports pursuing cost-effective design solutions while maintaining core project goals.

> Stresses need for timely project delivery to maximize public benefits.

> Urges identification of a dedicated long-term operator for the project, with sustained funding as a top priority.

Los Angeles Department of Transportation (LADOT), Department of City Planning (DCP), and Bureau of Engineering (BOE)

> Strong overall support for the LA River Path Project and emphasis on advancing a full-length alternative that closes the entire 8-mile gap.

> Does not support shortened alternatives.

> Recommends frequent, well-distributed access points on both riverbanks, especially in Equity Focus Communities, and strong connections to transit (including Union Station) and existing/planned bike networks.

> Prefers top of bank and incised path designs over elevated structures due to safety, urban design, and maintenance concerns. Recommends wider paths (16–20 ft) for multi-modal use.

> Notes that bottom of bank designs that are vulnerable to flooding or that limit lighting and access are not preferred.

> Calls for enhanced design quality and amenities, including shade, lighting (solar/dark-sky compliant), wayfinding, landscaping, emergency infrastructure, and restrooms.

> Stresses need for regional coordination with major projects such as Link US and compliance with City design/zoning regulations.

> Raises concerns about operations, maintenance, and ownership, urging Metro to clearly define responsibility and funding, with no assumed City burden without agreement.

> Recommends thorough evaluation of environmental impacts, utility coordination, and long-term maintenance costs in the Final EIR.

4.2 Summary of Comments from Stakeholder Groups

The following come from each comment submitted by 18 stakeholder groups, including local businesses, homeowners' associations, special associations, and other groups. The excerpts below highlight key themes in each of the comments submitted. Stakeholder Groups are generally supportive of the project but highlight concerns regarding budget, the length of the project timeline, and safety amenities.

Table 7 Stakeholder Comments

#	Agency	Date Submitted
1	IBEW Local 11	12/30/25
2	South Pas Active	1/10/26
3	Downtown Los Angeles Neighborhood Council (DTLANC)	1/16/26
4	Arts District Little Tokyo Neighborhood Council	1/27/26
5	People for Mobility Justice	1/27/26
6	SELA Bicycle Center	1/27/26
7	South East LA Collaborative	1/27/26
8	Valley Industry & Commerce Association (VICA)	1/28/26
9	Walk 'n Rollers	1/29/26
10	Friends of the LA River	1/31/26
11	BikeLA	1/31/26
12	Bike Long Beach	1/31/26
13	Move LA	2/2/26
14	Festival Trail	2/2/26
15	East Yard Communities for Environmental Justice	2/2/26
16	Los Angeles WaterKeeper	2/2/26
17	League of Women Voters of Los Angeles County	2/3/26
18	Boyle Heights Neighborhood Council	3/19/26

The following are sample excerpts from feedback received from stakeholder groups:

IBEW Local 11

> Supports project for its potential to improve public health and community cohesion.

South Pas Active

> Supports in-channel option as the most feasible and cost-effective.

> Emphasizes need for completion before the 2028 Olympics and improved regional bike connectivity.

Downtown Los Angeles Neighborhood Council (DTLANC)

> Strongly supports the project as a critical regional connection that closes the bike path gap, enhances mobility, and provides access to recreation and open space.

> Urges prioritizing connectivity in implementation, focusing first on linking existing northern segments and expanding south into Downtown LA.

> Supports west-bank alignment (Alternative 1) to maximize access and usage, particularly for dense communities like the Arts District and Little Tokyo.

> Recommends increasing access points and connections to key streets (e.g., 7th Street, Olympic Blvd) and integrating future development opportunities.

> Emphasizes safety and design features, including lighting, emergency systems, and durable, low-maintenance infrastructure.

> Raises concerns about reliance on privately owned public spaces (POPS) and stresses the need to maintain fully public access.

> Highlights importance of a strong operations and maintenance plan, recommending partnerships (e.g., MRCA) over sole City responsibility.

> Supports enhanced public safety strategies, including ranger programs and coordinated oversight along the river corridor.

Arts District Little Tokyo Neighborhood Council

> Supportive of project goals.

> Concern around the proposed budget of $1.1 to $1.3 billion exceeding the Measure M allocation of $365 million.

> Recommends Metro pursue alternative delivery methods, including public-private partnerships, and requires an evaluation of lower-cost design proposals, including in-channel bike path options.

> Urges the project be delivered in a timely manner consistent with regional priorities.

People for Mobility Justice

> Raises questions about safety improvements and infrastructure changes around access points, including road diets.

SELA Bicycle Center

> Expresses strong support and excitement for the project.

> Recommends wider paths to accommodate all users and improved signage and wayfinding.

> Requests for increased community outreach and extended comment period.

> Suggests opening completed sections as soon as construction finishes.

South East LA Collaborative

> Requests extension of the public comment period.

> Encourages more in-person engagement with local leaders.

Valley Industry & Commerce Association (VICA)

> Supports completing the project in a fiscally responsible manner consistent with Measure M funding through the in-channel construction option.

> Emphasizes the importance of closing the bike path gap within existing funding and a predictable timeline.

> Notes that the in-channel design would significantly reduce costs associated with land acquisition, utility relocation, and permitting.

Walk 'n Rollers

> Supports in-channel option as the most efficient, affordable, and timely approach.

> Emphasizes community-building benefits and Olympic timeline.

Friends of the LA River

> Strong support for the project, emphasizing the importance of improving both transportation and the surrounding river environment.

> Recommends incorporating native landscaping and habitat features to enhance biodiversity, reduce heat, and support ecological functions.

> Suggests integrating Indigenous cultural recognition elements, including signage and design features that acknowledge local tribal history.

> Highlights need for clearer signage, safer path design, better lane separation, additional trash receptacles, and emergency infrastructure to improve safety and user experience.

BikeLA

> Supportive of project objectives, however, argues that the proposed path alternatives extend the project timeline.

> To avoid project timeline delays, BikeLA recommends evaluating the in-channel path alternative.

> Refers to CEQA Guidelines to evaluate feasible options that could better achieve project objectives by reducing implementation time.

Bike Long Beach

> Supports an in-channel option for the path.

> Notes that this alternative can be built with existing funding and can be built quickly.

> Refers to Hydrological studies that confirm that the in-channel path built six inches above the floor of the channel can be used 350 days of the year as well as the Arroyo Seca path and Peters Canyon Trail (in Orange County) that are located in channel.

> Highlights that this option can be built by 2028.

Move LA

> Supports the in-channel alternative as the only feasible option within existing funding.

> Emphasizes urgency, faster construction timeline (as early as 2028), and accessibility benefits, including safety for all users. Notes that partial-year closures due to flooding are preferable to project delays or completion.

Festival Trail

> Comments on concerns around project delay and cost estimates of the options studied in the Draft EIR.

> Highlights that earlier studies (since 2014) found the in-channel bike path to be feasible, cost-effective, and strongly supported, but it was not advanced.

> Argues that current alternatives studied in the Draft EIR are overly complex, significantly over budget, and delayed compared to initial projections.

> Claims the proposed alternatives do not meet Metro's own criteria for feasibility, particularly regarding cost and constructability.

> Advocates for reconsideration of the in-channel alternative as a superior option that could be built faster, at lower cost, and still meet project goals.

> Challenges the Draft EIR's rejection of the in-channel option, stating concerns about flooding, safety, access, and design are speculative and inconsistent with how other alternatives are evaluated.

> Emphasizes that an in-channel path would still improve connectivity and mobility compared to existing conditions, even with potential limitations like periodic flooding.

East Yard Communities for Environmental Justice

> Requests extension of public comment.

> Raises concerns about construction impacts, including noise, air quality, hazardous materials, and soil contamination.

> Emphasizes need for safety improvements, full project connectivity, and year-round accessibility.

> Advocates for increased green space, culturally relevant community design, and inclusion of tribal communities.

> Highlights dangerous traffic conditions near access points and need for infrastructure improvements.

> Requests more outreach, multilingual engagement, and youth engagement.

Los Angeles WaterKeeper

> Supports the project for improving connectivity, recreation, and safe, vehicle-free mobility along the LA River

> Raises concerns about adding permanent concrete infrastructure that could limit future river restoration and naturalization efforts.

> Urges selection of alternatives that minimize impacts on long-term ecological goals, including habitat, water quality, and climate resilience.

> Emphasizes the importance of aligning the project with ongoing and future restoration initiatives rather than hindering them.

> Notes potential long-term cost and feasibility challenges if new infrastructure must later be modified or removed.

> Encourages expansion of similar multi-modal path improvements along the full length of the LA River to ensure equitable access.

League of Women Voters of Los Angeles County

> Raises concerns about flood risk and climate impacts associated with in-channel construction.

> Supports alternative approaches that reduce concrete use and improve river capacity during storm events.

> Emphasizes need for long-term, climate-resilient design.

Boyle Heights Neighborhood Council

> Strongly recommends advancing Option 2, a new station entrance at E 1st St/Mission and the "Mostly East Bank" alignment as the preferred alternative.

> Recommends adding multiple new access points (e.g., 4th St, 7th St, Olympic Blvd, Washington Blvd) to enhance connectivity and provide safer alternatives for cyclists in high-risk corridors.

> Advocates for inclusion of local vendors through dedicated kiosks and funding programs to modeled after CALCRG to support Boyle Heights businesses and economic opportunities.

> Emphasizes need for strong safety, lighting, and design features, including cameras, solar lighting, and eliminating low-visibility areas.

> Recommends incorporating shade, heat-reducing materials, and greenery to improve comfort and environmental resilience.

> Calls for continued community engagement and collaboration to ensure equitable benefits for Boyle Heights residents.

4.3 Summary of Comments from Community Members

Metro received a total of 433 comments during the Draft EIR Review Period, which are summarized below. Public comments were received through five primary means including: 102 oral and written comments during the public hearings, 179 through written comments submitted to the online PlanEngage website, 150 comments received electronically through Project email, and 2 transcribed comments received on the Project's telephone line.

The majority of community members generally indicated support for the Project during the Draft EIR Review Period. Community members also identified several areas of concern, such as budget, safety, and maintenance as well as potential path amenities for consideration in the final design.

4.3.1 Categories of Comments

Other comments received from the communities focused on the following concerns below:

> **Aesthetics, Community Character, and Quality of Life:** Many comments suggest the Project would be a valued resource to many communities. Feedback on this subject highlighted:
  > Attractive landscaping and green spaces.
  > Consistent and dependable maintenance.
  > Respect for tribal areas.
  > Preservation of cultural heritage.
  > Added amenities such as shade, seating, water fountains, and restrooms.

> **Biological Resources:** The Project should consider actively protecting and restoring local ecology where applicable. Feedback on this subject highlighted:
  > Native plant beds and functional habitats to enhance biodiversity.
  > Alignment with existing regional ecosystem restoration goals.
  > Minimization of light pollution to protect nocturnal wildlife.
  > Educational signage highlighting Indigenous and endemic species.

> **Budget/Cost:** Many comments emphasized for the Project to consider fiscal responsibility and built without further delay. Feedback on this subject highlighted:
  > Project completion within the budget and available funding.
  > Consideration for narrower path widths as a cost-effective planning option.
  > Reconsideration for the "In-Channel" path design.
  > Limiting the number of access points to reduce costs.
  > Utilizing existing City/County systems for long-term maintenance.

- **Businesses:** Some comments suggested how the Project could provide economic resources and opportunities for the local communities. Feedback on this subject highlighted:
  - Dedicating vendor and commercial spaces exclusively to local small businesses.
  - Partnering actively with local non-profits and Indigenous organizations to implement environmental and cultural enhancements.
- **Construction:** Concerns and suggestions were raised to reduce construction impacts and ensure an on time completion. Feedback on the subject highlighted:
  - Expediting the construction timeline to ensure timely completion.
  - Mitigation of construction-related noise, vibration, air pollution, and hazardous soils.
  - Coordination with existing infrastructure and other regional initiatives.
- **Environmental Justice:** Some comments emphasized the need for mitigation to prioritize communities disproportionately affected by environmental burdens. Feedback on this subject highlighted:
  - Mitigation of construction-related impacts to suppress hazardous materials in the local community.
  - Integration of ecological features to support conservation efforts.
- **Landscape/Greenspace:** There is a unified perspective among stakeholders that the Project should enhance the natural environment and provide increased access to green space. Feedback on this subject highlighted:
  - Creation of safe, navigable, and well-landscaped access routes.
  - Designing smooth, paved surfaces for diverse active transportation users (like cyclists, pedestrians, and inline skaters).
- **Outreach:** Comments from the East Yard Communities for Environmental Justice voiced concerns and suggestions for additional public engagement and outreach. Feedback on this subject highlighted:
  - An extension of the public comment period.
  - Additional targeted stakeholder engagement.
  - More information about the project's timeline and board presentation dates.
- **Property:** Comments emphasized the need for coordination with adjacent properties, agencies and utilities. The feedback that was submitted highlighted:
  - Protection of existing critical infrastructure.
  - Maintained access for existing utility and transit facilities.
  - Inter-agency coordination during project construction phase to avoid disruptions or damage to property.
  - Inclusion of clear legal and operation boundaries discussing rights-of-way and easements.
- **Safety/Security:** Many comments voiced the need for prioritizing safety and security features in the Project design. Feedback on this subject highlighted:
  - Wide paths for different speeds and modes (e.g. pedestrians, electrical vehicles, skaters).
  - Consistent and adequate lighting under bridges and tunnels, ensuring visibility.
  - Dedicated emergency infrastructure.

- **Air Quality:** Concerns raised about air pollution during construction and operation, and suggestions for reducing air quality impacts. Feedback on this subject highlighted:
  - Utilizing zero-emissions technology and equipment during the construction phase to minimize localized air, noise, and vibration impacts.
  - Implementing strict measures to prevent the airborne spread of hazardous particulate matter and contaminated soils during excavation, particularly near historic rail yards and highly polluted industrial corridors like Boyle Heights.
  - Protecting historically marginalized and burdened communities from the cumulative health impacts of existing environmental pollution combined with new construction-related emissions.
- **Alignment Alternatives and Path Type:** Many comments suggested varied alignment preferences and suggestions, as well as design ideas. While opinions on specific placements differ, feedback on this subject highlighted:
  - An in-channel path type to reduce costs and expedite the project timeline.
  - Overall support for the project, including a few preferences for Options 1 and 2 alignment.
  - Mixed comments on path width included both the support for the wide path to accomodate safe separation of modes, and narrow 10-12 ft path width to reduce cost of project.
- **Path Amenities:** Comments emphasized the need for path amenities, like restrooms, drinking fountains, lighting, among others. Feedback included:
  - Incorporating shade coverage and access to public drinking water/water fountains.
  - Installation and maintenance of public restrooms along the route.
  - Installation of bike share station along the path.
  - Installation of lighting to increase visibility while limiting color temperate to minimize light pollution.
- **Hydrology/Flood Risk:** Some comments voiced suggestions for managing water quality and water flow during construction and operation. Feedback on this subject highlighted:
  - Transparent assessment and mitigation of hydrology and water quality impacts.
  - Protecting the new infrastructure from heavy rain and high-water flows.
  - Minimizing the installation of bulky concrete structures that could impede natural water flows or damage ecological restoration.
- **Time Efficiency:** Many comments suggested expediting the Project and reducing any further delays to reduce the Project timeline. Feedback on this subject highlighted:
  - Expediting the project timeline ensuring completion and full usability as soon as possible.
  - Prioritizing a functional and value-engineered path over complex and expensive designs.
  - Project completion before the Los Angeles 2028 Olympics and Paralympics.
- **Access Points and Connectivity:** There is an overall desire to have more accessible access points along the chosen route, no matter which alignment is chosen. Comments related to this topic included preferences for potential additional entrances to be considered and/or connectivity at the following locations, listed in order of frequency of mention:
  - Boyle Heights
  - Vernon
  - West Bank
  - LA State Historic Park
  - East Bank
  - Olympic Boulevard
  - Arts District.

5.0 Next Steps

The comments and questions received during the Draft EIR Review Period will be analyzed and responded to in the Final EIR and considered in the recommendation to the Metro Board of Directors for a Locally Preferred Alternative (LPA). The Metro Board of Directors is anticipated to meet in fall 2026 to vote for an LPA during a public Board meeting. It is anticipated that the Final EIR will be available for review and public comment in 2027. Outreach activities and efforts will be available throughout the Project. Metro will share responses to common community concerns and questions on the Project website (**metro.net/lariverpath**).