

Attachment D1: Public Comments Summary

Comment No.	Name	Comment Summary	Response
1	Zaul Meza Santillanes	Close Los Angeles St. more pedestrian friendly connection between Union Station and plaza. 🙏👍	Full closure of Los Angeles was evaluated in the FEIR and was not selected due to public opposition.
2	Jess Gayer	To whom it may concern: I looked at the plans for the Union Station / Alameda Esplanade. I will not be commenting on what was in the report but what was not. I will ask this question. I noticed with consternation that a park near Union Station is named for Father Serra. It probably was named so previous to this project. This I have a question. How would a citizen of Los Angeles go about urging that the Father Serra Park to be renamed ? Father Serra was not a good and just man as he has been described in history books in the past. Maybe as a Priest he was a man of God, but his treatment of native peoples who had been living in Los Angeles for about 3,000 years, was a crime against human dignity and justice, as we perceive it today. I know he was working from his historical, religious time frame, and religious outlook, but to have a Park in a prestigious place, like Union Station still named for Father Serra in 2020 is disgusting. He was not an honorable man, he was cultural and humanitarian disaster for native peoples in his time. I guess I should reach out to my City Councilman and the Mayor's Office to address this issue. But I would still like a reply from Metro, as your maps of the Union Station area include the Father Serra Park in your plans. Thank you for your time	Father Serra Park is not included in this project scope and therefore not included in Addendum No. 2.
3	Aram Hacobian	Hi, I would have to say I don't see anything new significant changes other than some new greenery here & there. Still that's better than nothing. That area could use a facelift anyway. What I would really love to see changed is to have Los Angeles Street closed to vehicular traffic and have the land repurposed into more park space.	Full closure of Los Angeles Street was evaluated in the Draft EIR and was not selected as the preferred alternative.

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4	Carolyn Navarro	Please encourage LA lawmakers to fine more people walking around on public sidewalks or jogging near pedestrians without masks, just waiting for a bus is difficult when someone suddenly comes by unmasked, they are prolonging the virus , please fine them a \$1,000 , I don't care if that's a hardship , they are making it miserable for other people who are complying with mask mandates !	Comment does not pertain to project scope.
5	Anant Vasudevan	The new plans showcase that there is very little hope for bikers and pedestrians to get the infrastructure support they need to thrive in this city. What had initially been a project that focused on the pedestrian and bike aspect seems to have been trimmed down from its initial scope and now the pedestrian path suffers because of the road being widened, the bike lane is fragmented, and pedestrians have a more circuitous route. It's surprising given that Union Station is a pedestrian transit hub, and still the car is given priority. If this street won't stick to it's pedestrianization plans, what hope does LA have to transform away from the car. Truly disappointed.	The current Project will increase off-roadway pedestrian and bicyclist facilities on Alameda and Los Angeles Street. Previously, the project was not providing a separated pedestrian and bicycle path on Alameda Street. In both cases, mixing zones are required at intersections to avoid conflicts with pedestrians.
6	Alex Hager	Please include the pedestrian oriented raised platform and shade cover. Signed, a person who walks to Union Station.	As noted in the Board Report, the Project includes a raised crossing and new trees. The scope of both items have been reduced in current design. These changes were not analyzed in the Addendum No. 2 because the design refinements are smaller than what was analyzed and cleared in the FEIR and therefore do not pose any new impacts under CEQA.

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7	Alexis Zhou	<p>I'm just disappointed to find out that METRO and LADOT are not prioritizing pedestrian & cyclist access, given that it is an improvement project AT a train station. People ride trains, not cars. I understand that the city has concerns about "traffic backing up" and cars "need to make left turns or right turns" but this is a transit hub we're talking about, not some highway interchanges. Los Angeles has been a car-centric city for over a century, and this improvement project will be the first transportation project in the history of the city to truly put the interest of pedestrians front and center. Don't mess it up or it's going to be another century before the next generation will correct our mistake. The elevated pedestrian crossing should stay the way it was originally intended. The pedestrian path should also stay the way it was envisioned. Left-turning and right-turning lanes that block the free-flowing of cycling lanes or sidewalks need to be scratched. This is a project of historic magnitude. please do it right. The people of Los Angeles don't have the luxury to wait for another 100 years to see that the city finally treats pedestrians & cyclists with dignity and respect.</p>	<p>As noted in the Board Report, the raised crossing was redesigned to comply with the City's Supplemental Street Design Guide. However, because the south leg crosswalk is being retained, the overall crossing capacity for pedestrians is increased over the originally proposed project. The re-introduction of the left-hand turn movement will be maintained, per the City, to avoid the potential for motorists to turn illegally at the intersection and create a safety hazard for pedestrians. This is not intended for traffic capacity, as the removal of the left turn as originally proposed and redistribution of traffic through the network would lead to better traffic operations. The left turn will be controlled with a protected left turn arrow, meaning that it will not conflict with pedestrians crossing over the raised crossing. The northbound right turn only lane into Union Station is included as a safety measure. It will have a protected right turn arrow and no right turn on red so that vehicles will not conflict with pedestrians and cyclists in a crosswalk.</p>
8	Kyle Jenkins	<p>The scaling back of pedestrian features in the 2020 design of the L.A. Union Station Forecourt and Esplanade Improvements, including the reduction in the raised crosswalk, the introduction of a left-turn lane from Los Angeles onto Alameda, and the removal of trees (as documented in the Streetsblog LA article entitled "L.A. City Is Nixing Metro's Pedestrian-Priority Plans for Union Station") is extremely disappointing. If the City and Metro cannot work together to create a truly inviting pedestrian entrance to the centerpiece of regional transit, then it is clear we will never achieve a more walkable, multi-modal city. I urge everyone involved to re-evaluate these plans and revert back to the more pedestrian</p>	<p>As noted in the Board Report, the raised crossing was redesigned to comply with the City Supplemental Street Design Guide. The re-introduction of the left-hand turn movement will be maintained, per the City, to avoid the potential for motorists to turn illegally at the intersection and create a safety hazard for pedestrians. The tree planting scheme allows for trees to be planted along Alameda. Planting additional trees would require relocating or encasing the existing storm drain in concrete, which is infeasible.</p>

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		friendly 2018 version.	
9	Tom Moline	<p>Hello Metro Team,</p> <p>I would like to comment on the recently released Addendum #2 of the Los Angeles Union Station Forecourt and Esplanade Improvements Project. Though some of the changes noted in the addendum are welcome (e.g., converting parking spaces to a pedestrian plaza and improving existing bike lane protections), others seem to be chipping away at some of the key objectives noted in the project report, such as:</p> <ol style="list-style-type: none"> 1) Prioritize[ing] connectivity, convenience, and safety for the most vulnerable users ... to safely navigate to and from the Project site. 2) Facilitate[ing] alternatives to driving by providing infrastructure that enables more walking and bicycling. 3) Enhance[ing] the safety and quality of pedestrian and bicycle connections ... [to] nearby business and neighborhoods. <p>I believe that the following changes detract from all of these stated goals, prioritizing driver convenience over pedestrian community, safety, and public transit access:</p> <ol style="list-style-type: none"> 1) Reducing the height/width of the raised cross-walk below side-walk level will result in increased vehicle speeds through the area and pose navigation difficulties to those in wheel chairs or riding bicycles, with the former reducing pedestrian safety and the latter reducing access. 2) Allowing for left turns from Los Angeles to Alameda Street exacerbates the above issues by reducing pedestrian crossing times and increasing the likelihood of pedestrian/driver conflict, further reducing pedestrian safety and access. 3) Maintaining a dedicated right turn lane from Alameda Street to Union Station (which is not a change specific to the addendum, but is harmful nonetheless) disconnects the planned bike lane on the East side of Alameda street, reducing bicyclist safety and access. 	<ol style="list-style-type: none"> 1) The raised crossing was redesigned to comply with the City's Supplemental Street Design Guide. 2)The re-introduction of the left-hand turn movement will be maintained, per the City, to avoid the potential for motorists to turn illegally at the intersection and create a safety hazard for pedestrians. 3)The dedicated right turn lane into Union Station was cleared in the original project Final EIR. It is included as a safety measure with a protected right turn arrow and no right turn on red so that vehicles will not conflict with pedestrians and cyclists in a crosswalk. Regardless of sidewalk width, the off roadway bike lane would need to end before the intersection to accommodate a mixing zone where pedestrians would gather to cross the street (since both modes are on the sidewalk). <p>The project will be closing the northern Union Station driveway and redirecting all vehicle and bus access on Alameda to the southern driveway. The right turn will also allow for movement in and out of Union Station. In addition, with the revised Alameda Esplanade design that shifts all gained right of way to the east, the Project now provides a separated bike path, with mixing zones, which was previously not a feature of the project.</p>

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		<p>The report does not offer particularly compelling reasons for any of these changes, which seem to primarily be driven by LADOT desires/requirements (as opposed to expanding/improving on the stated project goals). I believe that these highlighted changes should revert to the 'Final' 2018 design, which did a much better job of both meeting the stated project goals and prioritizing pedestrian safety and access to Union Station and the heart of Los Angeles.</p> <p>Thanks Tom online</p>	
10	Matthew Stevens	<p>I just read this article on Streetsblog about Metro's plan to eliminate pedestrian improvements and I am really disappointed. This is not the direction Metro should be going. Union Station is the primary transit hub in Los Angeles. It should prioritize walking, biking, and public transit - not cars. https://la.streetsblog.org/2020/08/13/l-a-city-is-nixing-metros-pedestrian-priority-plans-for-union-station/ Please go back to the original plans that put pedestrians first.</p>	<p>The Project will repurpose three vehicle lanes on Alameda and Los Angeles Street as dedicated and protected pedestrian and bicyclist facilities. The project substantially improves pedestrian and bicycle facilities and completes gaps in the pedestrian and bicycle network to provide access directly to Union Station.</p>
11	Joe Pallon	<p>As a regular commuter from the Antelope Valley to the Los Angeles Basin, I was looking forward to the enhanced pedestrian-friendly features that the Union Station Forecourt and Esplanade Improvements were to have. In particular, the fifty-foot wide raised crosswalk is something very desirable considering the amount of foot traffic that goes through Alameda.</p> <p>I believe that such an improvement will encourage better pedestrian and biker flows while providing commuters, tourists, and locals more incentive to explore more of what the surrounding area, especially the Pueblo, has to offer. I certainly hope that the improvements that were proposed earlier on will stay with the plan.</p> <p>Thank you for your time.</p>	<p>The raised crossing design was revised to be in compliance with the City's Supplemental Street Design Guide, which was recently published. However, because the south leg crosswalk is being retained, the overall crossing capacity for pedestrians is increased over the originally proposed project.</p>

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12	Daniel Kopec	<p>Union Station sit in the heart of Los Angeles and in the most transit rich neighborhood. The station deserves a surrounding environment that will invite people to make use of the area. Currently the street configurations are unfriendly to pedestrians and promote dangerous driving that discourages walking and cycling. The 2018 concept for the station was great, the 50 foot wide and 8 inch tall cross walk was a perfect design to attract pedestrian use. The new 2020 concept shies too far from the needs of the people that will walk and bike to the station. I ask that LADOT and Metro revert back to the 2018 concept as it is the most appropriate for the world class station that Union station is set to become.</p>	<p>Overall, the core Project elements of repurposing three travel lanes, new street trees, a raised crossing, and off roadway facilities are intact and will improve safety and accessibility to and from Union Station.</p>
13	Sandra Au	<p>The L.A. Union Station Forecourt and Esplanade Improvements project includes upgrades on the Union Station grounds, which Metro owns, as well as upgrades to nearby streets, which are controlled by the city of Los Angeles. The latest version of the project plan removes and waters down some core pedestrian aspects of the project.</p> <p>Please please modernize LA and PRIORITIZE the safety of PEDESTRIANS AND BIKERS instead of continuing to be car-centric! Cars don't need safety measures as much as those of us on foot and bike.</p> <p>Other cities are modernizing...don't let LA fall behind.</p>	<p>Overall, the core Project elements of repurposing three travel lanes, new street trees, a raised crossing, and off roadway facilities are intact and will improve safety and accessibility to and from Union Station.</p>
14	Michael MacDonald	<p>Expressed concerns related to 1) Adjustments to Shade Cover, 2) Pedestrian Signal Cycle Duration, 3) Elimination of Flush Raised Crossing, 4) Elimination of Direct Path of Travel between Union Station and El Pueblo, 5) Stormwater Runoff, 6) Discontinuous Alameda Cycle Path (Comment Letter Attached)</p>	<p>1. Currently there are no existing street trees in the City ROW on the east side of Alameda between Cesar Chavez and Arcadia Street, or on the west side of Alameda south of Los Angeles Street. The project is adding 21 new trees on Alameda Street. and 3 new trees on Los Angeles Street. The trees provide shade on the west side of the trees in the morning, and on the east side in the afternoon.</p>

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			<p>2. LADOT is ultimately responsible for timing the signal and its phasing. The re-introduction of the the left turn could reduce the overall available cycle length to allocate to the pedestrian phase. LADOT is required to comply with minimum crossing times per the Manual of Uniform Traffic Control Devices.3. The raised crossing was redesigned to comply with the City's Supplemental Street Design Guide, which was recently published. Per the Design Guide, the reduction in height is intended to accommodate the volume of heavy vehicles (trucks and buses) and emergency services. Alameda Street serves as a designated truck and emergency response route.4. The front door to Union Station has never aligned with the proposed raised crossing. Due to Americans with Disabilities Act requirements the center median in between the existing inbound and outbound driveways cannot serve as an accessible path of travel due to the historic steps. 5. The analysis of impacts contained in Addendum #2 is intended to identify if design modifications have potential to result in new significant impacts relative to existing conditions, not relative to previous design of the project approved in the FEIR. While it is acknowledged that a reduction in landscaping would result in some additional accumulation of stormwater on the project site over what was assessed for the FEIR approved project, overall the Addendum No.2 Project will improve the Project site's drainage characteristics by implementing landscaping and porous paving materials that are currently not present on the existing site. Accordingly, no additional analysis of stormwater runoff is</p>

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			<p>warranted as there is no potential for the Project to result in flooding or exceedance of stormwater drainage facility capacity beyond existing conditions. The modified project has been designed to convey stormwater and other runoff to existing and relocated stormwater collection systems and, as with the FEIR approved Project, will comply with the SUSMP and LID. Given the Project's overall benefit to the Project Site with regard to runoff and stormwater conveyance, Addendum #2 determined that there was no potential for new significant impacts posed by the Project Modifications. 6. The dedicated right turn lane into Union Station was cleared in the original project Final EIR. It is included as a safety measure with a protected right turn arrow and no right turn on red so that vehicles will not conflict with pedestrians and cyclists in a crosswalk. Regardless of sidewalk width, the off roadway bike lane would need to end before the intersection to accommodate a mixing zone where pedestrians would gather to cross the street (since both modes are on the sidewalk). The project will be closing the northern Union Station driveway and redirecting all vehicle and bus access on Alameda to the southern driveway. The right turn will also allow for movement in and out of Union Station. In addition, with the revised Alameda Esplanade design that shifts all gained right of way to the east, the Project now provides a separated bike path, with mixing zones, which was previously not a feature of the project.</p>

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15	Clara Karger (CCA)	Requests Los Angeles left-turn lane be eliminated, design crossing and tree canopy be unchanged (Comment Letter Attached)	<p>The re-introduction of the left-hand turn movement will be maintained, per the City, to avoid the potential for motorists to turn illegally at the intersection and create a safety hazard.</p> <p>The raised crossing was redesigned to comply with the City's Supplemental Street Design Guide, which was recently published.</p> <p>The tree planting scheme allows for trees to be planted along Alameda. Planting additional trees would require relocating or encasing the existing storm drain in concrete, which is infeasible.</p>
16	Jordan Wolder	<p>I would like to submit my public comment regarding the amendments to the Union Station entrance improvements project. See below.</p> <p>This project is literally and figuratively close to home for me. I live in downtown and use metro and metro bike share frequently. The first time I ever arrived in Los Angeles, I took the LAX flyaway bus direct to Union Station. I then exited the station to walk to LA's downtown core through a number of heavily car-oriented streets. The sidewalks were narrow, and some were even occupied by the tents of homeless encampments. It communicated that pedestrians were not welcome here.</p> <p>What a complete shock coming from the beautiful, historic Union Station building, bustling with people traveling and making connections to get around the city and the region. You would expect the area around the region's transportation hub to be more friendly to pedestrians and cyclists. Look at Denver's recently upgraded Union Station and Washington DC's Union Station. Both are surrounded by highly walkable and bikeable areas, each with a large pedestrian plaza in front</p>	<p>The re-introduction of the left-hand turn movement will be maintained, per the City, to avoid the potential for motorists to turn illegally at the intersection and create a safety hazard.</p> <p>The dedicated right turn lane into Union Station was cleared in the original project Final EIR. It is included as a safety measure with a protected right turn arrow and no right turn on red so that vehicles will not conflict with pedestrians and cyclists in a crosswalk. Regardless of sidewalk width, the off roadway bike lane would need to end before the intersection to accommodate a mixing zone where pedestrians would gather to cross the street (since both modes are on the sidewalk).</p> <p>The project will be closing the northern Union Station driveway and redirecting all vehicle and bus access on Alameda to the southern driveway. The right turn will also allow for movement in and out of</p>

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		<p>of the main entrance, clearly signifying which street users are being prioritized.</p> <p>The original plan for the upgrades to Union Station's entrance was promising. Finally, a seamless connection between the birthplace of LA at historic Olvera street and the intermodal transportation hub of the LA region we know today.</p> <p>I strongly disapprove of the amendments to the plan which favor cars making turns over the livelihood of pedestrians, cyclists, and transit users. The Streetsblog LA article I've linked below really says it all, but let me reiterate a few points:</p> <ul style="list-style-type: none"> - the left turn from Los Angeles onto Alameda is unnecessary and will be detrimental to the proposed pedestrian crossing almost rendering it useless. Drivers can very easily make their turn at Arcadia or César Chávez. The benefits of being in a downtown environment is the dense street grid that makes alternate routes of travel very simple. - the same goes for the insistence of a dedicated right turn lane from Alameda into Union Station, rendering a proposed bikeway useless. A discontinuous bikeway means cycle traffic and car traffic will be forced to mix. The whole point of a cycle track/bikeway is to separate cyclists from cars to keep them safe. - the reduced width and height of the raised crosswalk is also unacceptable. It shows a prioritization of dedicating street space to cars instead of to people. <p>What we really need to be asking ourselves is what do we want the future of LA to look like? And who do we want to be planning our future for? For cars or for people? Especially, in and around the heart of Los Angeles and its increasingly walkable, bikeable, and transit friendly core. Let's not make the mistakes of our past, resulting in the gridlocked, polluted mess we have today.</p>	<p>Union Station. In addition, with the revised Alameda Esplanade design that shifts all gained right of way to the east, the Project now provides a separated bike path, with mixing zones, which was previously not a feature of the project.</p> <p>The raised crossing was redesigned to comply with the City's Supplemental Street Design Guide, which was recently published.</p>

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		<p>If you have not done so already, please read the Streetsblog LA article below. They are more familiar with the plans and addendums, and they do an excellent job of critiquing the project. https://la.streetsblog.org/2020/08/13/l-a-city-is-nixing-metros-pedestrian-priority-plans-for-union-station/ Thanks, A proud DTLA resident</p>	
17	Ruth Lansford	<p>The current security lighting on the Los Angeles St. pole illuminates the flags at the Eugene Obregon Medal of Honor Wall Monument in Father Serra Park at night, as required by the U.S. Flag Code, Chapter 1, Section 6A. The new lights are also required to do the same. Can you confirm that they will?; I already submitted a comment. Where is it?; Don't understand. Didn't receive the response. Can you repeat?; The light is within the project; thanks.</p>	<p>The Project will not result in any improvements on Father Serra Park or the Obregon Monument. Street lights that are replaced will comply with City standards.</p>
18	Sam	<p>It looks like there has been a reduction of sidewalk trees, What percentage of the new sidewalk along Alameda will be shaded from midday sun?</p>	<p>Currently there are no existing street trees in the City ROW on the east side of Alameda between Cesar Chavez and Arcadia Street, or on the west side of Alameda south of Los Angeles Street. The project is adding 21 new trees on Alameda Street. The trees provide shade on the west side of the trees in the morning, and on the east side in the afternoon.</p>
19	Joe	<p>How wide is the raised crosswalk?; is there any way to revisit the driver left turn from L.A. St to Alameda? Will this impact signal phase timing - allowing less time for peds to cross?</p>	<p>The raised crossing is 37' wide (25' for pedestrians and 12' for bicyclists). The removal of the left-hand turn was discussed extensively and at this time, is not viable to reintroduce due to safety concerns raised by the City of Los Angeles, associated with the potential for motorists making illegal left turns and conflicting with pedestrians in the crosswalk.</p>

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20	Tom Savio	please repeat email address slowly so I can make a comment.; Hello, I want to know why you are adding a water feature in front of LAUS when 1) it is NOT historic to the station; 2) I will use water in a desert-like climate when we have all been asked to conserve; 3)In a broader question, now that the Serra statue is gone can it be replace with an Tongva (Indian) monument?; Thank you, will you please contact Union Station His. Soc. at: laushs@earthlink.net , when you will discuss the water feature so we can comment as such as we are Sec.106 resource for Union Station? Thanks, Tom; Has Metro gotten input from the emergency services about the wisdom of "dieting" Alameda St. lanes?	1) The Forecourt design includes a water which was evaluated in the FEIR. 2) The interpretive water feature plans to use stormwater runoff water; the interactive water feature design is in progress, and will act as a misting cooling feature. 3) Father Serra Park is not included in the project scope.
21	Anonymous	Ahh I logged in at 6:37 did I miss the presentation?	The presentation is available on the project website: https://www.metro.net/about/lausfei/
22	Tim	Has a traffic study been thoroughly conducted for the raised crosswalk? Will it cause increased traffic and hazard?; Can you elaborate my traffic study question a bit more. I live in the apartments and I'm concerned that the lane reduction and raised crosswalk will just cause a bottle neck on Alameda and will increase air pollution. I'm just being logical	Yes, the raised crossing has been analyzed through a comprehensive traffic study in the FEIR. No, on its own, it was not found to increase traffic or pose as a hazard. The overall project is repurposing vehicle lanes as pedestrian and bicyclist areas. This will result in increased vehicle travel times and expanded pedestrian and bicyclist facilities to and from transit.
23	Matt Lansford	In addendum 2 Figure 4 on Los Angeles St. between the two crosswalks there is a rectangular deviation in the project boundary That abuts the existing olive tree. This rectangular area is not reflected in any of the other Plan view illustrations. What is this area for and does it enter the El Pueblo area as the ADA Compliance zone?; yes; Thank you Elizabeth	The Project does not include improvements at Father Serra Park, including adjacent to the olive trees.

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24	Michael Banner	How much coordination has occurred with the LINK US destination after it passes through the low income community of Lincoln Heights? Do you have any concerns with the proposed bridge at North Main Street?	Link US is a Metro project that has independent utility from the Forecourt and Esplanade Improvements. The inquiry was passed on to the Link US project team.
25	Shawn Maxson	Hello, my name is Shawn Maxson. I'm a resident of the city [of] LA. I do not own a car and I rely extensively on the Metro bike infrastructure to get around the city. I am leaving a public comment to express my disappointment in the proposed addendum. The proposal significantly chooses to prioritize drivers over pedestrians and cyclists. For example, adding a right turn lane on the east side of Alameda to prioritize driver access to Union Station disconnects two segments of the two-way protected bikeway along Alameda rendering the bike lane nearly useless just so that more drivers can turn right. Also by allowing drivers to turn left from Los Angeles St onto Alameda St, pedestrians using the raised crosswalk will no longer have designated walk cycle free from turning sideways. Any driver who is turning left would also have to wait for pedestrians causing cars back up in that lane. This will force the city to shorten pedestrian crossing times and lengthen driver green signals, undermining the priority given to pedestrians. It would also make the experience of crossing Alameda much more stressful than it needs to be. Continuing to prioritize drivers over pedestrians compromises the [proposed or supposed] mission statement of the Union Station Improvement Project and exposes the continued hypocrisy of the LA Department of Transportation. Thank you.	The dedicated right turn lane into Union Station was cleared in the original project Final EIR. It is included as a safety measure with a protected right turn arrow and no right turn on red so that vehicles will not conflict with pedestrians and cyclists in a crosswalk. Regardless of sidewalk width, the off roadway bike lane would need to end before the intersection to accommodate a mixing zone where pedestrians would gather to cross the street (since both modes are on the sidewalk).The project will be closing the northern Union Station driveway and redirecting all vehicle and bus access on Alameda to the southern driveway. The right turn will also allow for movement in and out of Union Station. In addition, with the revised Alameda Esplanade design that shifts all gained right of way to the east, the Project now provides a separated bike path, with mixing zones, which was previously not a feature of the project.The re-introduction of the left-hand turn movement will be maintained, per the City, to avoid the potential for motorists to turn illegally at the intersection and create a safety hazard.

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26	Bryn Lindblad	<p>I just wanted to express some disappointment that the street trees have been scaled back to not include a double row on the sidewalk. Extreme heat days and smog are on the rise. These trees should be considered essential for making the main entrance to our region's main transit hub pedestrian friendly. Also, the protected bikeway shouldn't get compromised to create for easy car access. The priorities on that decision are backwards.</p>	<p>The tree planting scheme allows for trees to be planted along Alameda. Planting additional trees would require relocating or encasing the existing storm drain in concrete, which is infeasible.</p> <p>The dedicated right turn lane into Union Station was cleared in the original project Final EIR. It is included as a safety measure with a protected right turn arrow and no right turn on red so that vehicles will not conflict with pedestrians and cyclists in a crosswalk. Regardless of sidewalk width, the off roadway bike lane would need to end before the intersection to accommodate a mixing zone where pedestrians would gather to cross the street (since both modes are on the sidewalk).</p> <p>The project will be closing the northern Union Station driveway and redirecting all vehicle and bus access on Alameda to the southern driveway. The right turn will also allow for movement in and out of Union Station. In addition, with the revised Alameda Esplanade design that shifts all gained right of way to the east, the Project now provides a separated bike path, with mixing zones, which was previously not a feature of the project.</p>

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27	John Yi (LA WALKS)	<p>Modification #1: Incorporation of vehicular left turns across “Los Angeles Crossing” and related changes to pedestrian signal timing (Not fully documented in Addendum #2) Modification #2: Reduced raised crossing height from flush to non-flush at “Los Angeles Crossing” (Not documented in Addendum #2) Modification #3: Reduced width of “Los Angeles Crossing” and elimination of direct accessible path between Union Station and El Pueblo (Not documented in Addendum #2) Modification #4: Reduction of shade trees along “Alameda Esplanade” (Not documented in Addendum #2)</p>	<p>1) The re-introduction of the left-hand turn movement will be maintained, per the City, to avoid the potential for motorists to turn illegally at the intersection and create a safety hazard. This was fully documented in Addendum No. 2 and the Appendix.2) and 3) The raised crossing was redesigned to comply with the City's Supplemental Street Design Guide, which was recently published. The raised crossing design is reduced in scope from what was analyzed and cleared in the FEIR and therefore does not pose any new impacts under CEQA. 4) The tree planting scheme allows for trees to be planted along Alameda. Planting additional trees would require relocating or encasing the existing storm drain in concrete, which is infeasible. The street tree scheme is reduced in scope from what was analyzed and cleared in the FEIR and therefore does not pose any new impacts under CEQA.</p>

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28	Kevin Shin (LACBC)	<p>Issue 1: The new elevated street crossing serves no users, "This design flaw fails to serve the needs of every modality."; Issue 2: Understands tree shade was not possible for the project, but wanted to see another means providing shade i.e. "shade structures"; Issue 3: The right turn lane on the south side breaks up the "dedicated bi-directional bike lane on the East side of Alameda St...we ask that right turns on red not be allowed and that the signal timing be adjusted" (Comment letter attached)</p>	<p>1) The raised crossing was redesigned to comply with the City's Supplemental Streets Design Guide, which was recently published.</p> <p>2) The tree planting scheme allows for trees to be planted along Alameda. Planting additional trees would require relocating or encasing the existing storm drain in concrete, which is infeasible.</p> <p>3) The dedicated right turn lane into Union Station was cleared in the original project Final EIR. It is included as a safety measure with a protected right turn arrow and no right turn on red so that vehicles will not conflict with pedestrians and cyclists in a crosswalk. Regardless of sidewalk width, the off roadway bike lane would need to end before the intersection to accommodate a mixing zone where pedestrians would gather to cross the street (since both modes are on the sidewalk).</p> <p>The project will be closing the northern Union Station driveway and redirecting all vehicle and bus access on Alameda to the southern driveway. The right turn will also allow for movement in and out of Union Station. In addition, with the revised Alameda Esplanade design that shifts all gained right of way to the east, the Project now provides a separated bike path, with mixing zones, which was previously not a feature of the project.</p>