

## Communication from Public

**Name:** Nori Walla  
**Date Submitted:** 05/20/2025 02:14 PM  
**Council File No:** 23-0722  
**Comments for Public Posting:** Please see my comments attached.

I have read the Final IS/MND in Council File #23-0722 and have the following comments in addition to those submitted on March 31, 2025:

1. While the public has been told that the goal of the Los Angeles River Phase IV Bike Path Project is to facilitate future connections to the larger active transportation network throughout the region, the public has not been told the route of Phase V of this Bike Path. As such, Phase IV is a “piecemeal” project without disclosure of the big picture. This is a “piecemeal” approach to the overall project, without consideration of the cumulative effects of Phase V, which is particularly significant to the equestrian communities of Burbank, Glendale, and the Los Angeles Equestrian Center who regularly cross the Mariposa Equestrian Bridge to access Tunnel 7 whose south entrance/exit is next to the Headworks Project. Those same equestrians ride along the south side of the Forest Lawn/Zoo Drive exit of the 134 freeway, and those same equestrians access Tunnel 8 (under Zoo Drive) to ride the Main Trail and/or access Martinez Arena and beyond into the Park. An EIR is required.
2. The “Clarification/Modification” section of the Final IS/MND (page CM-1) (finally) admits that the proposed bike path is on an existing “equestrian trail/service road.” With this statement, it is abundantly clear that the proposed project of adding a bike path to this equestrian trail/service road is a change in use. (CM-1) An EIR is required.
3. The statement in the Description section of the Final IS/MND) (CM-1) that this project will “improve the existing on-site equestrian trail facilities” (CM-1) is simply incorrect. Reducing the width of an equestrian trail next to a freeway DOES NOT IMPROVE the equestrian trail. It makes it more dangerous by not allowing enough room for multiple horses to spin simultaneously if they are startled by a loud noise – such as a broken car bumper that is dragged on the freeway, and then collided with by multiple cars after it has completely disengaged from the car it was previously attached to (I am speaking from personal experience on my horse). An EIR is required.
4. The statement in the Description section of the Final IS/MND (CM-1) that this project will “maintain equestrian access between the Los Angeles Equestrian Center and Griffith Park” is again, simply incorrect. What maintains equestrian access between the Los Angeles Equestrian Center and Griffith Park is safe and continual access across the Mariposa Equestrian Bridge and the tunnels and the trails. An EIR is required.
5. The statement in the Description section of the Final IS/MND that this project will “facilitate future connections to the larger active transportation network throughout the region and provide improved... EQUESTRIAN access and connectivity to transit, residential homes, schools, jobs, parks, and other community-serving amenities for the surrounding communities” is again, simply incorrect. Equestrians are using the project area for recreation and to exercise their horses. They are not riding their horses to connect to transit etc. An EIR is required.
6. The statement in the Description section of the Final IS/MND (CM-2) that this project will “upgrade” an existing equestrian trail/maintenance road is likewise simply incorrect. It is NOT AN “UPGRADE” to decrease the width of the equestrian trail that is located next to a freeway. (See #3 above.) An EIR is required.

Nori Walla

