

Objectives

A core objective of Connect US is that the process be community driven. The plan reflects the community's voice regarding how best to enhance paths leading to and from Union Station and the 1st/Central Station, while connecting active transportation users to each of the historic neighborhoods and to one another. Design concepts were shaped by stakeholders vested in the neighborhoods. Regional pedestrian and bicycle advocates, plus anyone interested in the project, were invited to participate during three community-wide events to contribute observations and ideas. The outreach strategy was built on a multi-lingual approach to encourage as many people as possible to participate, and included Spanish, Chinese (or Mandarin), Japanese and Korean translation and interpretation. A more focused dialogue about design concepts and alternatives took place at the neighborhood-level with participation of community representatives knowledgeable in local mobility issues and planning objectives. The Connect US Action Plan reflects what was heard by the design team across all of the neighborhoods. The subsequent section called Project Concepts includes alternatives that could be considered for implementation as funding brings projects to the forefront. At that point in time, each neighborhood can make thoughtful decisions regarding what project (and specific alternative) best meets the broader Connect US objectives while remaining true to their vision of the future. This plan provides an important record of each neighborhood's ideas and should be the starting point for selecting the order of projects to be completed.

Our Community Partners

The public engagement process was designed to attract input from a range of people interested in creating better paths for walking and biking. At the heart of the process were events and meetings that embraced a core constituent group: the Community Partners. The Community Partners represented local institutions, neighborhood associations and advocacy organizations. The invitation to get involved as a Community Partner went to over one hundred entities in the study area. A list of the organizations can be found in the Appendix, and the Acknowledgements section includes a list of participating Community Partners.

Community Partners

Study Area Committees

**UNION STATION MASTER PLAN/
LINKAGES COMMUNITY COUNCIL**

Invited representatives from each of the adjacent Union Station neighborhoods plus citywide pedestrian and bicycle advocates

**REGIONAL CONNECTOR TRANSIT CORRIDOR
1ST/CENTRAL STATION COMMITTEE**

Existing Community Leadership Council committee with representatives from Little Tokyo and Arts District

**LINKAGES TECHNICAL
ADVISORY COMMITTEE (TAC)**

City and Agency leads from key funding and implementing partners, plus elected office representatives

Neighborhood Conversation Groups

Regional Connector Station



North of 101



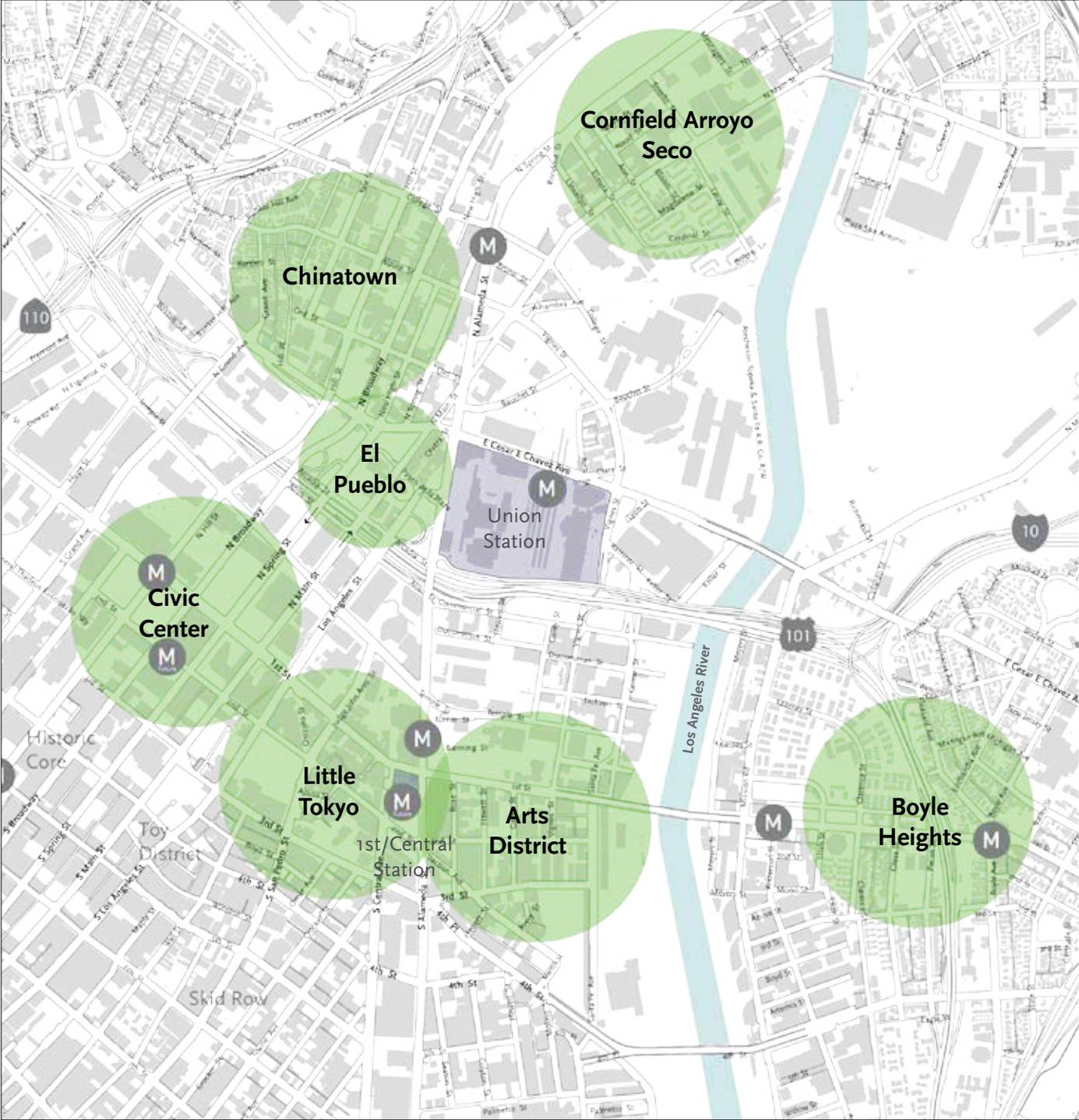
East of Los Angeles River



Institutional



Connect US Study Area Neighborhoods



Community Events and Participation

During the Connect US planning process, Metro and the design team held three special community events, eight Neighborhood Conversations, a design charrette and over twenty-five briefings. Over five-hundred surveys were submitted. The following summary reveals a variety of ways the design team sought to engage the community, present material and collect feedback. A Record of Events can be found in the Appendix.

Community Partner Reception

A Community Partner Reception held on Friday, November 1, 2013 initiated the public outreach process by bringing all the Community Partners together. Over one-hundred Community Partners from various neighborhoods were represented. The afternoon event at Union Station's Fred Harvey Restaurant was an opportunity for the partners to meet each other, to hear an overview of the project, learn what the resulting product would be, and how the planning process would unfold. The introductory event was a unique opportunity to feature an international speaker who could inspire the Community Partners to "think big" by seeing what kind of improvements could transform how communities walk and bike. Guillermo (Gil) Penalosa, Founder of 8-80 Cities (a Toronto-based non-profit organization) presented international statistics on safety, health and mobility. Using imagery, he stressed the value of designing streets and sidewalks to work for everyone, whether they are 8 years old, or 80 years old. This simple premise, when met, is an indicator of a safe street, great places and healthy communities that can be found in cities around the world. This became an important litmus test for design concepts and conversations during the process. The event concluded with attendees sharing their big ideas for how to connect better to Union Station and the future 1st/Central Station.

During the opening reception, a number of questions about walking and bicycling in the study area were posed during a discussion facilitated by Gil Penalosa, 8-80 Cities. Questions included:

- What are the 3 most important qualities of the Union Station and 1st/Central station areas? And what are 3 big ideas for transforming the area into a great walkable/bikable district?
- What are 15 short term ideas you want to see happen?



Community Partner Reception at Union Station's Fred Harvey Restaurant



Gil Penalosa of 8-80 Cities during his keynote presentation

2. Community Process

Community Visioning Festival



Day of the Dead and weekend crowd at Union Station

A Community Visioning Festival was held on Saturday, November 2, 2013 immediately following the Community Partners Reception to engage the entire community and general public. The event was designed to collect as much input as possible about every neighborhood and any street in the study area. It was also designed to capture input from people visiting the area for the day. To achieve these objectives, the Community Festival was held on a Saturday during one of El Pueblo's most popular events: Dia de Los Muertos (Day of the Dead). An optional bike tour was offered to see some of the study area for those who rode their own bike. There were several tent stations devoted to specific topics (welcome/overview, walking, bicycling, big ideas) where background analysis was displayed, toolkits of ideas presented, and facilitators could talk with individual or small groups and engage them with interactive exercises. Enlarged maps were available at the walking and bicycling tents so participants could note localized issues. A popular stop was the family activity table, where children and family members could illustrate their favorite walking or bicycling route, and create an ideal street. Translation was provided and written surveys were available in Spanish and English.

The team collected 152 signatures at the welcome table (though it was suspected some attendees didn't sign in but participated at the tent stations) and 265 written surveys were submitted. Because of the sheer quantity and range of comments, preferences were collected using dot stickers on large illustrated boards. A generalized summary is as follows:



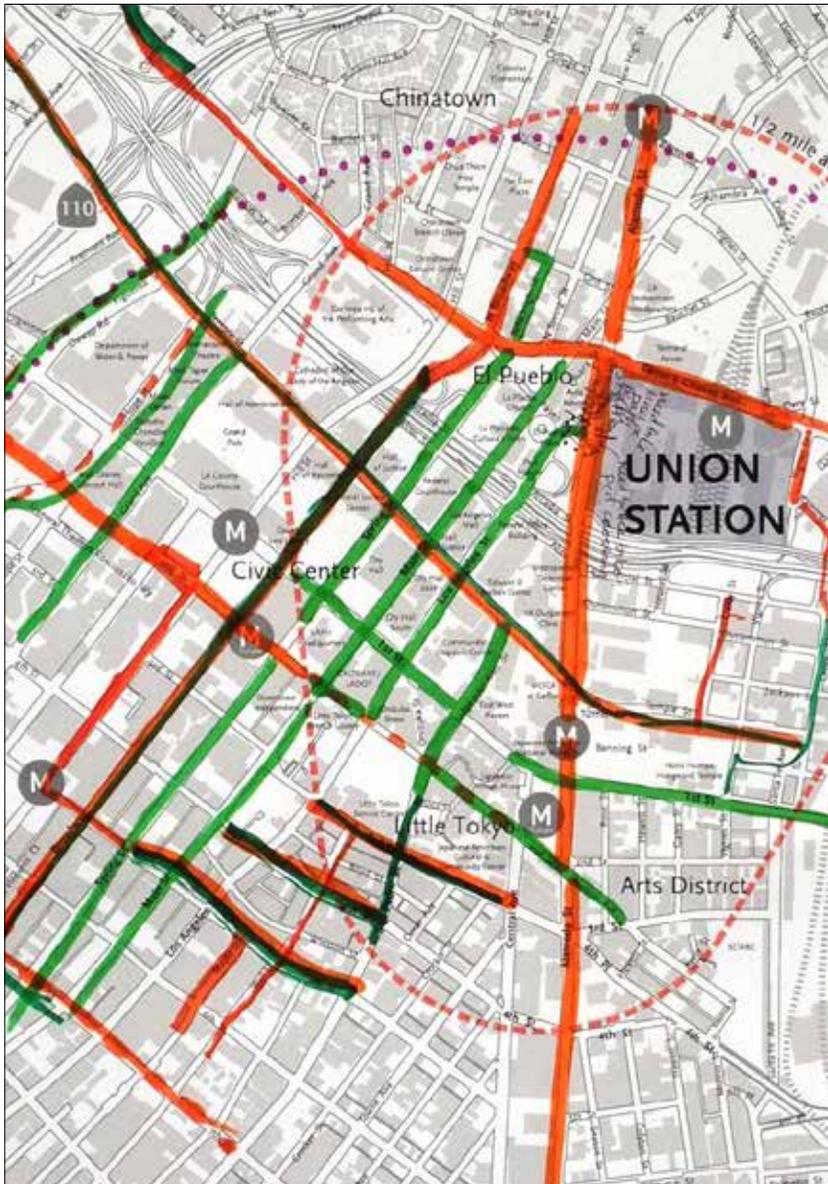
Community Festival welcome table at El Pueblo

Walking (People on Foot)

Recognition that neighborhoods aren't far apart, but the environment makes them feel distant. Many felt Alameda Street and Cesar E. Chavez Avenue were the worst to walk now, and better streets included Broadway, Spring, Main, 1st and 2nd. Strong support was indicated for all the pedestrian toolkit ideas and safety measures. Maintenance, safety and bus stops are big concerns in all neighborhoods. It's very important to enforce laws that protect pedestrians and keep crosswalks clear. Medians, refuge islands and pedestrian crossings at transit stops were popular toolkit ideas.



People on Foot Tent



Walking board showing key linkage streets (“Good streets” were marked in green, “bad streets” in red).

2. Community Process

Bicycling (People on Wheels)

Most who stopped at this tent said they didn't currently bicycle Downtown because they didn't feel safe doing so. All participants said they'd prefer to cycle on protected bike lanes and have parked cars or other barriers as a buffer. Many who don't ride said they would do so on separated bike lanes. Some voiced concern with pedestrian-bicycle conflicts. There was strong support for bike stations, bike repair and bike share, also secure bike parking and bike-activated signals. Strong interest was expressed for stormwater infiltration parkways.



Students providing input at People on Wheels Tent



Bicycling board of ideas with stickers noting preferences

Family Activity

Wayfinding was highly desired and many visitors weren't familiar with many of the destinations in the area. Younger participants asked for active programming (CicLAvia, playground elements, parklets, linear parks) and illustrated colorful ideal streets with bike lanes and landscaping. More shade trees, active storefronts and increased transit service were requested by adults. Some were concerned about visibility and safety of pedestrians, bicyclists, and motorists who share the right-of-way. Traffic calming, better sidewalk conditions and connecting Union Station with El Pueblo were desired.



Family Activity Table



Sample of a child's "ideal street"

Big and Small Ideas

Many preferences were expressed by placing stickers on desired photo examples of other streets, places and strategies. Many of the big ideas were ambitious, but beyond the scope of City of Los Angeles right-of-way enhancements (bridging over the 101 freeway from Union Station into Little Tokyo, pushing Alameda St. down so pedestrians could walk between Union Station and El Pueblo, and building Park 101). Small but practical ideas included better lighting, security, maintenance, trees and shade. There were lots of stickers placed on public art, wayfinding, temporary structures, special events and sidewalk amenities.



Big Ideas board showing input



Big Ideas tent

2. Community Process



Bike tour departing from El Pueblo

Bike Tour

Twenty-five people participated in a bike tour during the festival. The Los Angeles County Bicycle Coalition offered a bike valet and helped with the tour being led by team members. Three stops included Patsaouras Plaza, Japanese American National Museum and El Pueblo. Key issues raised included wayfinding, pavement condition, lighting within the Cesar E. Chavez Ave. underpass near Union Station, traffic speeds, interest in closing the gap in the bike lane system on 1st Street, concern turning in busy pedestrian traffic as seen in Chinatown, desire to bicycle on Broadway, and have a shaded cycle track on Alameda, and bike parking needed in all neighborhoods.



Bike tour riding through Chinatown Saturday traffic

Neighborhood Conversations

First Round of Conversations

The Community Visioning Festival was quickly followed by more focused conversations designed to engage each of the neighborhoods during four evening events in November 2013. The meetings were organized by shared geography north of US 101, south of US 101 (1st/Central Station area), east of the Los Angeles River, Civic Center and held in convenient locations:

- El Pueblo/Chinatown/Cornfield Arroyo Seco (11/12/13) at Pico House, El Pueblo
- Little Tokyo/Arts District (11/14/13) at Japanese American Community and Cultural Center
- Boyle Heights (11/19/13) at Hollenbeck Police Station
- Civic Center (11/21/13) at Caltrans Building

Neighborhood Conversation Groups

Regional Connector Station



North of 101



East of Los Angeles River



Institutional



Neighborhood Conversation focused on linkage streets north of US-101

At each of the Neighborhood Conversations the team provided a project overview and gathered feedback from the Community Partners on the opportunities/constraints for walking and biking to both stations. The team learned what streets were most important for making connections along with specific ideas for how to improve them. Conversation topics included:

- Connecting to Union Station and 1st/Central Station
- Streets walked/biked most often or to be avoided
- Current projects and plans
- New ideas for linkage streets
- Directing visitors on how best to explore your area
- Identifying your neighborhood's "main street"
- Making your "main street" better, best examples
- Safety concerns
- Beautification ideas

A summary of key linkage streets and themes heard during those initial conversations is in the Appendix.

2. Community Process



Gathering input at the Boyle Heights Farmers Market

Second Round of Conversations

Following the first round of conversations the team generated a range of design concepts based on input from the community, tested ideas and developed illustrations for public discussion. Six months after the first round of Neighborhood Conversations, a second round took place between late May and early July 2014. Two of the conversations used a Turning Point preference survey to gauge each participant's interest in design alternatives and to rank each project's level of importance. All voting was anonymous and occurred instantaneously during the conversation using handheld devices, then a summary was displayed for attendees to see what resulted. The other two conversations were held at local farmers markets in order to engage as many people as possible in a readily accessible location.

- Civic Center (5/22/14) Farmers Market near Los Angeles City Hall
- El Pueblo/Chinatown/Cornfield Arroyo Seco (5/29/14) at Pico House, El Pueblo
- Boyle Heights (6/6/14) Boyle Heights Farmers Market, Mariachi Plaza
- Little Tokyo/Arts District (6/10/14) at Japanese American Community and Cultural Center

See Section 3 – Project Concepts for conceptual plans and illustrations of each of the projects presented during the second round of conversations. A summary of the Neighborhood Conversations can be found in the Appendix. Included there are the Community Partners' suggestions for projects that should be eliminated, their preference for any options presented, the level of importance a project should be given (e.g., 1 = not important, 3 = neutral, 5 = must do) and when appropriate, their top five projects. The two farmers market events used dot stickers on presentation boards to tally feedback on the community's priority projects.



A second conversation held at Pico House

Summary of Conversations by Neighborhood

El Pueblo

Community Partners identified North Alameda, Los Angeles, Main, Spring, Broadway and Cesar E. Chavez Ave. as key linkage streets. To complete the neighborhood network and to connect to other neighborhoods, the Paseo Luis Olivares Esplanade was also identified as a key street to be enhanced. Key observations from first conversation, and highlights from second conversation:

- Tourists and residents need walking and biking enhancements that provide easy, safe, well-maintained sidewalks and bicycle facilities on traffic-calmed streets with enhanced wayfinding and distinctive gateway features. There needs to be neighborhood solutions to tour bus and tourist parking.
- North Main St. and North Spring St. are vital links to the Civic Center with North Main St. serving as El Pueblo's "main street" where sidewalk widening and a cycle track on the west side will enhance the pedestrian and cycling experience. Additional street trees are essential to provide a continuous canopy of shade and street lighting to promote nighttime activity.
- North Los Angeles St. should be partially or completely closed to vehicles between the Arcadia St. and Alameda St. to create an enhanced connection in the historic city center. Further study of the street closure was requested by El Pueblo Merchants and Commission.
- Los Angeles Street Crossing and Esplanade are "very important" to "must do" projects connecting Union Station to the El Pueblo and the Civic Center and will provide vital open space and pedestrian enhancements.
- North Alameda St. currently divides neighborhoods from one another and the development of an Esplanade can bring together the neighborhoods that line the street – Union Station itself, El Pueblo, the Arts District, Little Tokyo, the Cornfields Arroyo Seco and connect people to the Los Angeles River.
- Cesar E. Chavez Ave. needs basic pedestrian improvements to function as a key east-west connection to Union Station, El Pueblo and Chinatown. Closing the slip lane between North Broadway and North Spring St. is desired to create a bus plaza/public gathering space with more direct and safer access between El Pueblo and Chinatown.
- Paseo Luis Olivares should provide a vital pedestrian and cycling connection with an Esplanade between El Pueblo and North Spring St./North Broadway and Chinatown.
- North Main St., Arcadia St. and Aliso St. should incorporate on-street tour bus parking to support El Pueblo merchants.

Chinatown

Community Partners identified Alameda St./North Spring St. and North Broadway as key north-south linkage streets to El Pueblo and the Civic Center and Cesar E. Chavez Ave., College St. and Alpine St. as the key east-west corridors connecting to Union Station and the neighborhoods beyond. Key observations from first conversation, and highlights from second conversation:

- Tourists and residents need walking and biking enhancements that provide easy, safe, well-maintained sidewalks and bicycle facilities on traffic-calmed streets with enhanced wayfinding.
- Chinatown is a real neighborhood where people live and work, not just a tourist destination.
- North Broadway was identified as Chinatown's "main street" (and serves as a commuter route) so a balance must be achieved in the future street design. There was notable support for adding standard bike lanes now and not precluding cycle tracks in the future.
- North Broadway north of Chinatown should encourage linkages to the Los Angeles River and neighborhoods north of the river and be redesigned with an Esplanade.
- North Spring St. and New High St. are neighborhood walk-bike streets with easy access to the Chinatown Metro Gold Line Station and require basic pedestrian and cycling enhancements.
- North Spring St. and North Main St. are the direct linkage streets to the Civic Center (Broadway is uphill and not as direct of a connection to most destinations).
- North Alameda St./North Spring St. connects Chinatown with the Cornfields Arroyo Seco (CASP) and Union Station; an Esplanade and new intersections will enhance these connections.
- Cesar E. Chavez Ave. connections between Chinatown and El Pueblo would benefit if all-cross intersections were feasible. An Esplanade/Bus Plaza is desired between North Spring St. and North Broadway St.
- Santa Fe, Vignes and Alpine Streets were identified as the spine to connect Chinatown, CASP, Union Station and Arts District, especially for cyclists.

Cornfield Arroyo Seco (CASP)

Community Partners identified the key streets connecting the CASP area with Union Station and other neighborhoods are North Alameda St./North Spring St. and the Santa Fe – Alpine Spine. North Main St. also connects the CASP with Lincoln Heights and the Los Angeles River and future LA River developments. Key observations from first conversation, and highlights from second conversation:

- North Alameda St. is currently very unattractive, unsafe, and is a serious challenge to the connectivity between the CASP and Union Station and other neighborhoods. The Alameda Esplanade will help connect these communities, especially where the Mission Junction area feels like a "no man's land" and effectively divides neighborhoods.

- Los Angeles River is the key asset of the community and connections to the river must be enhanced with an Esplanade along North Alameda St./North Spring St.
- North Alameda St./North Spring St. connections between the State Historic Park and Chinatown Gold Line Station, and between the CASP residential and industrial neighborhood needs improvement.
- North Main slip lane from North Alameda St. is a dangerous intersection for pedestrians and cyclists and its closure will greatly enhance the Esplanade along North Alameda St. by providing a new signalized intersection at Alhambra, making it safer to cross. A new “People Street” opportunity is created where the slip lane is closed.
- Santa Fe, Vignes and Alpine was identified as the spine to connect Chinatown, CASP, Union Station and the Arts District especially for cyclists. The creation of cycle tracks and bike lanes is highly desired. Realigned crosswalks and widened sidewalks with street trees and lighting can improve the pedestrian experience and safety.

Little Tokyo

Community Partners identified major north-south streets of Alameda, Central, San Pedro, and Los Angeles and the east-west corridors of 1st, 2nd, 3rd Streets as key linkage streets in Little Tokyo with 1st St. as the district “main street”. A gateway that would encourage safer walking and biking between Little Tokyo and the Arts District was identified at 2nd/Alameda. Key observations from first conversation, and highlights from second conversation:

- All streets would benefit from basic pedestrian safety improvements including continental and signalized mid-block crosswalks, street trees and lights, furnishings, bike racks, storm water management and ongoing maintenance.
- Alameda St. is a “no man’s land” and needs to become the most direct walk-bike route to/from Union Station, the Arts District and future 1st/Central Regional Connector Station with an Esplanade.
- 2nd/Traction/Alameda should be the gateway to both Little Tokyo and the Arts District and the closure of the slip lane from 2nd to Alameda St. is essential to creating a safer pedestrian crossing at the intersection. It is also an opportunity for a “People Street” space.
- Los Angeles St. is the preferred route to connect Union Station with Little Tokyo and needs walk-bike improvements in the form of an Esplanade to make it more inviting.
- Judge John Aiso, San Pedro and Central are less important north-south streets but still require pedestrian safety improvements, mid-block signalized crossings, and streetscape enhancements with street trees and lighting.
- 1st St. requires a balanced design that enhances its “main street” character while maintaining on-street parking and adding safe bike facilities (particularly at intersections). Bike lanes are desirable because they support a more sustainable Little Tokyo. Protected bike facilities (cycle tracks) were supported by some but not the majority.

2. Community Process

- 2nd is a vital connection between the Arts District, the Civic Center and Little Tokyo and requires safety improvements especially at Alameda St.
- 3rd requires stronger cycling connections between Boyle Heights and the Historic Core and its transformation into a walk-bike street with traffic calming and a two-way cycle track from Main to Alameda St. will help to achieve that goal.
- 3rd and Omar is an essential pedestrian connection point in Little Tokyo but lacks a safe crossing which can be remedied with a new signalized intersection and crosswalks.
- Los Angeles Crossing and Esplanade, Alameda Esplanade, Santa Fe/Alpine Spine and 1st St. “main street” were the most important to the Community Partners.

Arts District

Community Partners identified the major linkages streets of Vignes – Center - Santa Fe, Mateo, Traction, Industrial and Hewitt. Linkages to The Los Angeles River need to be provided to connect the district to open space and Boyle Heights to the east. Key observations from first conversation, and highlights from second conversation:

- All streets would benefit from basic pedestrian safety improvements including continental crosswalks, street trees and lights, furnishings, bike racks, storm water management and ongoing maintenance
- Protected cycle tracks should be provided wherever possible to create real linkages that people will use. Provide buffered bike lanes where cycle tracks are not feasible.
- Many participants felt transit service was notably lacking in the Arts District.
- Alameda St. is a “no man’s land” and needs to become the most direct pedestrian and bike route to/from Union Station and the future 1st/Central Station with an Esplanade that will provide a “seam” between Little Tokyo and the Arts District.
- If Rose were closed to vehicular traffic and made into a flexible street for special events, the triangular parcel at 3rd/Traction could become an expanded event space.
- Vignes, Center and Santa Fe should be transformed as the major north-south link to Union Station, Chinatown and CASP with possible back-in diagonal parking near SCI-Arc.
- Mateo - Santa Fe split needs to be made safer for pedestrians and cyclists with a new signalized intersection.
- Traction, Industrial and Hewitt should be considered as the Arts District “main streets” with Traction as the key east-west walking “main street”.
- 1st has a gap in bike facilities that can be addressed with the addition of raised cycle tracks from Alameda St. to Mission St. in Boyle Heights.
- 2nd/Traction/Alameda should become a gateway to the Arts District and Little Tokyo. If Traction were closed halfway between Rose and Alameda St. there would be an opportunity to create a “People Street” plaza. Safety improvements

at Alameda St. can improve connections to the west.

- 3rd, 4th and Traction need streetscape enhancements with street trees and lighting.
- 4th and Merrick intersection has a lot of jaywalking as there isn't a legal pedestrian crossing so a new marked crosswalk is desired.
- Participants want to reach 6th St. Viaduct and 7th by bike.
- Los Angeles River access points are essential for future development in the Arts District.

Boyle Heights

Community Partners identified the following key linkage streets in their community and around Union Station – 1st St., Cesar E. Chavez Ave., Pleasant St. and Alameda St. Since Cesar E. Chavez Ave. and 1st St. are major connections over the Los Angeles River to downtown, many improvement recommendations were focused on those streets. Key observations from first conversation, and highlights from second event:

- All streets in the district and connecting to Union Station require: more level sidewalks, ADA-accessible ramps and better maintenance; improved roadway paving for cycling; high-visibility crosswalks; more street trees and shade; additional street lighting and other security/safety measure; placement of festive lights on bridges; integration of plazas, public art, street vending, and places to stop and rest, especially for seniors and at bus stops; along with development of a historic-cultural trail system.
- Cesar E. Chavez Ave. is the community's "main street" and is a vital link to/ from the San Gabriel Mission to the east, and to Union Station to the west. That linkage needs to be restored with bike lanes and pedestrian improvements on the bridge over the Los Angeles River and railroad tracks; but given right-of-way constraints it may best be addressed with a dedicated ped-bike bridge. Public art and lighting would enhance the underpass at Union Station. Access to the Los Angeles River is important.
- 1st St. has walk-bike improvements from the Eastside Access Improvement Project (Phase I) with important north-south street connections to be provided through the Eastside Active Transportation Linkages Project (Phase II).
- Pleasant needs to incorporate a walk-bike path to Mariachi Plaza including the closure of freeway ramps at Kearny St.
- DASH bus service needs to be more frequent within Boyle Heights and better connections provided to 1st.
- Boyle/3rd and 4th/Soto Streets should be improved with continental crosswalks, curb extensions and landscaping to provide safer and shorter crossings.
- Soto St./Michigan St. intersection needs new signal phasing and high-visibility crosswalks.
- Construction impacts need to be addressed along with local hiring policies.
- Alameda St., Santa Fe/Alpine Spine, 3rd Walk-Bike Street and Cesar E. Chavez Ave. potential projects scored the highest with Neighborhood Conversation participants.

Civic Center

Community Partners identified the following key north-south linkage streets in their community and around Union Station – Los Angeles, Main, Spring and east-west corridors Aliso, Grand Park, 1st, and 2nd, as well as the future Park 101 over the US-101 freeway. Key observations from the first conversation and highlights from the second event:

- Wayfinding signage and maps are critical to the future success of linkages to Union Station as well El Pueblo and the other districts.
- All streets need: better lighting; properly planted street trees in large tree wells with level sidewalks; closure of unused and underused driveways; restrictions on right turn on red; restrictions on LAPD and others parking in bike lanes; better maintenance of sidewalks and roadways.
- Los Angeles is the key pedestrian and cyclist connection to/from Union Station for the Civic Center and is the best connection to Little Tokyo; future driveways should be limited and existing ones closed where possible, so the street can be developed with an Esplanade from Union Station to the Civic Center and even beyond to 9th St.
- 1st is the Civic Center’s east-west “main street” with Main Street as the north-south “main street”.
- Grand Park is an important off-street pedestrian linkage in the district especially to City Hall where the west entrance should be re-opened for public access and improved connections to other government facilities and cultural institutions.
- Park 101 is a potential project that will help to bridge the gap between the Civic Center and El Pueblo and Union Station.
- East-west bike lane linkage is needed between Main/Spring bike lanes and Union Station near El Pueblo as well as to Broadway to connect to Chinatown, which can be provided by the proposed Paseo Luis Olivares Esplanade near El Pueblo. An alternative connection can be provided to Union Station via 1st St bike lanes and the Alameda Esplanade.
- Los Angeles Street Crossing, Los Angeles Esplanade, Alameda Esplanade, 1st Street “main street”, Paseo Luis Olivares Esplanade and North Main Street scored the highest with the Neighborhood Conversation participants.

Other Events



Final Reception in the Mayor Tom Bradley Room, LA City Hall



Refreshments reflected the multi-cultural neighborhoods within the study area

Community Partner “Thank You” Reception

On Thursday July 17, 2014 all the Community Partners came together for an event at City Hall after the final round of Neighborhood Conversations concluded. The main purpose was for everyone to hear what walk-bike projects each neighborhood was most interested in seeing implemented. The event was focused on rallying together, and to encourage attendees to continue advocating for funding and implementation of the proposed projects. This event focused on next steps and seemed to confirm the power of neighborhood participants coming together in a common cause for civic good. It was announced that the Action Plan would be available at a later date once the team had compiled a summary of the planning process and outcomes, finished concept plans for each project, and after the Los Angeles Street closure study, requested by El Pueblo, is complete. It was noted that detailed design and the development of preferred projects and specific options (where they exist) would take place in a subsequent phase of design and with community involvement.

Metro conveyed appreciation of the Community Partners' contributions in opening remarks by executive leaders, and an overview of all design concepts was provided by the team. Then a representative from each neighborhood spoke about the potential projects from their unique perspective. Gil Penalosa of 8-80 Cities returned to Los Angeles to underscore the importance of creating livable communities, and to encourage the Community Partners to advocate for implementation. Other speakers included Art Leahy, Chief Executive Officer; Martha Welborne, Executive Officer, Countywide Planning; Jenna Hornstock, Deputy Executive Officer, Countywide Planning and Development; Lisa Padilla, Principal, Cityworks Design; Carol Jacques, Vice President, El Pueblo Commission; George Yu, President, Chinatown Business Improvement District; Chris Aihara, Co-Chair of Regional Connector Station Area Committee, Little Tokyo; Yuval Bar-Zemer, Arts District Community Council; Rey Fukuda, East Los Angeles Community Corporation, Boyle Heights; Valerie Watson, LADOT Assistant Pedestrian Coordinator, Civic Center; Mark Vallianatos, Los Angeles Walks Steering Committee; Eric Bruins, Planning and Policy Director, Los Angeles County Bicycle Coalition.

Updates and Briefings

During the Connect US planning process, Metro and the design team provided regular updates to Community Councils for the LA Union Station Master Plan and Linkages Study, and the Regional Connector Community Leadership Council (RCCLC) 1st and Central Station Area Committee. Briefings were held with several groups in Chinatown, the Arts District, and Olvera Street Merchants Association. There was also a design charrette held at SCI-Arc. For more information, please see the Appendix for a full Record of Events.