



# SAN GABRIEL VALLEY GREENWAY NETWORK STRATEGIC IMPLEMENTATION PLAN

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# PUBLIC DRAFT COMMENT LOG

## Dear Members of the San Gabriel Valley Community,

In May 2017, the Los Angeles County Board of Supervisors initiated the San Gabriel Valley Greenway Network (SGVGN) Strategic Implementation Plan (Plan) process through a Board motion. This launched a multi-year effort involving dozens of community meetings, thousands of participants, and guidance from a diverse Steering Committee to ensure the Plan reflects the wide range of interests along the region's channels, washes, creeks, and rivers.

Thanks to your continued support and engagement, we have now completed the Plan and are preparing it for adoption by the Board of Supervisors.

The attached log summarizes all public comments received on the Public Draft of the Plan, along with responses to those comments. The Draft Plan was posted on March 27, 2025, and remained open for public review and comment through April 27, 2025 (30 days). Outreach included both digital and in-person methods in neighborhoods along the greenway network. The Plan was made available in English and Spanish at [SGVGreenway.org](https://sgvgreenway.org), and comments were submitted through the website portal, as well as by letters and emails to LA County Public Works Plan Team. Public Works also partnered with stakeholders to host outreach events during the comment period to guide participants through reviewing the Plan and submitting feedback.

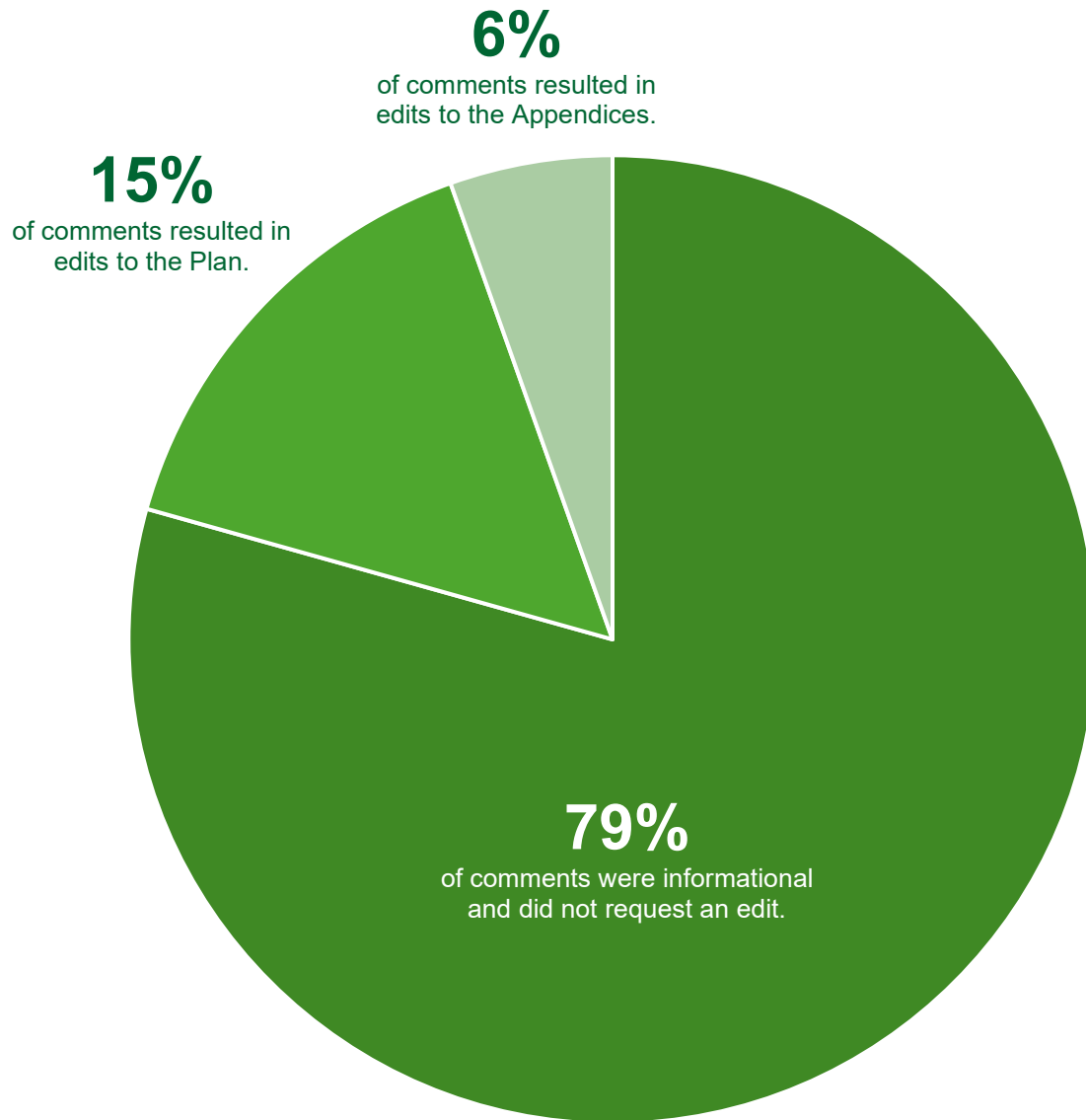
In parallel, the San Gabriel Valley Greenway Network Plan Program Environmental Impact Report (PEIR) was released on April 15, 2025, and remained open for public review through May 30, 2025 (45 days). The CEQA comment log is available in the Final PEIR document, which can be found at: <https://pw.lacounty.gov/core-service-areas/water-resources/sgvgnsip-peir/>

In the face of growing challenges—including public health concerns, safety issues, and wildfires worsened by climate change—Los Angeles County's network of greenways and multi-use trails offers a critical, yet often overlooked, resource for the San Gabriel Valley. These connected corridors support active transportation, provide safe and accessible spaces for recreation, and strengthen community resilience.

Thank you for your time and effort to review the Public Draft of the plan. We look forward to implementing projects together and future engagement.



# COMMENTS: BY THE NUMBERS



**203**

Total comments received

**144**

Total General Supportive comments received

**45**

Total comments received on the Plan document

**4**

Letters from Steering Committee Organizations, the US Dept of Interior and other Agencies

**30**

days for the public to comment on the public draft of the San Gabriel Valley Greenway Network Strategic Implementation Plan



## SGVGN SIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE MAIN PLAN

No.	Date	Page #	Comment	Response
1	2023-02-10	98, 113, 441	Include more aspirational imagery showcasing the types of greenways the plan aims to achieve.	Thank you for your comment. The Plan has been edited accordingly. Please refer to page 98, 113, & 441 to view the newly added photos.
2	2023-03-16	50	Add a map clearly displaying the plan area within the LA County Boundary	Thank you for your comment. The Plan has been edited accordingly. Please refer to Figure 1-1 found on page 50.
3	2025-03-27	144	on pg. 142, The third bullet down under the overview. Spelling error of Bonelli Regional Park. Missing double L.	Thank you for your comment. The spelling error previously found on page 142 – now located on page 144 has been corrected in the Final Plan.
4	2025-03-30	195	I'd like to see the implementation of the 130 miles of Greenway network. I think the Santa Anita wash provides a great example of what the network could look like. Having both an unimproved trail and a paved roadway could allow for active use of different users and maintain access for maintenance crews. One element not discussed in the plan is addressing the unhoused who often take residence in these areas. While not directly a responsibility of these planning groups, there should be a policy or strategy to address this reality.	Thank you for your comments. For greenway improvements to the Santa Anita Wash, please consider reaching out to your local representatives. While the SGVGN Plan is not a PEH-focused plan, it is intended to complement many other County initiatives and Board motions related to housing, equity, and support for PEH. To reflect this, additional guidance and discussion on PEH has been incorporated into the Plan, specifically in Section 3: Engagement Strategy and Results (page 195) and Appendix H, Section 12: Operations and Maintenance (page 215). Community engagement and priorities continue to serve as the foundation of project development and implementation to help ensure community needs are heard and carried out.
5	2025-03-30		-have a separation from running path and biking bike. -have lighting and emergency buttons for women solo bikers or runners. -it's a great peaceful place. It has a lot of opportunities to be used by the entire community.	Thank you for your comments. Additional language on emergency call boxes has been added to the Design Guidelines and Standards (Appendix H) to support user safety, particularly for solo runners and cyclists.  Two renderings (Alhambra Wash and the Eaton Wash at Eaton Blanche Park examples) in Section 5 of the Plan have been updated to include emergency call boxes to demonstrate their importance to the future planners and community members. Separation between walking/running paths and bike lanes. Along with adequate lighting, emergency call boxes should be considered and evaluated during project level development.
6	2025-04-05	195	Hello, I'm an SGV resident currently located in south El Monte. First I'd like to express my gratitude for all of the incredible work from everyone involved in this project. The interdisciplinary collaboration and real specialized knowledge on display here is, to be frank: really cool! If I could choose where my tax dollars go, it'd be towards efforts exactly like this. Speaking on the draft plan itself, my primary comment comes as a request to consider our homeless with care. My understanding of the draft is that there's already an appreciation for the lack of "solutions" towards extreme poverty within the scope of this project, and I likewise appreciate this project's obligations to address the concerns of all residents in the vicinity. It's with these acknowledgements that I would urge against the installation of hostile infrastructure or design. For a community to spend more money pushing its own homeless out of even the streets than those same homeless have in their pockets would be an incredible cruelty. If at all possible, I'd be interested to know if there are any estimates on how many people would be displaced if immediate residents do insist on a more aggressive anti-homeless design. Thank you again for the hard work and time of all those involved,	Thank you for your comments. We understand your concerns about people experiencing homelessness (PEH). While the SGVGN Plan is not a PEH-focused plan, it is designed to complement many other County initiatives and Board motions that address housing, equity, and support for PEH. To reflect the importance of this issue, additional guidance and discussion on PEH has been incorporated into the Plan, specifically in Section 3: Engagement Strategy and Results (page 195) and Appendix H, Section 12: Operations and Maintenance (page 215). Community engagement and priorities continue to serve as the foundation of project development and implementation to help ensure community needs are heard and carried out. The Plan emphasizes that all interactions with PEH should be conducted humanely, respectfully, and with dignity, ensuring that their needs and rights are considered during all phases of the from planning to implementation and operation and maintenance.
7	2025-04-09	195	I'm impressed by the plan and how extensive the network is. I hope that we're able to make this a reality sooner than later, and that I can be a regular rider on network. There are so many great communities in the SGV that I have yet to explore, although I grew up in the area myself. This network would be a great pipeline in all directions. Some of my concerns include: - Maintenance of the paths upon completion-- would this be left to the local municipalities, agencies, local/community organizations? - Is there any deterrence from these paths becoming blockades of belongings from unhoused populations? - Have existing houseless populations who may live along some of these washes been taken in account? - I live near a few of these washes and have seen how heavy they flow during flash floods/heavy rain storms. What safety measures would be implemented to ensure that folks can navigate safely, especially within the smaller washes such as Rubio.	Thank you for your comments.  <b>Maintenance:</b> Before a project is permitted, a use and maintenance agreement is completed to clearly identify minimum responsibilities for the local sponsoring city or organization. Regular maintenance of the project elements and amenities are scheduled to keep trails clean, safe, and accessible.  <b>Persons experiencing homelessness:</b> While the SGVGN Plan is not designed to directly address housing and safety concerns, it complements many other County initiatives and Board motions that support affordable housing and people experiencing homelessness (PEH). To reflect community priorities, additional guidance and discussion on PEH has been included in Section 3: Engagement Strategy and Results (page 195) and Appendix H, Section 12: Operations and Maintenance (page 215). The Plan does not propose hostile design measures; rather, it emphasizes inclusive spaces that serve all users.  <b>Flood safety:</b> Safety is a key part of the Plan's Design Guidelines and Standards. For washes with heavy flows during storms, such as Rubio, the guidelines call for flood safety considerations like clear signage, barriers, and communication about closures during unsafe conditions.

**SGVGNSIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE**  
MAIN PLAN

No.	Date	Page #	Comment	Response
8	2025-04-15		The paths around the San Gabriel Valley have become increasingly dangerous for people to enjoy. There are safety hazards and biohazards on the paths. Women especially feel nervous to run/walk/bike these trails, especially alone due to the safety risk. I am in full support of implementing this plan.	<p>Thank you for your comment. We understand your concern about safety, especially for women and solo trail users. The Plan emphasizes the importance of designing trails with community engagement and priorities as the foundation of project development and implementation to ensure community needs are heard and carried out.</p> <p>The Plan includes recommendations to improve safety for greenway users through measures such as enhanced lighting, visibility, and emergency call boxes. Two renderings (Alhambra Wash and the Eaton Wash at Eaton Blanche Park examples) in Section 5 of the Plan have been updated to include emergency call boxes to demonstrate their importance to the future planners and community members. A list of other proposed components can be found in Table 1-1 of the Plan.</p>
9	2025-04-17		A letter was received via email requesting that the SGV Greenway Network (SGVGN) team include the Juan Bautista de Anza National Historic Trail as part of the Plan.	<p>Thank you for your comment. The Plan Team coordinated with the National Park Service (NPS) via video meetings, emails and phone calls to ensure accurate and appropriate language was included regarding the Juan Bautista de Anza National Historic Trail in the SGVGN Plan. A new Section 1.4 was added to acknowledge the historic corridor's alignment with the SGV Greenway Network and to highlight opportunities for future trail certification and signage in collaboration with the NPS. Additionally, new signage language was added to Appendix H: Design Guidelines and Standards, Section 8.3 - Informational Signage to outline how project proponents may coordinate with NPS to incorporate official trail insignia.</p>
10	2025-04-23		<p>I am in full support of making the SGV more walkable, bike-safe, and greener. I am excited to see this project implemented in my community that I know and love.</p> <p><b>One thing I am apprehensive about is homeless</b> folks that might make it unsafe for youth and families to enjoy. Although I do not want increased law enforcement in this area, I'm curious about the safety measures in place to keep the greenway safe and accessible.</p> <p><b>Another thing I am also concerned about is youth substance</b> use in these areas. Many youth tend to go to discrete places like parks and hidden spaces to use substances. What measures will be in place to ensure the community does not and cannot use substances in this area?</p>	<p>Thank you for your comments. The SGVGN Plan promotes the creation of safe welcoming spaces for all community members, including youth and families. While the SGVGN Plan primarily focuses on infrastructure and connectivity, it also recognizes that safety measures such as lighting, emergency call boxes, regular maintenance, and community engagement are essential to the success of a comprehensive greenway network.</p> <p>While the SGVGN Plan is not a PEH-focused plan, it is designed to complement other County initiatives and Board motions related to housing, equity, and support for individuals experiencing homelessness. To reflect this, additional guidance and discussion on PEH has been incorporated into the Plan, specifically in Section 3: Engagement Strategy and Results (page 195) and Appendix H, Section 12: Operations and Maintenance (page 215).</p>
11	2025-04-25	156	8th bullet point needs to identify where the "San Jose Creek Overlook" is located. The City of Industry is not aware of a location with this name or destination	<p>Thank you for your comment. The San Jose Creek Overlook is located near Workman Mill Road and San Jose Creek. This bullet point has been removed from page 156 in the Final SGVGN Plan to avoid any confusion.</p>
12	2025-04-25	157	In the "Vehicle/Transit Access" paragraph, the last line mentions the western side of the tributary. This is a little confusing since San Jose Creek generally runs east/west. Should it say Northern or Southern Side?	<p>Thank you for your comment. In the 'Vehicle/Transit Access' section, the last sentence correctly notes the western side of the tributary. The dark purple areas shown on the map represent "High" and "Very High" No Vehicle Access, which are concentrated primarily on the western side of San Jose Creek.</p>
13	2025-04-25	157	In the "Existing Bikeways" paragraph, should the reference to North Grand Avenue be Valley Blvd instead? Also, there is reference to two nearby Metrolink stations. The Industry station is less than a mile from San Jose Creek, but where is the other station? Pomona? That station is a couple of miles away, which is not really considered nearby.	<p>Thank you for your comment. Revisions have been made to the last sentence to clarify that two Metrolink lines run along San Jose Creek—one south of the creek near the City of Industry, and another further north through the Cities of Covina and Pomona.</p>
14	2025-04-25	158	In the "Environment" paragraph, it references San Jose Creek and the confluence with Big Dalton Wash, but those two do not meet. SJC joins the San Gabriel River.	<p>Thank you for your comment. Corrections have been made to the "Environment" paragraph to clarify that San Jose Creek joins the San Gabriel River, and does not meet Big Dalton Wash.</p>
15	2025-04-25	158	In the "Community" paragraph, it talks about areas near SJC being High or Very High for park needs, but the map appears to show the opposite with the lighter colors following the creek. Which is correct?	<p>Thank you for your comment.</p> <p>Although the Community map shows Low and Very Low Park needs, the discussion describes several issues including limited walkable access to parks, gaps in equestrian connectivity, and nearby neighborhoods that fall into High or Very High need categories. These specific conditions explain why the area may still be considered to have higher park needs than the map suggests.</p>
16	2025-04-25	158	In the "Community" paragraph is talks about the median income being in the 20% lowest bracket, yet the map appears to show the opposite. Which is correct?	<p>Thank you for your comment. The section correctly notes that median incomes in the area are varied, with many neighborhoods falling within the lowest 20% income level, while a few areas to the far east rank within the top 10% countywide. This description aligns with what is shown on the figure.</p>

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No.	Date	Page #	Comment	Response
17	2025-04-25	159	For the "Right-of-Way Ownership" section, the map indicates a very small area being owned by 'Others'. Can that be identified in the paragraph?	Thank you for your comment. In the "Right-of-Way Ownership" section, the area shown as "Others" on the map refers to privately-owned property. This designation is used when the parcel is not under the jurisdiction of the incorporated cities, County, or another public agency.
18	2025-04-25	234	Need to add the green land areas to the legend to indicate what they represent, potential parks? Etc.	Thank you for your comment. The green parcels are already labeled and identified individually on the map. Some of these parcels are existing parks, while others are vacant parcels, as shown and labeled.
19	2025-04-25	459	Remove the names Tapas Dutta, Sean Nazarie and Joshua Saucedo from the City of Industry list as they are not longer associated with the City.	Thank you for your comment. The Plan has been edited accordingly. Please see page 459.
20	2025-04-25		<p>I like the idea of having the bike path but I currently ride and walk the San Jose creek on a weekly basis and the county and public works have allowed people to use the creek and bike path areas as a dump.</p> <p>We need to have some accountability from these departments to keep the area safe from encampments and people dumping their trash here. When I talk to the county about these encampments they always say it's Edison's property or it's the army corp of engineers property and it feels like it is just being passed onto the other company. These companies Edison, Army Corps, and Public Works should work together to clean up the San Jose Creek for this project</p>	<p>Thank you for your comment.</p> <p>We recognize the challenges posed by encampments and unauthorized dumping and understand the concerns this raises for community members. Coordination among agencies such as Southern California Edison, the U.S. Army Corps of Engineers and Los Angeles County Public Works is essential to effectively address these matters. Your comment emphasizes the need for continued collaboration and accountability as we work toward the successful implementation and upkeep of the San Gabriel Valley Greenway Network.</p> <p>For more context, the confluence of the San Jose Creek and San Gabriel River is a reach that is still owned, operated and maintained by the U.S. Army Corp of Engineers. Additionally, Southern California Edison owns a corridor along the San Gabriel River that reaches many miles south along the lower San Gabriel River. Please continue to coordinate with Public Works Stormwater Maintenance Division staff at (800) 675-HELP(4357).</p>
21	2025-04-25		<p>What type of security will be provided on this trail? Cameras, blue light emergency panic buttons? How often will security monitor this trail? Daily, hourly, weekly,.....? How often will these trails maintained? Your early response to me will be greatly appreciated.</p>	<p>Thank you for your comment. The SGVGN Plan includes Design Guidelines and Standards (Appendix H) that emphasize safety features such as lighting, emergency call boxes (including blue light panic buttons), and clear sightlines to enhance security. Two renderings (Alhambra Wash and the Eaton Wash at Eaton Blanche Park examples) in Section 5 of the Plan have been updated to include emergency call boxes to demonstrate their importance to the future planners and community members.</p> <p>Security monitoring and trail maintenance responsibilities will typically fall to local cities and organizations. Before a project is permitted, a use and maintenance agreement is completed to clearly identify minimum responsibilities for the local sponsoring city or organization. Regular maintenance of the project elements and amenities are scheduled to keep trails clean, safe, and accessible.</p> <p>Your questions highlight the need for ongoing coordination and community involvement to ensure these trails remain safe and well-maintained. We encourage you to stay engaged with local agencies overseeing the trails for updates specific to your area.</p>

**SGVNSIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE**  
**MAIN PLAN**

No.	Date	Page #	Comment	Response
22	2025-04-25	358-373	<p>Dear Mr. Pestrella, Thank you for the opportunity to submit this comment letter regarding the County of Los Angeles (the "County") Public Works' ("Public Works") proposed San Gabriel Valley Greenway Network Strategic Implementation Plan (the "SGV Greenway Network"). We are writing on behalf of our client, the Los Angeles County Fair Association ("Fairplex"). Fairplex is host to one of the largest fair experiences in the country and is the proud long-term steward and lessee of the County's 487-acre campus in the City of Pomona (the "Fairplex Site"). In addition to the annual fair, Fairplex is also home to 300 events annually, including trade shows, expos, conventions, concerts, sporting events, and educational programs.</p> <p>The <b>SGV Greenway Network and its associated Program Environmental Impact Report</b> contain proposals that would impact large swaths of the Fairplex Site. Accordingly, we wish to share more about the ongoing redevelopment of the Fairplex property to assist the County in better aligning the SGV Greenway Network with those efforts. Furthermore, <b>we request that the SGV Greenway Network state that any rules, guidelines, or other regulatory proposals that would impact the Fairplex Site be subject to change based on Fairplex's ongoing redevelopment of the Fairplex Site.</b></p> <p>Fairplex has been working to realize a broad vision to redevelop the Fairplex Site into a vibrant mixed-use community. Called the Fairplex Specific Plan, this redevelopment vision presents a generational opportunity to become one of the largest transit-oriented urban infill project in the nation, creating thousands of units of housing, over 200 acres of open space, and over 2 million square feet of commercial and cultural uses. The redevelopment of the Fairplex Site will add to the cultural experiences and resources of the Fairplex and seamlessly connect to adjacent communities in the City of Pomona and La Verne. The impact of redevelopment at Fairplex will create high-quality green jobs in construction and attract partners from around the world to invest in Los Angeles County.</p> <p>The Fairplex Specific Plan is the product of years of outreach and planning efforts by Fairplex and its partners. In 2019, Fairplex partnered with the City of Pomona to develop the Specific Plan and create a regulatory framework to guide future development activities at the Fairplex Site. Fairplex conducted extensive outreach in the years following, including multiple community meetings in 2022 and an all-hands meeting with County departments on June 9, 2023, at which members from County Public Works were in attendance. Finally, on February 21, 2024, the County entered into a Memorandum of Understanding with Fairplex acknowledging the Fairplex Specific Plan and its commitment to collaborate with Fairplex in its wider redevelopment efforts.</p> <p>While the proposed SGV Greenway Network seeks to establish a regional greenway connecting communities throughout the Valley, there are conceptual elements appearing misaligned with the Fairplex Specific Plan's vision. Most notably, the SGV Greenway Network does not incorporate or reflect the comprehensive planning efforts already underway through the Fairplex Specific Plan.</p> <p>Two key proposed projects warrant further discussion:</p> <ul style="list-style-type: none"> <li>• The proposed intervention in the Fairplex parking parcel and along the adjacent Thompson Creek alignment; and</li> </ul> <p>The proposed sidewalk expansion and pocket park at White Avenue and McKinley Avenue. The SGV Greenway Network contemplates numerous interventions in and around the Fairplex Site, including the retrofitting of the existing parking area adjacent to the stormwater infrastructure, and the creation of a pocket park with shaded seating, public art, and gardens. In contrast, the Fairplex Specific Plan proposes to transform the same area into a cohesive native wetland, nature park, and immersive trail network—an integral ecological and recreational corridor, rather than a multi-use municipal open space. Furthermore, the trail system envisioned in the Fairplex Specific Plan is purposefully non-linear and designed to provide a restorative, nature-connected experience, not a conventional bikeway.</p> <p>The SGV Greenway Network's proposed sidewalk extensions along McKinley and White Avenue contemplate the acquisition of right-of-way from the Fairplex Site. Such an acquisition would impede or prevent the planned wetland park expansion and associated hotel developments. Additionally, the proposed pocket park at the southern edge of the site does not take into account critical infrastructure needs, including future hotel expansions and associated parking accommodation.</p> <p>In sum, the SGV Greenway Network offers important regional connectivity opportunities, its current approach imposes uniform design guidelines and infrastructure standards that do not account for the Fairplex Specific Plan's site-specific design framework.</p>	<p>Thank you for your comments. The SGVGN Plan Team has engaged in multiple meetings with the Los Angeles County Fair Association Team to further discuss the proposed example conceptual project along Thompson Creek and the Fairplex. Through these discussions, a reasonable solution that respects the Fairplex Specific Plan's vision while advancing regional connectivity goals was identified. The SGVGN Plan has been updated accordingly to include revisions to the narrative text on pages 358 through 373 to acknowledge the Fairplex Specific Plan and the rendering was updated to include a defined property line clearly identifying the Flood Control District's and Fairplex's rights-of-way. The Plan's revised pages pertaining to the example project at Thompson Creek and Fairplex were shared with the Fairplex Association team via email on September 15, 2025.</p> <p>We appreciate the partnership and on-going cooperation from the Fairplex Association Team in helping improve the accuracy and clarity of the SGVGN Plan.</p>

## SGVNSIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE

### MAIN PLAN

No.	Date	Page #	Comment	Response
23	2025-04-26	31	Tree canopy along Alhambra Wash [tracts] is mostly average. (p. 31)	Thank you for your comment. The existing language — “tree canopy along the Alhambra Wash is mostly average” — already conveys the condition clearly. Referring to census tracts is not appropriate in this context, since tracts do not align with the wash corridors and could give the impression that canopy conditions are being reported at a neighborhood scale rather than along the wash itself. Keeping the language as written could help avoid confusion and keep the focus on the corridors.
24	2025-04-26	27	Text currently says "200,000+ people live within the Plan area" should be corrected to 2,000,000	Thank you for your comment. The Plan has been edited accordingly on page 27.
25	2025-04-26	1	Cover: Replace cover art with inspirational graphics from the plan, e.g. Figure 4-2 (p. 205) and one of the renderings, e.g. Thompson Creek (p. 367).	Thank you for your comment. While the suggested graphics from Figure 4-2 and the Thomson Creek rendering are strong visuals within the Plan, they are best suited to illustrating specific concepts in their respective sections. The current cover art was selected to represent the Plan as a whole and provides a neutral, recognizable introduction without emphasizing one project or location over another. Replacing it could unintentionally narrow the focus of the Plan rather than highlight its comprehensive vision.
26	2025-04-26	Executive Summary	Add Figure 4-2 (p. 205), the map with the SGV Greenway Network segments prioritized into Tiers 1, 2, and 3. This is a critical map and should be the centerpiece of the summary. The map should also have the ten concept design reaches layered onto it, so we can see how buildout of the ten examples will bring us closer to completing the vision.	Thank you for your comment. The Prioritization Map (Figure 4-2) was not added to the Executive Summary. While this map serves an important role in the Plan, the Executive Summary is intended to provide a high-level overview rather than detailed analysis. The summary does touch on the prioritization framework and directs readers to Section 4, Project Opportunities Analysis, where the map and related discussion are fully presented. This ensures the map is viewed in its full context and alongside the supporting methodology.
27	2025-04-26	260 - 261	Figure 5-11 Project subcomponent opportunity location map (p. 255) should be enlarged to the same size as other full-spread maps. This is an important map which shows identified locations where pocket parks, stormwater capture or other projects can be developed on parcels adjacent to the Greenway.	Thank you for your comment. Yes, this map was enlarged and now appears on page 260 at the same size as the other full-spread maps. In addition, fuchsia callouts have been added to highlight the 10 Example Projects for easier reference.
28	2025-04-26	194	“Natural Spaces” would be better revised to “Native Trees and Habitat Planting” to accurately describe the recurring comments from the public re: need for tree planting, shade and native habitat to prepare for increasing heat: “Drought-resistant native vegetation for shade to cool the area, improve environmental health, and restore natural habitat for wildlife.” (p.192)	Thank you for your comment. The Plan has been edited on page 194 to revise “Natural Spaces” to “Native Trees and Habitat Planting” to better reflect public input regarding tree planting, shade, and native habitat restoration.
29	2025-04-26	465	WaterSHED Conservation Authority (p. 457)	Thank you for your comment. The Plan has been edited accordingly on page 465.
30	2025-04-26	264	Eliminate visual confusion: On those same ten conceptual design maps, why the duplicate callouts for “Project Site” and “(Name of project)”? Example: Vincent Lugo Park (p.259). Just the project name is fine. Why the need for two callouts?	Thank you for your comment. While it may appear duplicative at first glance, each serves a distinct purpose: “Project Site” provides a consistent locator across all ten conceptual design maps, while the project name identifies the specific example. Retaining both ensures clarity and consistency for readers navigating multiple maps and prevents any confusion about which feature is being highlighted. We recommend keeping both the “Project Site” and project name callouts.
31	2025-04-26	264	Eliminate “North/South/East/West Limit” callouts on these maps are they necessary? (We can see where the lines end). These callouts are already shown in the zoomed-in Greenway Network Scale maps.	Thank you for your comment. While the map edges are visible, the callouts provide important orientation cues and consistency across all conceptual design maps. They help readers quickly understand the extent of each project reach without having to cross-reference the zoomed-in Greenway Network Scale maps. Retaining them supports clarity, especially for audiences less familiar with these areas. We recommend keeping the “North/South/East/West Limit” callouts on these maps.
32	2025-04-26	260 - 261	In Section 5.4 Conceptual Design, we are missing an overall map that shows the 10 conceptual design projects, before Map 5.4.3.1 (p. 259). Map 5.4.3.1 is a confusing map that does this, but also highlights the Alhambra Wash conceptual design project. Separate these.	Thank you for your comment. Figure 5-11 was enlarged and now appears on page 260 at the same size as the other full-spread maps. In addition, fuchsia callouts have been added to highlight the 10 Example Projects for easier reference.

## SGVGNSIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE

### MAIN PLAN

No.	Date	Page #	Comment	Response
33	2025-05-02	29	<p>The Executive summary and introduction currently address public health in discussion of the goals to “Enrich Community Well-being” and “Boost Connections”. For the community well-being goal, we encourage you to define “well-being” in the context of this plan as well as reiterate and explain the role that greenways and active transportation have in improving health and well-being.</p> <p>The goal currently reads “Enriching community well-being <i>is provided by previously stated goals and by reducing vehicle travel and GHG emissions, planting native trees and vegetation, and reducing heat island effects.</i>” (p. 29). An example revision might be, “is provided by previously stated goals and by reducing vehicle travel and GHG emissions, <b>creating safe access to active transportation</b>, planting native trees and vegetation <b>associated with cleaner air and water and mental health benefits</b>, and reducing heat island effects.”</p>	Thank you for your comment. The Plan has been edited on page 29 to clarify the definition of “well-being” within this context and to better highlight the role of greenways and active transportation in supporting public health.
34	2025-05-02	56	Similarly, on page 56, we suggest adding a <b>brief discussion about how access to the trails and natural environment along the proposed greenway can provide significant physical and mental health benefits, such as improved cardiovascular health, reduced rates of chronic disease, and reduced anxiety and depression.</b>	Thank you for your comment. The Plan has been edited on page 56 to include a brief discussion of the physical and mental health benefits associated with access to trails and the natural environment along the proposed greenway.
35	2025-05-02	29	Relative to the Boosting Connections goal, we suggest <b>adding additional language about the plan’s focus on safe access to the greenway for pedestrians and cyclists by ensuring their visibility while navigating to and along the greenway on pages 29 and 53.</b>	Thank you for your comment. The Plan has been edited on page 29 to include additional language emphasizing safe access and visibility for pedestrians and cyclists.
36	2025-05-02	69	<p>We appreciate that the plan thoroughly addresses the importance of safe crossings along the greenway. We see an opportunity to also address pedestrian and cyclist safety while traveling to the greenway. This could be achieved by incorporating pedestrians and pedestrian access throughout the plan wherever public transit and automobile access are discussed; including considerations of “first-last mile” opportunities where bus stops or rail stations are identified as providing access to the greenway.</p> <p>Additionally, acknowledgement of the streets that connect communities to the greenway could be incorporated on page 69 amid the Safe Crossings discussion, on page 75 related to intersection crossings, and on page 121 under the circulation sub header.</p>	Thank you for your comment. The Plan has been edited on page 69 to include consideration of pedestrian and cyclist access along streets connecting communities to the greenway.
37	2025-05-02	276 - 277	Per the discussions in the plan regarding shade trees along the greenway, we suggest the addition of shade trees to renderings throughout the plan, given the importance of visuals to illustrate concepts to the general public and other stakeholders. One specific example is the rendering of the Alhambra Wash at Vincent Lugo Park (page 271).	Thank you for your comment. The Plan has been edited on pages 276–277 to include shade trees in the renderings to better illustrate these concepts for the public and stakeholders.
38	2025-05-02	189	In the County Collaboration section (page 189), it should be clarified which meetings were attended by members of the Plan Team, as the Healthy Design Workgroup’s last meeting was on February 13, 2020, though some subcommittees may have continued to meet thereafter.	Thank you for your comment. The Plan Team has a record of a meeting invite for February 23, 2022, titled Healthy Design Workgroup – Grants. There may be some confusion regarding the date of the last meeting; therefore, no changes were reflected in the Plan. The Plan Team attended all meetings listed in the County Collaboration section.
39	2025-05-08	Multiple Pages	Thin light blue line on the photograph near center of image. Photo may need to moved to top layer of indesign file.	Thank you for your comment. The Plan has been edited accordingly on all pages.
40	2025-05-08	213	Multi-use Equestrian Trail not indicated on the map 7th Ave to SGRT on North Eastern side of San Jose Creek. All other examples in the section are for bikepaths.	Thank you for your comment. This map is intended to show constraints only. The multi-use trail is instead illustrated on the Opportunities Map, where it highlights a potential connection to the existing trail network.
41	2025-05-08	3	Per DPR Tribal Liaison, follow formatting without colons and commas for Land Acknowledgement. Should be formatted same as official County Land Acknowledgment: <a href="https://lacounty.gov/government/about-lacounty/land-acknowledgment/">https://lacounty.gov/government/about-lacounty/land-acknowledgment/</a>	Thank you for your comment. The Plan has been edited accordingly on page 3.
42	2025-05-08	27	Create infographic for Figure ES-6. Five Key Lenses used to develop the SGV.	Thank you for your comment. The Plan has been edited accordingly on page 27.
43	2025-05-08	89	Notate what trail or river tributary this is (SGRT?)	Thank you for your comment. The Plan has been edited accordingly on page 89.

**SGVGNSIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE**  
 MAIN PLAN

<b>No.</b>	<b>Date</b>	<b>Page #</b>	<b>Comment</b>	<b>Response</b>
44	2025-05-08	54 - 55	Shift San Jose Creek blue callout to the right so that it's not overlying trail alignment and add callout for Avocado Heights trail (equestrian district area who utilizes San Jose Creek)	Thank you for your comment. The Plan has been edited accordingly on pages 54-55.
45	2025-05-08	124 - 174	Circulation, Environment and Communication location maps have a thick dark text outline and difficult to read	Thank you for your comment. The Plan has been edited accordingly on pages 124-174.

## SGVGN SIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE

### GENERAL

No.	Date	Comment	Response
1	2025-03-20	This in my opinion is more wasteful spending. More could be done to tackle the homeless and crime issues. Thank u for allowing me to voice my opinion. Sent from my snazzy iPhone	Thank you for your comment. The SGVGN Plan is a guiding planning document for regional and local planners and designers that aims to enhance the quality of life for the community by creating safer, healthier, and more connected communities through access to open space, passive recreation, transportation, and sustainable infrastructure. Additionally, while the SGVGN Plan is not a PEH-focused plan, it is designed to complement other County initiatives and Board motions related to housing, equity, and support for individuals experiencing homelessness. Please see Section 3.5 Community Engagement Report and Incorporation of the Plan and Section 12.12 of the Design Guidelines and Standards (Appendix H) for discussion on PEH.
2	2025-03-21	I want to know how I can provide input & support for the plan, and particularly for the Thompson Creek section of this plan. I am a homeowner adjacent to the Thompson Creek wash in Claremont and I am VERY supportive of connecting the defunct section of the Thompson Creek Trail to the larger network envisioned! This will be a great asset to our community. Please update me on any opportunities to share my voice and those of my neighbors who are also in support of this project!	Thank you for your comment. As the Plan moves forward, the City of Claremont and other local jurisdictions may play a key role in advancing individual projects like Thompson Creek. We encourage you to share your support directly with your city officials, local council members, and community organizations, as these voices help demonstrate community interest.
3	2025-03-21	As someone who rides along the river paths I know there are sections that need maintenance and improvement. It's a wonderful thing to have these paths in our county. I fully support an improvements however minor to keep them open and clear. Upgrades would be icing on the cake.	Thank you for your comment. The Plan highlights the importance of collaboration between LA County, cities, and community partners to ensure these paths remain open and well-maintained.
4	2025-03-25	Please provide further information regarding "Draft Plan", is there a location, a web address, an email with internet link, or something different? Please advise...	Thank you for your comment. The SGVGN Plan is available at <a href="http://www.sgvgreenway.org">www.sgvgreenway.org</a> under the 'Documents' tab.
5	2025-03-27	The idea of using washes and other waterways as transportation corridors is commendable. Please address safety concerns, not just for the users of the greenways, but also for the residents and businesses that abut the greenways. Emergency responders must also be able to have access to the trails.	Thank you for your comment. The SGVGN Plan includes Appendix H: Design Guidelines and Standards that will help guide future designs and ensure adequate right-of-way is preserved for maintenance and emergency response vehicles along greenways.
6	2025-03-27	First of all, thank you for making this project a reality! This will have a huge positive impact on our region. - Please get this done as soon as you can. Don't let the perfect be the enemy of the good. If possible, start work on the easy sections even if the more complex sections aren't ready yet. - Make sure there are frequent opportunities to connect to regular streets (preferably with class IV bikeways) so that this network can be used for practical travel, not just recreation. It must frequently connect to schools, housing, parks, shopping, restaurants, bus stops, train stations, etc. As it stands, the washes are often barriers to cyclists, who must use a major arterial road to cross the wash - there aren't many bridges over the washes on small residential streets. This should be rectified, so that bike-able streets are connected to each other and to the wash. - To make the network safe for all users, there should be a posted speed limit (I suggest 25 mph). This will discourage faster cyclists and e-bikers from endangering others. <b>E-bikes are extremely popular, and should be encouraged on this network because it's safer than sharing streets with cars. But, they should be informed of the safe speed limit.</b> - Please minimize the amount of class II and III bikeways. As we say, "paint is not infrastructure." A painted line won't prevent a car from parking in the bike lane, and won't prevent a distracted driver from crossing into the bike lane. The bikeway network will allow people of all ages and abilities to travel by bike, but many of these people will not be able to continue their route to their destination if they're forced onto a class II or III bikeway on a busy street to get to a park/school/home/restaurant/etc. - Why do have class II bikeways between traffic and parking? It's preferable to use parked cars as a buffer to protect cyclists, and install the bikeway between parking and the sidewalk. This is recommended by NACTO's guide for all ages and abilities: <a href="https://nacto.org/wp-content/uploads/NACTO_Designing-for-All-Ages-Abilities.pdf">https://nacto.org/wp-content/uploads/NACTO_Designing-for-All-Ages-Abilities.pdf</a> - Class III bikeways should only be used if the vehicle speed limit is 25 mph or lower, as in the NACTO guide I linked above. Traffic calming measures, like modal filters or speed humps, should be installed on Class III bikeways to reduce vehicle speed.	Thank you for your comment. The successful execution of the SGVGN Plan requires collaboration between LA County, cities, community members, and other key stakeholders. The specific location of greenway projects and the class of bikeway implemented will depend on several factors, including local and regional needs, right-of-way availability and limitations, and opportunities to enhance access to nearby amenities and services. In regards to your concern for safety, we will continue working with project proponents to help ensure the SGV Greenway Network is developed as a safe and welcoming space for the community.  Regarding e-bike use on the SGV Greenway Network, LA County's current policy aligns with the State of California. Omni Bike Bill (Assembly Bill 1909) was approved by the State and signed into law in September 2022, which includes key updates that impact e-bike use statewide, such as:  a) Allowing Class 1 and Class 2 e-bikes wherever traditional bicycles are permitted, unless otherwise regulated by a local ordinance.  b) Prohibiting local agencies from requiring bicycle licenses for e-bike operation.  c) Standardizing rules to improve rider safety and mobility across jurisdictions.

## SGVGNSIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE

### GENERAL

No.	Date	Comment	Response
7	2025-03-27	Please Please Please include the Santa Anita wash in your plans. Connecting the Monrovia Hillside Wilderness Preserve to a larger bike network down to the Rio Hondo path would be absolutely amazing. Hillside Wilderness Preserve has amazing trails but it's so disconnected from everything. Every time I ride my bike to the end of the path and see the Santa Anita wash but don't have a way to ride down it I smack my head. It's RIGHT THERE. it's so perfect. Monrovia needs some connected bikeways so badly. -Amauri	Thank you for your comment. The Santa Anita Wash is identified as a priority corridor within the SGVGN Plan. The Plan encourages project proponents to pursue opportunities for implementation along Santa Anita Wash; however, local leadership plays an important role in advancing greenway improvements. For potential enhancements to the Santa Anita Wash, please consider reaching out to your local representatives.
8	2025-03-27	Hi, I'm a resident of the San Gabriel Valley and I'd like to encourage funding and programmatic support for the SGV Greenway Network. I'm particularly excited by the proposed alignment of the Eaton Wash at Spreading Ground site and the Eaton Wash at Eaton Blanche Park. Restoring sites connected to Eaton Canyon and areas affected by the recent wildfires is critical at this time. I'm also glad to see the plan area and proposed alignment at the Alhambra Wash in Vincent Lugo Park. My family goes to play on this playground often. Our SGV community and beyond will greatly benefit from the SGV Greenway Network to increase active transportation, bolster urban equity, and connect to existing greenways. Best, Anastasia Coon	Thank you for your comment. Your perspective underscores how these projects can strengthen connections between communities, enhance access to nature and restore areas impacted by recent wildfires. The SGVGN Plan represents a key opportunity to expand active transportation options, promote environmental resilience, and advance equity throughout the region.
9	2025-03-27	I can't wait to use the Eaton Wash branch of the network to bike to other connected areas! From proper maintenance of the Network have signs posted that provide contact information for monitoring, enforcement, etc. Please start construction ASAP!	Thank you for your comment.
10	2025-03-27	Does this plan include changes to Glendora Ave? Street paving, traffic light additions or beautification? The traffic (speeders) and road potholes/patchwork really need to be looked at as well.	Thank you for your comment. The SGVGN Plan includes a series of design strategies that communities can use to address both local and regional needs. Rather than prescribing specific projects, the Plan offers a flexible framework of strategies aimed at achieving its six goals through multi-benefit projects. Please consider reaching out to your local representatives.
11	2025-03-27	Thank you for sharing, this is great stuff, quick question? Is Pomona in the SGV Greenway strategic plan? And if not how can we get them connected with the main sgv.	<p>Thank you for your comment.</p> <p>Yes, the City of Pomona is included within the Draft Plan Area. San Jose Creek and Thompson Creek are within the City's limits. One of the 10 example projects is located along Thompson Creek and adjacent to the Fairplex property. For more details, please refer to Section 5, page 177, of the Plan.</p> <p>We would like to emphasize that these example projects are conceptual in nature and intended to demonstrate the potential of the SGV Greenway Network and to inspire local cities, agencies, and community-based organizations to pursue projects at similar locations.</p>
12	2025-03-27	Hi, I am so excited to see ways to connect the 'greenways' in SGV. It feels very unsafe to bike where I live (Hacienda Heights), and owning a car is getting so expensive. I would love more public transportation options, and this is a great start. I would love to bike more, but I currently do not feel safe doing so in my neighborhood, so its great to see spaces dedicated to public health. I hope we get more spaces like this for our community.	Thank you for your comment. Safety is a critical priority throughout the planning, design, construction, and maintenance of all projects.
13	2025-03-27	Hello, I'd like to advocate for any and all projects that reduce human reliance on motor vehicles in the SGV. It's important to our community to push forward alternatives to motorized transit. I believe that it would not only contribute to our over all well being as a community but, also to our state's climate policy goals.	<p>Thank you for your comment.</p> <p>Reducing reliance on motor vehicles and expanding access to alternative modes of transportation such as walking, biking, and transit is essential for the well-being of our communities and the health of our environment. One of the core objectives of the SGVGN Plan is to support exactly these kinds of multi-benefit projects that promote active transportation, improve connectivity, and help advance both local and statewide climate goals.</p>

## SGVGNSIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE

### GENERAL

No.	Date	Comment	Response
14	2025-03-27	Hello, I would like to thank you for even considering this plan and I sure hope we can implement this. My major concern is safety within the paths. I hope it will be well-lit in the evening and will have emergency towers (like the ones you see on university campuses) to call for help. I think this initiative will be a great outlet for the community to stay active and be outdoors. I hope along the path, there will be playgrounds and open spaces for family to have a picnic. Cheers.	Thank you for your comment.  Safety is a top priority throughout all phases of planning, design, and implementation. Your suggestions—such as adequate lighting, emergency call towers, and safe, family-friendly spaces—are important considerations and align with the Plan's goals to create welcoming and secure environments for all users. While the Plan itself does not prescribe specific designs for each location, it does include design guidelines and strategies that support features like those you mentioned.
15	2025-03-27	As much trail as possible, especially connecting to existing bike lanes like SGV river bed trail	Thank you for your comment. The SGVGN Plan has inter-connected tributaries, and two tributaries connect directly to the San Gabriel River.
16	2025-03-27	I'm so glad the Greenway is happening, and I hope it gets made as quickly as possible. I would love to be able to ride my bike around the SGV with my family on a nice day.	Thank you for your comment. The SGV Greenway Network has the potential to significantly increase the multi-use trails within the SGV in a safe and accessible way for all users.
17	2025-03-27	No more community outreach, no more process. Focus on outcomes. Just focus on design and construction. Sick and tired of strategic plans without action. Sick and tired of action plans and other planning documents that simply pad consultants and go through endless CEQA/NEPA and public meetings for NIMBY opportunities. Start design, fund construction. Just build the greenways. Nobody is going to read these guiding documents and land water air acknowledgments. Performative.	Thank you for your comment. For regional projects, advanced strategic planning is necessary for a successful development and implementation phase. It should also be noted that while the SGVGN Plan is being developed over a dozen local projects are in various project phases such as early planning, design, construction or completion. Please refer to Section 2.2 Early Implementation Projects on page 105 for more information.
18	2025-03-27	I love this plan. We need more of this in our area. Let's bring the streams rivers back to what they should be.	Thank you for your comment.
19	2025-03-27	I've lived in the SGV my whole life. And my Mom's house has the Rubio wash visible from her backyard. I've always wanted to ride my bike down there, and travel to nearby cities without a car. There's a little walking path on the opposite side. I wish it was maintained and used as a paved walking path, and if it was wider, as a bike path. I love my city, but having this greenway connect the SGV, it would make me love it even MORE.	Thank you for your comment. Rubio Wash is identified in the SGVGN Plan. For more information, please see Section 4.2 Tier 1 Tributary Opportunities and Constraints on page 207
20	2025-03-28	Considering this project's location along our valley's waterways, I appreciate the potential inclusion of potable water facilities along the path. With that in mind, I would like the project to include at least one publicly-available sparkling water fountain, and to advocate for most water facilities along the path to be refrigerated for those hot summer months. I think this fun inclusion might encourage more of our residents to drink the delicious water of our state & to stay hydrated! A good example of such a facility is the fountain right outside of the colosseum in Rome. I support the project overall & can't wait to see it come to fruition!	Thank you for your comment. Drinking water facilities are a potential amenity and should be considered on a local project level during the project's planning, development and community engagement phases.
21	2025-03-28	As a resident of South Pasadena and a small business owner deeply invested in the health and vitality of our community, I am writing to express my strong support for the proposed San Gabriel Valley Greenway Network. The vision outlined represents a transformative opportunity for our region—connecting neighborhoods, enhancing quality of life, and strengthening both the environment and local economies. In cities across the country, investments in bicycle and pedestrian infrastructure have yielded remarkable returns. According to the Institute for Transportation and Development Policy, protected bike lanes can increase retail sales by up to 24% in local businesses. This is particularly encouraging for small business owners like myself, who depend on foot traffic, local engagement, and sustainable growth. Environmentally, the benefits are equally compelling. The EPA estimates that transportation accounts for nearly 29% of total greenhouse gas emissions in the United States. Providing more accessible and interconnected alternatives to car travel, like the SGV Greenway, can significantly reduce this impact. Bike commuting produces zero emissions, and when infrastructure supports it, people respond: studies show that cities with well-developed bike networks see a 50% increase in ridership within the first year of implementation. From a public health perspective, communities with robust active transportation networks see improved physical and mental well-being. According to the American Journal of Public Health, residents in walkable and bikeable neighborhoods are 2.5 times more likely to get enough physical activity each week. Beyond physical fitness, these greenways promote mental health by offering safe, green, restorative public spaces. The SGV Greenway is more than just a network of trails—it's an investment in our collective future. It supports equitable access to transportation, connects underserved areas to opportunity, and reflects our shared values as a region that prioritizes sustainability, health, and community. I urge local leaders and planning agencies to fully fund and implement this bold and essential initiative. As someone who lives, works, and is building a future here, I can say with confidence that the SGV Greenway will make our region safer, healthier, more connected, and more prosperous.	Thank you for your comment. Your perspective as a South Pasadena resident and small business owner adds meaningful insight into the discussion surrounding the San Gabriel Valley Greenway Network. The points you raised about economic vitality, environmental benefits, and community health highlight many of the core goals of the project. Your references to national data on increased retail activity near protected bike lanes, reductions in emissions through active transportation, and the public-health advantages of walkable communities underscore the broader value that greenway investments can bring to the region.

## SGVGNSIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE

### GENERAL

No.	Date	Comment	Response
22	2025-03-28	Thank you for this effort in the San Gabriel Valley.	Thank you for your comment.
23	2025-03-30	Lots of artificial protection from sunlight - there are those fabrics that are stretched over a space to help provide shade; having trees grow up takes time but people and animals (pets, horses) need shade from LA sun we receive.	Thank you for your comment. Shading was considered during Plan development. For more information, please see Section 6.4.1 Design Guidelines and Standards and Appendix H - Design Guidelines and Standards.
24	2025-03-30	Along the bike trails, these would be nice: 1. More trees or canopies for shade 2. Pocket parks with shade trees or canopies over benches 3. Dog parks with poop bag dispensers and water dispensers and more benches under canopies or trees. Also, stations for washing hands at the dog park if there's no restroom 4. Refillable water bottle dispensers or water fountains 5. Rest stops with restrooms and trash cans 6. Trail maps 7. Free parking at the parks that have easy access to the bike trails	Thank you for your comment. Trees, shading, pocket parks, rest stations, water stations and trash receptacles were all considered during the SGVGN Plan development. For more information, please see Section 6.4.1 Design Guidelines and Standards and Appendix H - Design Guidelines and Standards.
25	2025-03-30	The proposed bicycle and pedestrian pathways are a fantastic idea! I'm eager to see how this network will improve connectivity and provide safe, enjoyable recreational opportunities. I'd like to know more about the planned amenities, such as shade structures, water fountains, and rest areas.	Thank you for your comment. Shade structures, rest areas and water fountains were considered during Plan development. For more information, please see Section 6.4.1 Design Guidelines and Standards and Appendix H - Design Guidelines and Standards.
26	2025-03-30	Multi-use trails look nice, excited to have more pocket parks	Thank you for your comment.
27	2025-03-30	I usually ride Rio Hondo and San Gabriel River path. Some cleanup near Whittier narrows would be liked	Thank you for your comment. Maintenance concerns near Whittier Narrows have been noted.  For more context, the confluence of the San Jose Creek and San Gabriel River down to the Whittier Narrows Dam is a reach that is still owned, operated and maintained by the U.S. Army Corp of Engineers. Additionally, Southern California Edison owns a corridor along the San Gabriel River that reaches many miles south along the lower San Gabriel River. Please continue to coordinate with Public Works Stormwater Maintenance Division staff at (800) 675-HELP(4357).
28	2025-03-30	This would immensely increase the value of the currently not used washes and would improve the health and mobility of the community. It would also help increase property values of the homes near the locations.	Thank you for your comment. Creating recreational opportunities and enriching the communities' well-being are two of the Plans goals.
29	2025-03-30	We need more access to bicycle safely without them constant threats of speeding vehicles which are emitting toxic fumes.	Thank you for your comment. The SGV Greenway Network will provide the opportunity for off street bicycling and other multi-uses for the local and regional communities.
30	2025-03-30	I support the project to build the Greenway Network which will allow me to travel across LA on protected bike lanes. I can also use them as recreational rides for my health. The new greenspace also allows me to meet with friends. The Arcadia wash is closest to me and would be the biggest improvement.	Thank you for your comment. The Arcadia Wash is within the SGVGN Plan area. Please consider reaching out to your local representatives
31	2025-03-30	I am excited for Greenway project as it will help improve access for more neighborhoods to outdoor activities. The new bike trails will make it safer for all of us to explore the san gabriel valley.	Thank you for your comment. "Enhancing Connections" is one of the six Plan Goals.
32	2025-03-30	Look forward to the time when we can get together and enjoy biking in a safe place and get together with family and enjoy outdoor activities.	Thank you for your comment.
33	2025-03-30	Love the ride and experience that they gave us and showed us the plan for the new bike trails	Thank you for your comment and for joining the ride.
34	2025-03-30	Fully support of this project	Thank you for your comment.
35	2025-03-30	The San Gabriel valley greenway network concept is a great and beneficial idea for the bikers.	Thank you for your comment.
36	2025-03-30	As a biker in SGV, it has always been intimidating to ride on the streets due to the lack of protection. I support this project which creates more Greenway and more connections from Rio Hondo Bikeway and San Gabriel River Bikeway.	Thank you for your comment.
37	2025-03-30	This was my first bikeride in a long time & it was really fun. I felt safe throughout the whole ride & got to learn about the San Gabriel Valley Greenway Network. Will definitely spread the word about this project.Thank you.	Thank you for your comment and for joining the ride.

## SGVGNSIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE

### GENERAL

No.	Date	Comment	Response
38	2025-03-30	I would benefit greatly from the expansion of bike trails.	Thank you for your comment.
39	2025-03-30	I support the SGV Greenway Project! As a cyclist who often visits the San Gabriel Valley, I would like to see the Greenway concepts turn into a reality. It would encourage cyclists, walkers, and others to enjoy the outdoors and visit neighborhoods throughout the San Gabriel Valley. These visits would benefit communities economically as money will be spent on dining, food, retail, etc. Speaking for myself, my family, and cycling friends, we would use the SGV Greenway to connect our favorite bike routes, making it easier to cycle through the region, and would do so with more frequency.	Thank you for your comment. Connecting existing routes and encouraging more frequent, active travel is one of the key goals of the SGVGN Plan and input from active cyclist like yourself will help inform future projects.
40	2025-03-30	I participated in the Active SGV ride on 3/30 to explore 3 potential sites. I am excited about the possibility of having these greenway connect. Hopefully this plan can be put into action. Thank you for the possibilities!	Thank you for participating in the ActiveSGV bike ride and for your support of the Greenway Network.
41	2025-04-01	I want more of a green space,CLEAN WATER a system to conserve our water, our waters are contaminated with led I fear the health of my kids I fear for my health I fear for the water the animal drink. Please protect our rivers and conserve our water we need more green more clean water.	Thank you for your comment. Los Angeles County Public Works is the lead for this Planning effort. Public Works is also the lead for the Los Angeles County Water Plan. The County Water Plan articulates a shared, inclusive, regional path forward to sustainably and equitably achieve safe, clean, and reliable water resources for Los Angeles County. More information regarding the County Water Plan can be found at <a href="https://lacountywaterplan.org/Home">https://lacountywaterplan.org/Home</a> .
42	2025-04-02	I am a resident of Pomona near the neighborhood where the Thompson creek concept is located. This is an awesome idea, and with Pomona starting up the San Jose creek bike way project soon, I can't wait for this to be completed also. <b>My question is how these would connect across the 10 freeway?</b> Specifically from <b>Ganesh Park (near white ave.) and the ending of the San Jose creek bikeway on the other side.</b> I did not see mention of a pedestrian bridge or tunnel in the plans, so I was wondering if this was being considered. I think this would greatly enhance the connectivity of the neighborhood on the other side of the freeway to much needed green space at Ganesh Park. Let me know if there is any plan for how the path would navigate crossing the freeway at this section! Thanks for making this happen in our city!	<p>Thank you for your comment.</p> <p>As you noted, the City of Pomona is leading the development of the San Jose Creek Bikeway Project. The Plan supports effort that help enhance flood control channel like San Jose Creek through multi-benefit projects that serve transportation, recreational and environmental goals.</p> <p>Regarding your question about connectivity across the I-10 Freeway—specifically between Ganesh Park and the terminus of the San Jose Creek Bikeway—this is an important consideration. In more challenging locations like this one, the bike and multi-use path may need to be temporarily directed to the nearby roadway before reconnecting.</p>
43	2025-04-02	I'm emailing to ask if there are any photos to accompany the press release on the Greenway Network Draft released last week. Let me know as soon as possible please.	Relevant materials were provided to the requestor for their use and consideration in the press release on the Greenway Network Draft release.
44	2025-04-02	This place has tons of visitors. The Bathrooms are a scary disaster. The amount of trash that collects on the waters edge is mind boggling. People bring their kids here, their pets. The two wash inlets to the north the one by the golf course and the one next to the pick a part bring in trash by the loads. It's a beautiful if your bird watching. But the lake itself could use a makeover.	<p>Thank you for your comment.</p> <p>The Los Angeles County Flood Control District's primary responsibility is the management of regional flood protection infrastructure, including the wash inlets you mentioned. While maintenance of amenities such as restrooms and trash collection typically falls under the jurisdiction of the local park or facility operator, we recognize the importance of maintaining clean and safe conditions throughout existing facilities and new ones alike.</p>
45	2025-04-03	I think this is a great idea! I believe more shared use paths that include bikes and pedestrians have always proved to be beneficial for the community in terms of quality of life, health and well being. As a resident I am in favor of as much space as we can give this.	Thank you for your comment. Feedback like yours helps reinforce the importance of expanding accessible, active spaces for all.
46	2025-04-04	I'm so excited about this plan and I hope it comes to fruition soon! I want to emphasize the importance of shade along this route, especially with rising temperatures due to climate change, heat mitigation is incredibly important so that this is actually used and benefits the community. I love love love that this is happening though!!	Thank you for your comment. Shade and heat mitigation were considered during the Plan development and incorporated into the Design Guidelines and Standards.

## SGVGN SIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE

### GENERAL

No.	Date	Comment	Response
47	2025-04-07	<p>In theory, a greenway is nice but not when it runs right through your backyard. I have major concerns about that, and also the type of people the greenway will attract to a very nice, residential area of Glendora. <b>We have a homeless problem in California and the greenway opens up a new place to camp or wander down.</b> This has happened to other greenways and I don't think a gate will stop that from happening. There is no need to connect the greenway from the downtown Metro all the way to Colby Trail, making our schools (it runs directly by Cullen and Goddard) and houses a public thoroughfare. <b>Just end the greenway at Finkbiner park</b> and call it good. Or if you must bring it further up to the hills, use the Valley Center wash which doesn't cut through schools and as many backyards. It runs by a public street and is further away from homes. Not everyone is excited to have a no trespassing area become public.</p>	<p>Thank you for your comment. We recognize that changes like the Greenway project can feel especially impactful when they run near homes, schools, and neighborhoods. Safety, privacy, and quality of life remain top priorities in planning and design.</p> <p>The SGV Greenway Network Plan aims to improve connectivity and provide safe routes for walking and biking while complementing broader County initiatives on housing, equity, and support for people experiencing homelessness. Guidance on PEH has been incorporated into the Plan in Section 3 (Engagement Strategy and Results) and Appendix H (Operations and Maintenance). Safety measures such as lighting, emergency call boxes, regular maintenance, and coordination with local agencies are also being considered. Your feedback about alternative routes, such as Valley Center Wash, is valuable and will help inform the planning process to balance connectivity with neighborhood safety and comfort.</p>
48	2025-04-07	<p>As a constituent supporting our community for a greenway that prioritizes on open space, active transportation and equity for the working class neighborhoods, we would like to please <b>request to prioritize Florence Flanner</b> as an essential part of the greenway in one of the most park scarce communities in the San Gabriel Valley, to expand and protect the Emerald Necklace and support up to 55 miles of equestrian trails. The request can be accomplished by prioritizing the construction of two equestrian and multi use bridges across the San Garbiel River connecting El Monte to Avocado Heights and a bridge across the San Jose Creek connecting Pellissier Village to Avocado Heights. As to the population the frequents Los Tubos (Blackwill Equastrian Staging Area) we kindly request the facility be accomm odated with lavatories that have a few stalls. Lighting is indeed one of the most crucial elements so the trail riders may ride safely during the winter when the light savings is in effect. We would also like to <b>advocate for the park being built at 3701 Pacific Place in Long Beach</b> - this is a rare opportunity to provide much needed recreational green space in the lower part of the San Gabriel River. We would like to emphasize these trails and greenways are vital for public access, ecological health and community resilience.</p>	<p>Thank you for your comment. The suggestions for multi-use bridge connections, trail lighting, restroom facilities, and expanded access to public parks highlight important community needs. These comments will help inform future coordination with the appropriate jurisdictions and project proponents as planning progresses.</p>
49	2025-04-07	<p>Hello, I am Cristian Reynaga, a homeowner in Avocado Heights. I really enjoy riding my horses and bicycles through the SGV trails. I hope future plans include horse trails and bridges to connect horse trails to neighboring communities.</p>	<p>Thank you for your comment. Feedback like yours helps highlight the diverse needs of trail users across the region.</p>
50	2025-04-07	<p>I appreciate how #4 would connect to the Pomona Metro extensions and the Eaton wash greenways, I would absolutely use frequently</p>	<p>Thank you for your comment.</p>
51	2025-04-08	<p>I support a connected, community-led greenway network that prioritizes open space, active transportation, and equity—especially in working-class neighborhoods. Please <b>prioritize Florence Flanner</b> as an essential part of the greenway in one of the most park-scarce communities in the SGV, expand and protect the Emerald Necklace, and support up to 55 miles of equestrian trails. This can be accomplished by accelerating the construction of two equestrian and multi use bridges across the San Gabriel River, connecting El Monte to Avocado Heights, and a bridge across the San Jose Creek connecting Pellissier Village to Avocado Heights. In addition to that we <b>need a permanent bathroom with sufficient stalls to accommodate the population that frequents Los Tubos</b> (Blackwill Equestrian Staging Area) and we need lights so that young escaramuzas and charros, and other trail users, can practice safely during the winter time when evenings get dark at 4:30 PM. We also support a park being built at <b>3701 Pacific Place in Long Beach</b>—this is a rare opportunity to provide a much needed recreational green space in the lower portion of the San Gabriel River. These trails and greenways are vital for public access, ecological health, and community resilience.”</p>	<p>Thank you for your comment. Segments of Big Dalton Wash and Walnut Creek adjacent to areas of your advocacy are already identified as Tier 1 in Tributary Periodization (Section 4.1 of the Plan). The suggestions for multi-use bridge connections, trail lighting, restroom facilities, and expanded access to public parks highlight important community needs. These comments will help inform future coordination with the appropriate jurisdictions and project proponents as planning progresses.</p> <p>Your comment regarding recreational spaces and opportunities at 3701 Pacific Place in Long Beach, this location is adjacent to the LA River and not within the SGVGN Plan tributary areas or LA County jurisdiction. We will share your input with the City of Long Beach for their considerations.</p>
52	2025-04-09	<p>The potential that these plans bring seem amazing! We would love to see native plant corridors installed throughout these pathways. This would help insure rain water is collected into our aquifer, carbon is sequestered, and we create a beautiful and vibrant plant and wildlife community. Please do not settle for non-native drought tolerant plants. Help create the biodiversity needed for all of us to thrive in harmony.</p>	<p>Thank you for your comment. The SGVGN Plan includes Appendix H Design Guidelines and Standards. Section 10.10 of this Appendix focuses on Landscaping and Irrigation as well as a list of Native Plant species. We encourage future project proponents to use and implement.</p>

## SGVGNSIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE

### GENERAL

No.	Date	Comment	Response
53	2025-04-10	I am a resident of Baldwin park and I would like to know if this project displace home or business owners of properties?	<p>Thank you for your question. The SGV Greenway Network Plan does not propose displacing homes or businesses. The Plan is designed to utilize existing public rights-of-way, such as flood control channels, utility corridors, and other publicly owned land, to create safe walking and biking connections throughout the San Gabriel Valley.</p> <p>Future projects will continue to be developed in coordination with local jurisdictions and agencies, with the goal of enhancing community access, safety, and connectivity without impacting private property owners.</p>
54	2025-04-10	I can't wait for a connected trail network through the San Gabriel Valley! There are no good recreation routes for residents to go for a jog that doesn't involve going in circles around a small city park. This finally gives the SGV recreation options like they have in the rest of the county whether it's the paths of beach front communities, the Rose Bowl in Pasadena, or Griffith Park in central Los Angeles.	Thank you for your comment. We share your enthusiasm for creating a connected trail network that offers meaningful recreational opportunities throughout the San Gabriel Valley. Expanding access to safe, enjoyable routes for jogging, biking, and walking is a key goal of the Greenway Project, helping bring the same quality experiences found in other parts of the county to this region.
55	2025-04-10	I live near the Greenway trail that cuts through Whittier, and absolutely love it. It's been a major connector between my neighborhood, grocery stores, parks, schools, and friend/family homes; my family and I bike to many of our errands now. I'm so glad to learn that additional Greenway options for walking and biking will be available throughout SVG.	Thank you for comment. It's wonderful to hear how the Whittier trail has improved your family's connectivity and active transportation options. Expanding this network throughout the San Gabriel Valley will continue to create more opportunities for residents to bike, walk, and connect with their communities.
56	2025-04-12	I love this plan and creative usage! The stops at parks and other recreation areas is great and I'd love to also have spots that have food, coffee, etc. Or perhaps opening up to neighborhoods with those community amenities. Also, I believe this is already an element, but it would be great to see how this can generate the expansion of bike network within SGV cities	Thank you for your comment. Integrating the Greenway Network with nearby parks, neighborhoods, and local businesses like cafés or food spots is a great way to enhance the user experience and support local economies. The Plan also encourages cities to build out their local bike networks to better connect with the regional trail system, helping create a seamless and accessible experience for all.
57	2025-04-12	Please make bridges for bicyclists to enjoy the city. To allow families to ride together and not worry for safety.	Thank you for your comment. Creating safe and accessible crossings, including bridges, is an important part of the Greenway vision.
58	2025-04-12	Make the connection all the way through and connect the bikeways more enticing and easily accessible without all these disparate sections. Connecting them all will encourage more people to utilize and access and leverage less driving and more natural and sustainable paths. See examples like Taipei and Seoul etc.	Thank you for your comment.
59	2025-04-12	<p>It would provide a much safer bike access for Avocado Heights residents if the bike path along San Jose Creek can connect to the San Gabriel River Bike Trail. It would start from S 7th Ave passed Workman Mill Rd, and then paved and likely a bridge would have to be built near the San Jose Creek &amp; San Gabriel River Confluence to connect the bike path to the San Gabriel River Bike Trail.</p> <p>If the San Jose Creek bike path connects with the Thompson Creek bike path - this could provide a separate, safe bath that would connect Claremont to the San Gabriel River Bike Trail!</p> <p>Thank you for your time and consideration!</p>	Thank you for your comment. Improving regional connectivity—like linking the San Jose Creek path to the San Gabriel River Bike Trail—is a key goal of the Greenway Network. Connections like this would greatly enhance safe access for communities like Avocado Heights and support broader regional mobility. Your input helps shape a more connected, accessible future for all trail users.
60	2025-04-12	I run parts of Rio Hondo and San Gabriel River (Emerald Neckless) at least once a week. A connection of different paths is possible. I would even tear down fences and write proposal for this project. Where can I send essay?	Thank you for your comment. It's inspiring to hear how eager you are to improve connectivity along the Emerald Necklace. If you'd like to share your ideas or submit a written proposal, we recommend sending it through the official comment channels for the Greenway project or contacting your local city or planning department. Your voice and experience as a regular trail user are valuable to this effort.
61	2025-04-12	Please continue prioritizing this project. It is important for cyclist and families. Thank you.	Thank you for your comment.
62	2025-04-12	I love the idea of having access to so many pathways for bike rides, hikes, equestrians. I hope it happens. I have been fortunate to join the bike rides that are offered by Active SGV. I am 54 years old and it is a fun way for me to stay active. I look forward to join whenever I have time and actually have made it a priority to plan my weekend around these bike rides.	Thank you for your comment. Expanding access to safe, enjoyable pathways for biking, walking, and equestrians is a key goal of the network, and hearing stories like yours helps strengthen the case for making it a reality.
63	2025-04-12	Very good experience. I really enjoy	Thank you for your comment.
64	2025-04-12	It was a good experience riding with active sgv. I am excited for the new path route planning.	Thank you for your comment.
65	2025-04-12	Happy. Really fun. I really enjoy this type of program.	Thank you for your comment.

## SGVNSIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE

### GENERAL

No.	Date	Comment	Response
66	2025-04-12	Thanks	Thank you for your comment.
67	2025-04-12	This project will be an amazing and life changing staple in our underserved community. This would genuinely help make green spaces and outdoor recreational activities more accessible for our community!	Thank you for your comment. Expanding access to green space and outdoor recreation—especially in historically underserved areas—is a key goal of the Greenway Network.
68	2025-04-14	Hello, Lifelong resident of La Puente, CA (Francisquito & Hacienda). What greenway and vegetation will be available along the trails? <b>Could we look to other cities like Portland, OR's Tom McCall Waterfront Park for inspiration? Is it possible to grow Cherry Blossom trees and ensure some grass is grown alongside the trails/ bike paths/ green spaces.</b> We want our communities to thrive botanically and socially.	Thank you for your comment. The SGV Greenway Network Plan highlights opportunities to incorporate landscaping, shade trees, and other vegetation along the trails to enhance user comfort and create welcoming spaces for the community. Planting will vary depending on location, site conditions, and available right-of-way, but the goal is to include native and drought-tolerant species that provide shade, habitat benefits, and visual enhancement.
69	2025-04-14	As technology advances we tend stay further away from activities that require us to be outside. Just a few miles of bike riding can alter a person's mood to a more positive mindset. Opening more areas for the public to ride their bikes is a great start. Let's start utilizing these spaces to give people a safer environment to ride and walk in!	Thank you for your comment.
70	2025-04-14	As an avid cyclist and active commuter, I fully support these greenway projects! I would love to see these plans implemented in the SGV for continued safer streets and connected greenways. Thank you!	Thank you for your comment. Input from active cyclists and commuters like you is vital as we move these projects forward.
71	2025-04-15	<p>Feedback on the San Gabriel Valley Greenway Plan. Thank you for the work being done on the San Gabriel Valley Greenway Plan. The initiative holds great promise for improving environmental sustainability, access to recreation, and quality of life for many communities. I would like to offer the following feedback and recommendations to help ensure the plan is inclusive, equitable, and fully aligned with community need</p> <ol style="list-style-type: none"> <li>1. Prioritize Native Plants in Landscape Planning Native plant species should be emphasized in all landscape meetings and decisions. These plants are more sustainable, require less water, and provide critical habitat for local pollinators and wildlife. Including diverse native flora will also enhance the educational and ecological value of the greenway.</li> <li>2. Increase Tree Canopy Equity – Especially in Underserved Areas like Vincent, CA Tree planting and urban forest development should be targeted in areas with low canopy cover, such as the Vincent community. Equitable access to shade and greenery improves health outcomes and reduces urban heat island effects. Tree species should also be chosen based on long-term climate resilience.</li> <li>3. Integrate Urban Forests with Walkable Recreational Greenways Urban forest development should be intentionally connected with recreational paths to make the greenway more accessible and inviting. Each community along the greenway, regardless of size or income level, deserves walkable, shaded routes to schools, parks, libraries, and public transit. Should not be more than .5 miles of walking from any neighborhood.</li> <li>4. Highlight the Little Dalton Wash as a Priority Corridor As a resident/community member, I believe Little Dalton Wash offers a key opportunity to: <ul style="list-style-type: none"> <li>- Create a much-needed recreation and walking connection.</li> <li>- Provide safe and aesthetic routes to schools, libraries, and transit.</li> <li>- Strengthen community identity through art, history, and gathering space.</li> <li>- Address gaps in green infrastructure for our area.</li> </ul> </li> </ol> <p>Transforming Little Dalton Wash could have a transformational impact on residents' quality of life.</p> <ol style="list-style-type: none"> <li>5. Incorporate Solar Lighting for Safety and Sustainability Solar-powered lighting should be installed throughout the greenway, particularly in underlit areas. This supports both environmental goals and pedestrian safety, extending the usable hours of the paths and improving community perception of security.</li> <li>6. Interpretive and Historical Signage Adding signs that share the cultural, historical, and ecological stories of each corridor (including Indigenous, agricultural, and local histories) would enrich the experience for visitors and foster a deeper connection to place.</li> <li>7. Support Public Art and Community Identity Public art installations can reflect the diversity and creativity of each neighborhood. Art projects involving local artists and youth would help generate pride, ownership, and cultural visibility throughout the greenway.</li> <li>8. Maintenance, Cleanliness, and Safety Plans A clear plan for regular maintenance, trash removal, and upkeep is essential to keep the greenway inviting and functional. Equally important is a plan for: <ul style="list-style-type: none"> <li>- Community-based stewardship opportunities.</li> <li>- Scheduled patrols or presence from local law enforcement or park rangers to enhance public safety.</li> <li>- Clear signage on what to do in case of emergency.</li> </ul> </li> </ol> <p>Thank you for the opportunity to provide input. I hope these ideas contribute to a more inclusive, resilient, and people-centered greenway that uplifts all communities—especially those, like ours near Little Dalton Wash, that have long awaited investment and connection.</p>	<p>Thank you for your comment. Your insights reflect a strong commitment to equity, environmental sustainability, and community wellbeing.</p> <p>Your priorities are consistent with the Plan's vision to provide inclusive, climate-resilient, and community-centered infrastructure throughout the SGV.</p> <p>Your advocacy for highlighting Little Dalton Wash as a key corridor is noted and aligns with the Plan's flexible framework, which encourages further prioritization by local jurisdictions and partners. Input like yours helps identify areas of both great need and great opportunity.</p> <p>Your suggestions around interpretive signage, solar lighting, public art, and community-based maintenance—all of which strengthen the sense of place, safety, and belonging in greenway spaces. These elements contribute to a vibrant and meaningful user experience and will be shared with relevant partners and agencies as implementation planning progresses.</p> <p>Thank you again for your engagement and leadership in advancing a greenway network that benefits all SGV communities.</p>

**SGVGNSIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE**  
GENERAL

No.	Date	Comment	Response
72	2025-04-15	I am all for it. I am an avid rider of all the bikeways along the Rio Hondo, San Gabriel, and Los Angeles Rivers. Please expand it according to the plans. It will be a wonderful addition to the quality of life in the area. Michael A. Cardenas	Thank you for your comment.
73	2025-04-15	I visited a few sites of waterways which can potentially turn into the greenways and provide a safer and more secluded walking and biking areas to the community members. I believe that turning the waterways into greenways is a transformative idea. It reuses the existing infrastructures and encourages using the space that we already have for a safer, better, cleaner environment. There are many accidents that happen among cyclist, automobiles and pedestrians. This is a solution to put more safety measures in our community.	Thank you for your comment. Your perspective highlights the importance of creating dedicated spaces that separate cyclists, pedestrians, and vehicles to reduce accidents and promote healthier, cleaner environments.
74	2025-04-15	This email is to inform you that the Historic Preservation Office does not wish to comment on this project. We defer to the local Tribes and support their determinations on this matter. Email correspondence is the preferred method of communication with this office. Hard copies of project letters are not required if an email containing the project documents has been sent to the Historic Preservation Office. Also, please update your contact information for the Quechan Tribe. All project-based correspondence should be sent to this email address (historicpreservation@quechantribe.com) and President Jordan Joaquin (executivesecretary@quechantribe.com). Per the Tribe's NAHC contact list, please remove Manfred Scott (culturalcommittee@quechantribe.com and scottmanfred@yahoo.com) from the distribution list for the Quechan Tribe	Thank you for your comment. We acknowledge that the Historic Preservation Office does not wish to comment on this project and will defer to the local Tribes in support of their determinations. We will also ensure that email remains the method of correspondence with your office moving forward.
75	2025-04-16	This is such an exciting and necessary development. With most of the infrastructure in place, it seems like such a logical project. It would increase the health of our community, as well as the environment. Having connectivity throughout the SGV would make it easier for folks to either become car free or car light. It would facilitate commuting by bike and reduce the cars on the road. It would make cycling safer and more inviting. Keeping my fingers crossed for more bike paths and green spaces.	Thank you for your comment.
76	2025-04-16	As a bicyclist who regularly rides the San Gabriel Bike Trail north to Azusa and/or south to the Long Beach area, I applaud the effort to expand the Greenway to the east and west of the current route. My current options to ride to the west are limited to making my way from the bike trail, just north of the Pico Rivera Golf Course, to a connector route that takes me to San Gabriel Blvd/Durfee Ave and Rosemead Blvd. From there I can connect to either the Lower Rio Hondo or the Upper Rio Hondo trails, which will once again take me along a northern or southern route. Any bike routes heading further west, or eastbound for that matter, on a Greenway path(s) within the San Gabriel Valley region would be greatly appreciated, sorely needed, and thoroughly enjoyed. That said, I will refrain from getting into commenting about fixing the innumerable gaps and bumps that I encounter on the trail every time I ride.	Thank you for your comment.
77	2025-04-18	I love that this project could foster a more outdoor-friendly environment in our neighborhoods. I recently visited the Cypress Grove Park in Irvine with my grandson. I thought it was such a neat idea that they incorporated a Scooter Path equip with street signs for kids along the path. This would be such a great activity to promote enjoying our neighborhood parks and recreations, teaching our children the value of our atmosphere, community, as well as safety. Would love to see this in a few of our areas, particularly both the Little and Big Dalton Wash and the San Dimas wash.	Thank you for comment. Features that support youth recreation can be considered as planning moves forward. For ideas specific to the San Dimas Wash and the Little and Big Dalton Wash, we recommend reaching out to your local city.
78	2025-04-22	Hello, I'm a cyclist that loves to ride around the city, having safer bike lanes is so important. Hope the city of SGV continues to create bike paths, bike lanes and most important repaving streets with safety lanes and Share The Rode With Cyclist Signs that are bright and fluorescent. Other cities are doing it, lets be the LEADER and the EXAMPLE on how things get done....	Thank you for your comment. We encourage partnership and collaboration with local cities to advance these improvements and bring positive impacts to the region.

**SGVGNSIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE**  
GENERAL

No.	Date	Comment	Response
79	2025-04-22	As a resident of the Pomona Valley and San Gabriel Valley, it is very obvious for the need of alternative transportation modes in the area. I am tired of seeing makeshift altars where people have died due to unsafe pedestrian and bicycle infrastructure. Too many people have died at the hands of cars, and it only seems to be getting worse with the invention of accessible screens. Please expedite these projects in order to provide residents with opportunities to travel in a safe and accessible manner without the need for personal motor vehicles that are killing members of the community and polluting the environment.	Thank you for your comment. Your input strengthens our vision to create a healthier, safer community for all.
80	2025-04-22	Looking forward to the network's completion. One suggestion for your consideration: The network consists of off-street, (Class I) bike lanes that form various "branches". It would be great if you could include (Class IV) protected bike lanes that connect the network's "branches" wherever possible. For example, Eaton Wash and Arcadia Wash could be connected with protected bike lanes along Huntington Dr.	Thank you for your comment.
81	2025-04-22	This is a great idea and will do wonders for they community in terms of health, socializing and environment.	Thank you for your comment.
82	2025-04-22	Thank you the greenway projects. I'm hoping that as our surface streets and freeways continue to overflow with traffic more residents in the area will begin to commute to work via the Greenways.	Thank you for your comment.
83	2025-04-22	If they can't do all the tributaries, then get a least one to the east and one to the west so we have a good geographical spread. Looking forward to more safe places to bike.	Thank you for your comment.
84	2025-04-22	I am massively in favor of developing bike paths along San Gabriel Mountains' waterways. This is the very kind of infrastructure Los Angeles County needs to facilitate the transition from gas powered vehicles to bicycles and electric bikes. I'm waiting for the infrastructure so I can continue riding my bike and get rid of my car.	Thank you for your comment.
85	2025-04-23	Please implement the plans for the San Gabriel Valley Greenway Network!! The bike paths that I have cycled on have been very enjoyable and safe!	Thank you for your comment.
86	2025-04-23	Area between N. Mills Ave and N. Towne Ave already has adequate multi-use path and park access. Suggest focusing planned improvements west and south of N. Towne Ave	Thank you for your feedback. For location-specific recommendations such as focusing improvements west and south of N. Towne Ave, please consider reaching out to your local city.
87	2025-04-23	I like the idea of having the bike path but I currently ride and walk the San Jose creek on a weekly basis and the county and public works have allowed people to use the creek and bike path areas as a dump. We need to have some accountability from these departments to keep the area safe from encampments and people dumping their trash here. When I talk to the county about these encampments they always say it's Edison's property or it's the army corp of engineers property and it feels like it is just being passed onto the other company. These companies Edison, Army Corps, and Public Works should work together to clean up the San Jose Creek for this project	Thank you for your comment regarding safety and maintenance along the San Jose Creek.  We recognize the challenges posed by encampments and unauthorized dumping and understand the concerns this raises for community members. Coordination among agencies such as Southern California Edison, the U.S. Army Corps of Engineers, and Los Angeles County Public Works is essential to effectively address these matters. We appreciate that your comments emphasize the need for continued collaboration and accountability as we work toward the successful implementation and upkeep of the Greenway Network. Please continue to coordinate with Public Works Stormwater Maintenance Division staff at (800) 675-HELP(4357).
88	2025-04-23	Hello, just wanted to get more info on the greenway sgv project. Thanks	Thank you for your comment. The Plan aims to create a connected network of multi-use trails for biking, walking, and other outdoor activities throughout the San Gabriel Valley, enhancing access, safety, and environmental health.  For more detailed information, you can visit the official website at <a href="http://www.sgvgreenway.org">www.sgvgreenway.org</a> , where you'll find project updates, maps, planning documents, and ways to get involved.
89	2025-04-23	My hopes for this is to get more people on bikes and public transit and reduce the number of cars in our communities.	Thank you for your comment. Encouraging more biking and use of public transit to reduce car dependence is a key goal of this project, and your support helps reinforce that vision for healthier, more sustainable communities.
90	2025-04-23	Interested	Thank you for your comment.

## SGVGN SIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE

### GENERAL

No.	Date	Comment	Response
91	2025-04-24	<p>Hi, I represent many people who regularly ride bike paths who are disabled. We ride with bike clubs or family for our safety and enjoyment. Generally we ride Recumbent E-trikes. An E-trike is a pedal assist tool that supplies power when muscles fatigue and/or there is a lack of muscle. Add to that balance issues and you need to ride a trike to be safe.</p> <p>It is obvious that trikes are never considered in the planning of a bike path and there is a growing need with this new technology. We see paths and objects on a regular bases where there was never a thought of an allowance for a trike.</p> <p>Some of our issues are a lack of ADA bathrooms along bike paths. Some of us have medical necessities for bathrooms. It can be humiliating and a big mess if we can't get to a bathroom in time. Depending on the issue it can be life threatening. The lack of bathrooms is overlooked of course for the sake of budget but there is an ADA need on these public bike paths that should not be overlooked.</p> <p>Next: There are posts installed at the end of bike paths where they intersect a street. Trikes are roughly three feet wide Those posts need to allow for trikes to pass through.</p> <p>Next: Gates along river trails are often not wide enough for trikes to pass through.</p> <p>Next: Bike paths are in places not wide enough for the safe passage of trikes, bikes and people walking or running going both directions.</p> <p>Many disabled people cant walk, run, hike, play golf or tennis but we can bike with aid of Recumbent E-trikes and regular E-trikes. It's the only way we have to enjoy the great outdoors Southern California has to offer with friends and family. Public bike trails have a serious need for ADA considerations.</p> <p>The reality here is Disabled people are never at the planning phase of public spaces. Normal people may mean well or just follow some basic guidelines and building codes but in truth normal people just don't get it and people like me see problems everywhere we go with how the ADA is implemented or lack there of.</p>	<p>Thank you for your comment. We recognize the challenges you've highlighted—such as the need for ADA-compliant restrooms, wider gates and posts, and sufficient trail width to safely accommodate all users.</p> <p>Your insights emphasize the importance of involving people with disabilities early and meaningfully in the planning and design process to ensure inclusive and equitable public spaces. Your voice is vital to creating a Greenway Network that works for everyone.</p> <p>To support this, the Design Guidelines and Standards Appendix H provides detailed guidance to help future project proponents build with ADA compliance in mind. Additional discussion of accessibility considerations can also be found in the main SGVGN Plan, Subsection 1.3.2: Design Guidelines and Standards.</p>
92	2025-04-24	<p>Hello, I am a huge supporter for the SGV Greenway Project that has been proposed. A major benefit of the SGV community is the abundant green space that has been preserved and this project poses the potential to enhance and connect these spaces in a very influential way. Providing active transportation and connectivity to green space is a great thing for the SGV community and its residents and visitors. In the future, it would be great to see the multiple concrete washes improved so that they provide more water retention and filtration to help keep the benefits of the limited rainfall and water supply in our neighborhoods. In the meantime, I am happy to support and hopefully ride on the SGV Greenways in the near future so that can continue to make this area more hospitable and pleasant for everyone.</p>	<p>Thank you for your comment. Your suggestion to enhance concrete washes for better water retention and filtration highlights an important opportunity to improve environmental resilience alongside recreational infrastructure.</p>
93	2025-04-24	<p>This is a very important project that the community will greatly benefit from, and will help make the sgv region much more accessible and help ensure pedestrian and cyclist safety.</p>	<p>Thank you for your comment.</p>
94	2025-04-25	<p>Dear SGV Greenway Network Team,</p> <p>I am writing to provide public comment on behalf of Asian Pacific Islander Forward Movement's (APIFM) Sustainable San Gabriel Valley team.</p> <p>APIFM, a division of Special Service for Groups, Inc., is a 501(c)(3) nonprofit, established in 2007 and based in Los Angeles County, with a mission to cultivate healthy, long-lasting, and vibrant Asian and Pacific Islander communities through community-centered engagement, education, and advocacy. APIFM envisions a world where API communities – and all communities of color – have full power to access good health and a healthy environment where they live, work, and play.(LINK)</p> <p>APIFM works to ensure API communities have access to green space, safe and healthy environments, and opportunities to engage with nature. The Sustainable San Gabriel Valley program team serves Alhambra and Monterey Park residents to ensure a healthier community for all in the region and tackles different environmental justice issues in our surrounding communities such as air quality, water capture and conservation, climate change, access to nature, and other factors that impact our overall health and wellness. Our goal is to make sure that we have a healthy environment for all residents.</p> <p>Thank you for the opportunity to provide feedback on the San Gabriel Valley Greenway Network Draft Plan. We appreciate the region's efforts to create a more connected, safe, and accessible active transportation network for all residents.</p>	<p>Thank you for your comment and for sharing information about APIFM's important work.</p> <p>The SGVGN Plan seeks to create a more connected, safe, and accessible active transportation network for all residents, and input from community organizations like APIFM helps guide how these trails, paths, and green spaces can best serve local communities. Your perspective on environmental justice, access to nature, and community wellness aligns closely with the goals of the Plan and will help inform future planning, design, and implementation efforts.</p>

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95	2025-04-25	<p>We would like to offer the following comments for your consideration:</p> <p><b>Coordination with the Alhambra Active Transportation Plan (ATP):</b> I urge you to align the Greenway Network with the planned bike lane infrastructure outlined in the Alhambra ATP, especially where the plans intersect. Specifically, Ramona Avenue and New Avenue are part of both plans. Integrating these projects would maximize efficiency, ensure continuity of facilities, and better serve local and regional users.</p>	<p><b>2. Active Transportation Plans</b> As part of the Plan development, the SGVGN Plan Team conducted an extensive literature review of existing planning frameworks, studies, and efforts related to active transportation in the region. A full list of these sources is available in Subsection 2.1: Compilation of Efforts and Studies of the Plan. To ensure that future project proponents are well-informed and empowered, we recommend reviewing the following local city and regional bike and active transportation plans:</p> <ul style="list-style-type: none"> <li>a) San Gabriel Valley Regional Bicycle Master Plan — a collaborative effort with the cities of San Gabriel, Monterey Park, Baldwin Park, El Monte, and South El Monte</li> <li>b) San Gabriel Valley Regional Active Transportation Plan (2017–2019) — which expands planning to include both bicycling and pedestrian networks for cities such as Montebello, La Puente, Irwindale, Glendora, and Monrovia</li> <li>c) ActiveSGV’s “Biking the San Gabriel Valley” initiative — highlighting local active transportation plans across numerous cities, including Baldwin Park, Claremont, Duarte, El Monte, Glendora, Irwindale, Monterey Park, Monrovia, Montebello, Pasadena, Pomona, Rosemead, San Dimas, San Gabriel, South El Monte, South Pasadena, and Temple City</li> <li>d) Metro Active Transportation Strategic Plan</li> <li>e) San Gabriel Valley Regional Greenway Network Implementation Plan, endorsed by the LA County Board of Supervisors in 2017</li> </ul> <p>Including these resources in the planning toolkit helps ensure coherence with existing policies, leverages prior community outreach, and strengthens opportunities for grant funding and regional alignment.</p>
96	2025-04-25	<p>We would like to offer the following comments for your consideration:</p> <p><b>Protected Bike Lanes on New Avenue (Alhambra Wash):</b> The plan should include protected bike lanes along New Avenue. As a major corridor with significant traffic volumes and traffic accidents, New Avenue presents safety concerns for cyclists. Protected infrastructure will encourage more people to bike, improve safety for all users, and help realize the goals of a connected and equitable active transportation network.</p> <p>Thank you again for all your work on this important plan. We look forward to seeing the final version incorporate these suggestions to enhance safety, accessibility, and connectivity throughout the San Gabriel Valley.</p>	<p><b>3. Protected Bike Lanes on New Avenue (Alhambra Wash):</b> This Plan focuses on greenway and connection opportunities along Los Angeles County Flood Control District’s right-of-way only and not on local streets and roadways. However, the SGV Greenway Network will connect to many existing streets and existing and planned city and County bikeways.</p>
97	2025-04-25	<p>Hi,I use my bike for transportation in Pasadena and Altadena every day. It would be amazing if I could ride off-street on Greenways from Pasadena all the way to the coast. I've done rides with kids on the Rio Honda, San Gabriel, and LA River trails. These trails are great, but they are very hard to access from Pasadena. Please build the Greenway network so that we can access these trails.</p> <p>I am worried about this plan because LA Public Works has been ignoring its own bike plan for the past 15 years. I think LA Public Works, LA Metro Board, and CalTrans should step up to build these bicycle highways. I think it is terrible that these organizations spend billions of dollars widening freeways, but consistently fail to spend money creating safe bike infrastructure. Please show real leadership and make this happen.- jonah</p>	<p>Thank you for your comment.</p> <p>Your concerns about implementation and funding priorities are important. Coordinated leadership and investment from agencies like local Cities, LA County Public Works, LA Metro, Caltrans, SoCal Edison and others will be crucial to advancing safe, continuous bike infrastructure. Public input like yours helps emphasize the demand for real commitment and progress in building these vital bicycle highways.</p>

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98	2025-04-25	Yes to green environment it helps being physically healthy , and mentally balanced, helps being more open to self and to others and have a healthy communication life, helps being more positive and energetic, peaceful and nurtured I personally walk in a trail were i can see and hear flowers, birds, and sometimes animals like bobcats, rabbits, squirrels. i feel happy and peaceful and they make me smile. yes, i encourage all to leave the phone alone , take your hiking shoes and some water andn embrace the environment that we are meant to enjoy , freely and fully. Love and Peace, Emrick Garam Money Coach and Energy Healer	Thank you for your comment. Connecting with nature through green spaces truly supports both physical health and mental well-being. Your experience of walking on trails and enjoying the sights and sounds of wildlife beautifully captures the peace and joy these spaces provide.
99	2025-04-25	As a cyclist and resident of South Pasadena, I'd love to see that greenway extended up from Alhambra into South Pasadena and Pasadena. I'm sure many others would too!	Thank you for your comment. Extending the Greenway to connect Alhambra with South Pasadena and Pasadena would greatly enhance regional connectivity and provide more safe, accessible routes for cyclists. Input like yours helps guide future planning and prioritization.
100	2025-04-25	I didn't read the whole plan but overall this is unbelievable. This gives hope for a human future. Too bad Altadena is not included, especially after the fire when is everything is possible. Local food in the future is going to be critical. Why not plan a few local farms where people can shop/gather/ponder? In Altadena we should use the county golf course. Check out the possibility of farming coffee....endless possibilities. Cheers!	Thank you for your comment. LA County has launched a dedicated Altadena Fire Recovery effort. You can find more information and share your input at <a href="https://recovery.lacounty.gov/altadena/">https://recovery.lacounty.gov/altadena/</a>
101	2025-04-25	This excellent plan is long overdue and can fill significant gaps in the regions bike infrastructure while improving quality of life of those who live here. I have really enjoyed the arroyo deco bike trail and la river bike trail, and it would be so wonderful if more trails like this existed for longer trips and to more destinations. This is a particularly good time to make investments like this because the climate crisis is only getting more pressing, and e bikes happen to be making biking more accessible to a wider range of people at the same time. Can't wait for these new greenways!	Thank you for your comment. The success of trails like the Arroyo Seco and LA River bike paths demonstrates the benefits of connected greenways.
102	2025-04-25	Please consider expanding the San Jose Expansion. Section #9. of the overall San Gabriel network.	Thank you for your comment.
103	2025-04-25	As a resident of Pomona, having this greenway network would really improve my access to other communities by way of walking or cycling safely. I see myself using the network on a weekly basis. Walking along the sidewalks of my community is a dangerous feat. Drivers of any sized vehicle always pose a threat to cyclists and pedestrians. I only ask that you do everything you can to fund and complete this project as quickly as possible so we can all enjoy the beauty of the SGV during our lifetime.	Thank you for your comment. The Greenway Network aims to provide safer, connected routes that encourage walking and cycling without the constant threat of traffic.
104	2025-04-25	I'm so glad this project is underway! There are so many folks all around the SGV that have been wanting a project like this to take place to give them more places in our county to access and enjoy on their own and with their families. Looking forward for folks all over the county, and of all physical and cognitive abilities, to enjoy connected green spaces all around their homes.	Thank you for your comment.
105	2025-04-25	I love everything about this. Bike Paths, Walking Paths, Trees, Placemaking! Yes to all of it! Lets do this!!!	Thank you for your comment. Creating bike paths, walking paths, tree-lined corridors, and vibrant public spaces is exactly what this Plan is all about.

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106	2025-04-25	<p>The City of Arcadia appreciates the opportunity to review the San Gabriel Valley Greenway Network Draft Plan, and we commend Los Angeles County’s efforts to implement the 2017 resolution to create a countywide network of interconnected, multi-use community greenways. This initiative is an important step toward enhancing regional mobility, sustainability, and quality of life.</p> <p>As a City that has invested significant resources into advancing active transportation, we were pleased to receive notice of the Draft Plan. Arcadia recently completed a Citywide Bike Project that connects key locations and destinations within our city and provides linkages to neighboring cities and unincorporated areas of Los Angeles County. We are also moving forward with a Complete Streets project along Colorado Boulevard (Route 66 bike route), which spans from Monrovia to LA County areas and will further improve regional access and safety.</p> <p>Given this context, we were disappointed to find that none of the flood control washes in Arcadia—specifically the Arcadia and Santa Anita Washes—were included in the Tier 1 project list. These corridors have long been identified in our 2010 General Plan as Class I bike path opportunities and represent a significant opportunity for connectivity, especially considering they are located within LA County right-of-way.</p> <p>Their omission from the top tier of projects raises concerns, particularly as Arcadia has consistently demonstrated its commitment to supporting regional active transportation and greenway goals. These washes have the potential to play a meaningful role in advancing the goals of this plan, and their absence feels like a missed opportunity to build on the momentum and investments already in place.</p> <p>We respectfully request that the County revisit the prioritization criteria and give strong consideration to including one or both of these washes in the Tier 1 project list. Arcadia stands ready to collaborate and support the County in further exploring these corridors as valuable components of a fully connected San Gabriel Valley greenway system.</p> <p>Thank you for your leadership on this important effort. We are open to further discussion. Please contact me if you have any questions.</p>	<p>Thank you for your comments, and for your demonstrated leadership in advancing active transportation within the region.</p> <p>The City of Arcadia’s ongoing investments such as the Citywide Bike Project and the Complete Streets initiative along Colorado Boulevard strongly align with the goals of the San Gabriel Valley Greenway Network. Your proactive efforts serve as a model for other jurisdictions across the County.</p> <p>Regarding your concern for Tier 1 project list, we would like to clarify that Tier 1 does not directly suggest a higher level of importance or priority at the local level but rather how it ranked on the regional scale when looked through the 5 weighted key lenses developed by the Plan team and its steering committee. Nearly 60 percent of the 130 miles falls under Tier 1. Please keep in mind washes and channels in all tiers are encouraged to be developed.</p> <p>Thank you again for your partnership and commitment to a more connected, active, and resilient San Gabriel Valley.</p>
107	2025-04-25	<p>very thorough, extensive project plan. it would be amazing to create an extensive bikeway system for the SGV.</p>	<p>Thank you for your comment.</p>
108	2025-04-25	<p>I would like to suggest immediately opening as many channels as is feasible and removing gates before areas undergo the developments mentioned in the draft. This would instantly give bicyclists, etc. safer routes across the San Gabriel Valley while being also being cost-effective. An example of this seems to be the section of Walnut Creek between Lark Ellen and Azusa where simple bollards have replaced gates to allow for public access.</p> <p>Allowing immediate public access to the San Jose Creek channel, for example, would immensely help provide bicyclists, pedestrians, scooter-riders, etc. a safer, much-needed thoroughway through the busy and hectic City of Industry.</p> <p>I still fully-support the beautification efforts listed in the proposal, but I would encourage allowing early public accessibility in the meantime.</p>	<p>Thank you for your comment. Your example of Walnut Creek between Lark Ellen and Azusa is a great illustration of how interim access improvements can provide meaningful benefits while longer-term enhancements.</p> <p>We recognize the urgency of creating safer, car-free routes for bicyclists, pedestrians, and other non-motorized users, and that opening accessible segments early can help meet this need. As the plan moves forward, we will explore opportunities for phased implementation and interim improvements that can deliver near-term value while maintaining safety and coordination with future project elements.</p>
109	2025-04-25	<p>With all of the flood control infrastructure there is in the San Gabriel valley.... Or anywhere in the LA area, it wouldn't take much to repave the path ways for bike access. I live by the schabarum skyline trail that has not really been attended to for a long time, with the exception of some weed trimming. If these waterways were treated like real bike trails ( San Gabriel river bike trail, Rio Hondo) it would give so much access all over. I for one am not comfortable riding on the street sometimes. The bike trail is a much more pleasant experience. And it also helped me, a fairly new rider, more comfortable with a road experience. 90% is already built. It just needed to be paved and maintained.</p>	<p>Thank you for your comment.</p>

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110	2025-04-25	<p>I live in Granada Hills. I'm thrilled with the long-overdue vision to transform 130 miles of our publicly-owned waterways into a connected San Gabriel Valley Greenway network for healthy, safe community mobility. But I call into question how this can be called a strategic implementation plan, when there are no commitments to leadership, timelines, specific actions, resources or accountability to execute the plan. LA County voters are frankly tired of agency plans with progressive visions that get community hopes up, without long-term commitments to deliver. As taxpayers, we want action and project delivery. This plan needs to be revised with a clear path to implementation by establishing a coordinating authority, committing funding, and clear accountability on timelines and goals. Let's get this built.</p>	<p>Thank you for your comment. We recognize the importance of accountability, leadership, and follow-through. While this Plan is focused on creating a shared framework of Greenway Network through partnership and collaboration. Section 6 outlines potential funding sources—including Measures M and W, among others—that can support future implementation.</p>
111	2025-04-25	<p>I live in unincorporated San Gabriel/Temple City. We have no parks nearby. I'd like to bicycle more, but unsafe car drivers and the lack of safe bike paths makes biking here dangerous. The Eaton Wash is near my house. I wish I could bike or jog along the wash, and be safe from car traffic, but it has been locked up all my life - 46 years. Before Covid, I was excited to hear that it was going to be opened as a greenway. But nothing has happened. I hope it gets started soon.</p> <p>I am thrilled with the long-overdue vision to transform 130 miles of our publicly-owned waterways into a connected San Gabriel Valley Greenway network for healthy, safe community mobility. But I question how this can be called a strategic implementation plan, when it lacks commitments to leadership, timelines, specific actions, resources or accountability to execute the plan. LA County voters are frankly tired of agency plans with progressive visions that get community hopes up, without long-term commitments to deliver. As taxpayers, we want action and project delivery.</p> <p>This plan needs to be revised with a clear path to implementation by establishing a coordinating authority, committing funding, and clear accountability on timelines and goals. Let's get this built.</p>	<p>Thank you for your comment. We recognize the frustration around delays and the desire for clear leadership, timelines, and accountability to bring the Greenway Network to life. The vision to transform waterways like Eaton Wash into safe, accessible spaces is a critical step for community health and mobility.</p> <p>While the Plan outlines the overall goals, framework and design guidelines and standards, your input highlights the important need for defined roles, committed funding, and actionable milestones. These are ongoing discussions among agencies and stakeholders as they work toward moving from planning to construction.</p>
112	2025-04-25	<p>I live in Alhambra. I'm thrilled with the long-overdue vision to transform 130 miles of our publicly-owned waterways into a connected San Gabriel Valley Greenway network for healthy, safe community mobility. But I call into question how this can be called a strategic implementation plan, when there are no commitments to leadership, timelines, specific actions, resources or accountability to execute the plan.</p> <p>LA County voters are frankly tired of agency plans with progressive visions that get community hopes up, without long-term commitments to deliver. As taxpayers, we want action and project delivery.</p> <p>This plan needs to be revised with a clear path to implementation by establishing a coordinating authority, committing funding, and clear accountability on timelines and goals. Let's get this built.</p>	<p>Thank you for your comment. We recognize the importance of accountability, leadership, and follow-through. While this Plan is focused on creating a shared framework of Greenway Network through partnership and collaboration, Section 6 outlines potential funding sources—including Measures M and W, among others—that can support future implementation.</p> <p>Many early implementation projects are already in the works at various stages of development. Additionally, four or more projects have been completed including the San Gabriel River Park in the City of Industry, the Vincent Community Bikeway and Greenway Project in the Covina unincorporated community, City of Baldwin Parks bikeway along the San Gabriel River and Walnut Creek and the City of Glendora's bikeway along Sawpit Wash—demonstrating that implementation of the Greenway Network is already in progress. More information on these early implementation efforts can be found in the Plan <b>Subsection 2.2: Early Implementation Projects</b>.</p>
113	2025-04-25	<p>I love this plan so much. Please make it a reality as soon as possible. Would love to be able to visit my family by bike in Walnut from Alhambra.</p>	<p>Thank you for your comment.</p>

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114	2025-04-25	Existing and planned greenways necessitate consistent maintenance, upkeep, and implementation of robust safety measures to ensure they're main valuable community assets. This includes regular landscaping, such as mowing, pruning, and litter removal, as well as the upkeep of pathways, benches, and other amenities. Furthermore, ensuring the safety of greenway users is paramount, requiring adequate lighting, clear signage, and routine patrols to deter vandalism and address any safety concerns. I hope that more non-profit organizations and community groups will actively support these new pocket parks and green spaces by organizing and hosting regular events. These events could range from educational workshops on local flora and fauna to community picnics and festivals, fostering a sense of community ownership and promoting the responsible use of these green spaces. Increased community involvement will not only enhance the vibrancy of these parks but also contribute to their long-term sustainability by providing additional resources and support for their ongoing maintenance and preservation. The success of these greenways depends on the collaborative efforts of both public and private entities, working together to create and maintain beautiful, safe, and accessible spaces for everyone to enjoy	<p>Thank you for your comment.</p> <p>Consistent maintenance and robust safety measures are essential to ensure that these greenways remain safe, welcoming, and valuable assets to the community. The Plan recognizes this and includes recommendations for:</p> <p>Ongoing maintenance such as litter removal, vegetation management, and infrastructure upkeep (e.g., benches, pathways, signage).</p> <p>Safety infrastructure, including lighting, clear wayfinding, and opportunities for partnerships with law enforcement or community ambassadors to support regular patrols and deter vandalism.</p> <p>Your emphasis on the role of community-based organizations and nonprofits are vital in activating greenways through events, educational programming, and stewardship activities that build a sense of pride and shared ownership. Fostering this type of community engagement is a core part of the Plan's vision and is key to long-term success.</p> <p>Ultimately, as you noted, the success of this initiative depends on ongoing collaboration between public agencies, community organizations, and residents.</p>
115	2025-04-26	I support the funding and building of the SGV Greenways. This is such a needed project to provide pathways to communities that does not involve cars. Pedestrians and cyclists will have a safe place to transport between communities reducing pollution and making our communities safe and healthier.	Thank you for your comment.
116	2025-04-26	I do believe that this amazing project would be step forward in creating more accessibility for active transportation throughout many parts of the SGV. As someone who tries to be more intentional about less car dependency, infrastructure likes this would potentially eliminate the amount the car usage for someone like me. This plan is also a big step in regional connectivity. People who use active transportation have to share space with motor vehicles and it is not always safe. This is a common obstacle why some people may be deterred from wanting to walk, cycle, or use any form of active transportation. The greenway network could potentially increase confidence and create safety for anyone using active transportation.	Thank you for your comments. You've captured exactly what the SGV Greenway Network Plan strives to achieve—safer, more connected infrastructure that encourages walking, biking, and other forms of active transportation. By reducing dependence on cars and improving regional connectivity, the Greenways aim to make sustainable travel a real and comfortable option for more people throughout the San Gabriel Valley.
117	2025-04-26	As a Pasadena resident who works in El Monte, goes to church in Rosemead, and has friends all over the SGV, I'm excited about this plan because I'd love to have separate bike paths to get around the SGV. I urge a regional entity such as the SGVCOG, RMC, or LA County take a leadership role in supporting the funding and implementation of this plan.	Thank you for your comment. Your experience highlights exactly why the SGV Greenway Network is so important—to provide safe, accessible routes for everyday trips across our region. Collaboration among agencies like SGVCOG, RMC, and LA County will be essential to securing funding and making implementation a reality.
118	2025-04-26	Please continue developing protected paths for bikes and pedestrians along our waterways. We use them often and really need these routes for exercise and getting to outdoor recreation spaces like Santa Fe Dam, Azusa canyon, River Walk Park and more. Having these paths away from cars and trucks is essential! I would add that we need safe passage from the west side of San Gabriel River to River Walk Park on the east side. We had to ride on Valley Blvd from one side to the other and it felt terribly risky navigating tight lanes, signals, freeway entrances and exits and fast traffic including lots of big trucks. Help make biking safe by increasing these trails!	Thank you for your comment. Your comment highlights the very reason why the SGV Greenway Network is so vital—connecting people to parks, open spaces, and destinations like the Santa Fe Dam and River Walk Park through safe, protected routes. We recognize your concern about navigating unsafe streets, particularly the challenge of crossing major corridors like Valley Blvd. Creating safe and continuous passage along and across the San Gabriel River is a key goal of this plan, and feedback like yours helps prioritize critical gaps and connections.

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119	2025-04-26	<p>I live in Alhambra. I'm thrilled with the long-overdue vision to transform 130 miles of our publicly-owned waterways into a connected San Gabriel Valley Greenway network for healthy, safe community mobility. But I call into question how this can be called a strategic implementation plan, when there are no commitments to leadership, timelines, specific actions, resources or accountability to execute the plan.</p> <p>LA County voters are frankly tired of agency plans with progressive visions that get community hopes up, without long-term commitments to deliver. As taxpayers, we want action and project delivery.</p> <p>This plan needs to be revised with a clear path to implementation by establishing a coordinating authority, committing funding, and clear accountability on timelines and goals. Let's get this built. Thank you,</p>	<p>Thank you for your comment. We recognize the importance of accountability, leadership, and follow-through. While this plan is focused on creating a shared framework of Greenway Network through partnership and collaboration, Section 6 outlines potential funding sources—including Measures M and W, among others—that can support future implementation.</p>
120	2025-04-26	<p>I have ridden many greenways throughout California, and the routes I preferred continued under a bridge rather than having to stop and cross the road at a traffic signal.</p>	<p>Thank you for your comment. The underpasses and bridges can make for a smoother, more enjoyable ride by reducing stops at busy intersections. While not every location is suitable for this type of design, we always look for opportunities to incorporate grade-separated crossings where they can improve safety and connectivity. Your feedback helps highlight the importance of creating continuous, comfortable routes for people biking, walking, and rolling.</p>
121	2025-04-26	<p>We certainly need the urban greenway network which many cities already have. Shade is a very important necessity to include.</p>	<p>Thank you for your comment.</p>
122	2025-04-26	<p>As a current regular biker along the wonderful San Gabriel River and Rio Hondo paths, I've always felt that the network could be vastly expanded and improved. This is an amazing plan, and would be an incredible dream to see come true! In addition, I also run with LA's Skid Row Running Club, which uses running -- and biking! -- to help people overcome addiction and mental health issues, and this plan would be an incredibly valuable resources to help the homelessness epidemic in Los Angeles county!</p>	<p>Thank you for your comment and for the meaningful work you do with the Skid Row Running Club. Expanding and enhancing the San Gabriel River and Rio Hondo paths aligns closely with the goals of the SGVGN Plan. We recognize the significant role that accessible active transportation infrastructure can play in promoting community health and well-being.</p>
123	2025-04-26	<p>I am a resident of Baldwin Park and heard of this from their social media. I want to amplify the need for more walking areas that are safe and green.</p>	<p>Thank you for your comment.</p>
124	2025-04-26	<p>This regional plan will connect our communities, providing vital active transportation options and expanding access to much-needed open recreation and green spaces for everyone who lives, works, and plays here in the San Gabriel Valley. Imagine transforming our storm channels, washes, and creeks into a vibrant network of bicycle and pedestrian pathways!</p>	<p>Thank you for your comment. By connecting communities and providing safe, accessible active transportation options, this plan aims to enhance recreational opportunities and improve quality of life throughout the San Gabriel Valley. Reimagining storm channels, washes, and creeks as vibrant pathways is an exciting vision that will benefit residents, workers, and visitors alike.</p>
125	2025-04-26	<p>I am commenting in the San Gabriel Valley Greenway Network, Strategic Implementation Plan. I rode along San Jose Creek with ActiveSGV. This project, tying together 135 miles of bikeway will be a huge recreational enhancement to the SGV. The cycling community will have miles of safe bikeways. The additions of open space and pocket parks throughout the network are important for our physical and mental well being. Specific comments. 1: to connect an existing equestrian trail with bikeway a bridge is proposed across San Jose Creek west of Workman Mill Road. Suggest a traffic light on Workman Hill similar to one for the San Gabriel river trail at Santa Fe Dam and Arrow Highway. 2: the new LA County Riverwalk Park in La Puente needs connection to the San Gabriel River trail bike path. The bike path is on the West side of the river and currently there is no way of access from this new County Park.</p>	<p>Thank you for your comment. Your feedback on the importance of safe bikeways and accessible open spaces reinforces the goals of the Plan. In response to your specific comments:</p> <ol style="list-style-type: none"> <li>1. Your suggestion regarding a traffic light on Workman Mill Road to facilitate safer access between the equestrian trail and the proposed bikeway is noted. The LA County Transportation Planning team will take this into consideration as part of ongoing planning efforts.</li> <li>2. Thank you for your input. Your comment about connecting the new LA County Riverwalk Park in La Puente to the San Gabriel River Trail highlights the need for improved access points to the regional trail network. Your comment is noted, and the LA County Transportation Planning team is already exploring funding opportunities as part of the Emerald Necklace Plan.</li> </ol> <p>Please note that both items involve specific design components that should be considered at the project level by the appropriate project proponents. These types of features—such as new crossings, traffic signals, or connections—are typically evaluated during the planning and design phase of individual projects based on feasibility, funding, and agency coordination.</p>

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No.	Date	Comment	Response
126	2025-04-26	<p>Insufficient Implementation Strategy and Lack of Accountability                      To accelerate buildout and ensure accountability, we urge LA County to:                      Dedicate funding                      Set clear goals, benchmarks, and timelines for implementation                      The Plan should include goals, benchmarks and timelines for implementing greenway projects along channels in the LA County unincorporated portions, the ten concept design projects and Tiers 1, 2 and 3.                      Create a Greenway authority or stronger county role with priority to lead and coordinate implementation                      Track progress with a public-facing dashboard and transparent reporting                      Continue engaging municipal stakeholders to build out the ten example greenway projects                      Convene an annual SGV Greenway Network Forum                      Where is a cost-per-mile analysis of constructing these Greenway projects? Numerous built examples exist to pull costs from. The goal should be to reduce the cost of implementation by centralizing the design and construction in a regional authority. 7                      We also urge the County and implementation partners to consider a Community Workforce Agreement (CWA) as part of the Greenways build-out. This would ensure:                      Local hire requirements that uplift SGV residents;                      Career pathways for historically excluded populations, especially youth and workers of color;                      Living wage protections that make these green investments a driver of economic recovery.                      A Greenway success story that economically benefits the entire San Gabriel Valley region                      A Call for Bold, Collaborative Leadership</p>	<p>Thank you for your comment. The Plan serves as a high-level framework outlining vision, priorities, design guidelines and standards and potential example projects. While it does not currently include cost-per-mile analysis or formalized governance structures, these are recognized as important next steps for moving from planning to construction.</p> <p>The SGVGN Plan team:</p> <ul style="list-style-type: none"> <li>• Continues coordinating with municipalities, partner agencies, and community stakeholders to refine project goals, benchmarks, and timelines, focusing on the ten concept design projects and Tier 1, 2, and 3 priorities.</li> <li>• Provides multiple funding resources in Section 6: Implementation of the Plan for future project proponents to utilize.</li> <li>• Highlights early implementation projects within Section 2.2 of the Plan, while the District actively tracks progress and assists in expediting permits to support timely advancement.</li> <li>• The goal is to build a Greenway Network that delivers recreational and environmental benefits, strengthens the local economy, uplifts communities, and reflects a shared vision for a connected and sustainable San Gabriel Valley.</li> </ul>
127	2025-04-26	<p>It is my hope, Syhre Park located on Vineland Ave. could receive some attention in this Strategic Plan. The park does not allow bicycles nor pet owners are allowed to walk their animals. It would also be helpful if there were a bike and pedestrian path leading from Syhre Park along the adjacent wash dirt corridor towards Daum Drive leading out to Baldwin Park Blvd., open a new entrance next to Red Shell Foods continue on to the path along the river wash as it curves southward to Valley Blvd. and runs parallel with the 605 freeway. It is my wish to connect with the Duck Farm Park and travels toward Whittier Narrows Recreation Area. Thank you for your attention.</p>	<p>Thank you for your comment. The SGVGN Plan includes an example project along the Walnut Creek Wash, and the accompanying rendering highlights Syhre Park as a potential access point. This reflects the community’s vision for greater connectivity and recreational opportunities in this area.</p> <p>While the Plan provides the framework and example concepts, the implementation of specific projects—such as bike and pedestrian connections from Syhre Park to Baldwin Park Blvd. and beyond—will depend on coordination and funding at the local level. We encourage you to engage with your City of Baldwin Park officials and local partners to help prioritize and fund these improvements.</p>
128	2025-04-26	<p>To Whom It May Concern:                      The San Gabriel Valley Task Force of the Angeles Chapter of Sierra Club strongly supports the comments being submitted by Nature For All by representing a broad coalition of environmental groups, representatives of government entities, public groups, businesses etc. This expansive plan will bring recreational opportunities to millions of residents and visitors alike, provide transportation alternatives for included in the by Nature for All, pathways for wildlife movement, and providing alternative travel routes in the San Gabriel Valley.</p> <p>The San Gabriel Valley Task Force began imagining such a plan beginning in 1999 when our task force was created. It was involved in the some of the first stages with the proposed Emerald Necklace with studies of possible areas that could be neighborhood parks, connections to the tributaries of the San Gabriel River and Rio Hondo and imagined the transformation of to the now closed Puente Hills Landfill to a park (now connected to proposed development of trailways along San Jose Creek). Our Chair at that time (Jeff Yann) reportedly suggested the name for the “Emerald Necklace” and walked the 17+ miles of the Necklace looking for potential pocket parks, connections to trails to connect local cities along the San Gabriel River and the Rio Hondo.</p> <p>This document expands on those initial steps taken over 25 years ago. In order for that to happen, as suggested in the Nature for All document, management of such a large undertaking will need to have oversight of the entire endeavor to move forward most efficiently and effectively.</p>	<p>Thank you for your comment and for the Sierra Club San Gabriel Valley Task Force’s longstanding leadership in imagining a connected greenway system for the region. We appreciate your recognition of the Greenway Network’s potential to expand recreation, provide sustainable transportation options, and improve wildlife connectivity.</p> <p>Your Task Force’s early work on the Emerald Necklace and related efforts helped lay the foundation for this plan. As you note, implementing such a large-scale vision will require strong oversight. The Strategic Implementation Plan addresses this need through its coordination framework and its Design Guidelines and Standards. The Design Guidelines and Standards will ensure that local projects will be consistent with the larger region SGV Greenway Network. Until a oversight structure is developed, the SGVGN Plan team has been tracking and overseeing the development of the early implementation projects mentioned in Section 2.2 Early Implementation Projects.</p> <p>Thank you again for your support and commitment to advancing a more connected and sustainable San Gabriel Valley.</p>

## SGVGNSIP PUBLIC DRAFT LINE-BY-LINE COMMENT RESPONSE

### GENERAL

No.	Date	Comment	Response
129	2025-04-26	<p>Dear Los Angeles County Supervisor Solis, Supervisor Barger, and Department of Public Works Director Pestrella, We are pleased to submit this public comment in support of the Draft San Gabriel Valley Greenway Network Strategic Implementation Plan (Plan), while urging recommendations for stronger leadership, coordination and accountability.</p> <p>As stakeholders dedicated to equitable, healthy access to green space, clean air, active transportation and inclusive economic opportunity, we see this plan as a game changer for the region—and a rare opportunity to reconnect communities to the rivers, trails, and landscapes that define the San Gabriel Valley.</p> <p>We are thrilled with the long-overdue vision to transform 130 miles of publicly-owned waterways into a connected San Gabriel Valley Greenway network for healthy, safe community mobility. But we question how this can be a strategic implementation plan, when it lacks commitments to leadership, timelines, specific actions, resources or accountability to execute the plan. Implementation will require bold, coordinated, long-term leadership. The plan needs to be revised with a clear path to implementation by establishing a coordinating authority, committing funding, and clear accountability on timelines and goals. Let's get this built.</p> <p>What the Plan Provides: A Transformative Vision and Valuable Pre-work The San Gabriel Valley Greenway Network Strategic Implementation Plan is one of the most visionary, transformative proposals in Los Angeles County that can dramatically improve the built environment and increase the quality of life for two million people in the San Gabriel Valley – but only if 1) it is actually built, and 2) as a connected network.</p> <p>In the plan, Los Angeles County Public Works lays out a clear vision: open up 130 miles of flood control channels and turn them into a “world-class greenway network” – a connected system of greenways for walking, biking and equestrians that are safe, car-free, and that will profoundly increase habitat and park space across the San Gabriel Valley. The Plan lays out a comprehensive vision for the SGV Greenways transformation. It helps cities and other potential Greenway project proponents by providing a great deal of preliminary work. It provides an assessment of existing conditions, deep analysis and identifies opportunities and constraints for each flood control channel right-of-way, creates typologies, design guidelines and standards, prioritizes segments by tiers 1, 2, and 3, identifies ten model stretches for concept designs, provides illustrative renderings and many maps, identifies locations for adjacent projects, and maps out a path for implementation.</p>	<p>We thank you for your thoughtful and detailed public comment on the San Gabriel Valley Greenway Network Plan. Your support for the vision of a connected, 130-mile greenway network reflects the strong community interest in advancing equitable access to open space, active transportation, and healthier environments across the San Gabriel Valley.</p> <p>The SGVGN Plan Team recognizes that the Greenway Network is a unique opportunity to repurpose public waterways into safe and accessible community corridors. We are grateful for the strong engagement from cities, community organizations, and residents throughout this planning process, and we recognize the importance of continued collaboration to turn this vision into reality.</p>
130	2025-04-26	<p><b>Create a Greenway authority or stronger county role with priority to lead and coordinate implementation</b> The County should work with the San Gabriel Valley Council of Governments to accelerate implementation of the plan, remove barriers for cities to implement, facilitate collaboration between jurisdictions, systematize and replicate buildout of the network and increase efficiencies. It sounds inefficient and unrealistic to hope all 30 cities will take on their own complex greenway development process, each with a complex learning curve and high project costs, rather than be guided or managed by one authority focused on these projects across the entire network, implementing cost efficiencies and replicating success.</p> <p>Building an active transportation network across 31 jurisdictions and 130 miles cannot be tackled piecemeal. Consider our freeway network, the Metro Rail network, the Alameda Corridor. These were built by a lead agency that set benchmarks and timelines. Our flood control system was built by one authority – the LA County Flood Control District – so we should expect no less than the same focused leadership from the County to retrofit those channels and build out the multi-use Greenway Network.</p> <p>The County has been seeking a WHAM (Measure W (Water), H (Housing), A (Parks), M (Transportation) project to invest in, and the SGV Greenway implementation is the multi-benefit, large-scale, slamdunk project that needs dedicated resources to shine. We understand the fiscal constraints LA County, nonprofit partners, cities, and agencies are navigating, especially regarding long-term maintenance responsibilities. Partners need funding, tools and coordination, however, to meet these challenges.</p> <p>We should look to the City of Whittier’s beautiful 7.3 mile Greenway Trail as an example of successful long-term greenway transformation, with dedicated leadership and multi-agency coordination The public needs a stronger commitment from the County to implementing this plan. Thousands of community members have voiced their support for the SGV Greenways vision over the past five years of engagement.</p> <p>Our San Gabriel Valley communities desperately need safe ways to be healthy, outdoors, and active. With 130 protected miles of shaded paths, the SGV Greenways will help residents break free from our car-centric region and get around on foot, on wheels and on horses. Implementation must avoid the pitfalls of piecemeal, uncoordinated development. Relying on cities to construct disconnected segments risks undermining the entire vision. We need a regional commitment to a connected network, equitable funding, and clear leadership.</p>	<p><b>On Leadership and Coordination</b> Implementation of a regional network of this scale will require collaboration across multiple jurisdictions and agencies. While the Plan provides a framework, each project will depend on local city and/or community-based organization participation, right-of-way availability, community support and available funding. No single entity can construct, fund, and maintain 130 miles of greenways on its own. Public Works remains committed to working with cities, the San Gabriel Valley Council of Governments, community partners, and other agencies to support coordination where possible.</p>

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131	2025-04-26	<p><b>Dedicate funding</b> If this is a priority regional transportation project, the County needs to dedicate funding for implementation. Metro has a \$9 billion annual budget, SGVCOG has transportation funding, and LA County has other funding sources. Dedicate multi-agency coordination to secure and align federal, state, and local funding sources.</p>	<p><b>On Funding and Maintenance</b> Funding for implementation and long-term maintenance will always depend on evolving opportunities through grants, propositions, and multi-agency partnerships. While the County can help align resources, each project will require community engagement as well as strategic partnership and stakeholders. For example, the <b>Cities of Baldwin Park and Glendora</b> currently direct their Parks and Recreation Department to maintain their new bike paths and greenways, and similar local approaches will continue to be necessary for long-term sustainability</p> <p>The Plan in Section 6 identifies a range of potential funding opportunities to support future phases of the Greenway Network. The County and local jurisdictions will continue to pursue these and other emerging sources, including <b>new opportunities such as Proposition 4</b>. Identifying efficient, cost-effective models for both construction and ongoing operations will remain a central consideration moving forward.</p>
132	2025-04-26	<p><b>Set clear goals, benchmarks, and timelines for implementation</b> The Plan does not list any goals, benchmarks or timelines for implementation. “LA County will continue to implement greenway projects along channels in the unincorporated portions of the SGV Greenway Network as funding and staff resources are secured.” (p.405) The Plan should include goals, benchmarks and timelines for implementing greenway projects along channels in the LA County unincorporated portions, the ten concept design projects and Tiers 1, 2 and 3. Example: If there are 130 miles of greenway to build: It will take 13 years if the goal is to build 10 miles/year. It will take 26 years if the goal is to build 5 miles/year.</p> <p><b>Spotlight on Baldwin Park and Bassett: Why This Matters Now</b> Communities like Baldwin Park and Bassett are among the most park-deficient areas in the entire SGV Greenway network. They also experience some of the highest environmental burdens and fewest safe routes for non-vehicular travel. A robust, interconnected Greenway system is a once-in-a-generation opportunity to bridge environmental gaps and promote public health and mobility equity in these historically underserved communities.</p>	<p><b>On Timelines and Priorities</b> The Plan does not establish fixed construction timelines, as implementation depends on a range of factors including available right-of-way, project readiness, jurisdictional priorities, and funding availability. Communities such as Baldwin Park, Bassett, and other park-deficient areas are recognized within the Plan for their high need, but specific sequencing will ultimately depend on local participation and resource availability.</p>
133	2025-04-26	<p><b>Insufficient Implementation Strategy and Lack of Accountability</b> The implementation strategy, however, is passive, rather than proactive. LA County Public Works distances itself from direct implementation, placing responsibility on the 30 individual cities to develop their segments, with the County responsible for the unincorporated areas (Section 6.1, Plan Implementation, p. 405). An Implementation Team will be available for coordination, composed of LA County Public Works and Parks and Recreation, but only if reached out to by a project proponent. No overarching SGV Greenway authority is designated to lead or coordinate buildout across jurisdictions.</p> <p><b>Continue engaging municipal stakeholders to build out the ten example greenway projects</b> Section 3.3 describes how the Plan team successfully engaged city stakeholders to develop the Plan and the concept designs. (p. 188) Now that the plan is ready, the County can’t just stop. It needs to continue this engagement regularly with cities, to foster the potential collaboration on project implementation, starting with the ten identified.</p>	<p><b>On Accountability and Engagement</b> The LA County Flood Control District and LA County Public Works are actively tracking numerous greenway projects already in various stages of planning, design, construction, and operation. Many early implementation projects are already in the works at various stages of development. Additionally, four or more projects have been completed including the San Gabriel River Park in the City of Industry, the Vincent Community Bikeway and Greenway Project in the Covina unincorporated community, City of Baldwin Parks bikeway along the San Gabriel River and Walnut Creek and the City of Glendora’s bikeway along Sawpit Wash—demonstrating that implementation of the Greenway Network is already in progress. More information on these early implementation efforts can be found in <b>Subsection 2.2: Early Implementation Projects</b>.</p> <p>We remain committed to ensuring that the permitting process runs smoothly so that cities and agencies can move projects forward efficiently. The Plan also proposes tools such as tiered prioritization of segments, ten concept design examples, and opportunities for ongoing coordination. As projects advance, we will continue to engage with cities and stakeholders to facilitate dialogue, share best practices, and support collaboration.</p>
134	2025-04-26	<p><b>A Call for Bold, Collaborative Leadership</b> A vision this bold needs leadership. We call on the County to avoid lengthy, piecemeal implementation, and dedicate leadership priority, funding and resources to make this transformative SGV Greenway Network plan a game changing reality for our two million San Gabriel Valley residents and all of Los Angeles County!</p>	<p><b>Next Steps</b> We are excited to move toward with the adoption of the Final San Gabriel Valley Greenway Network Plan and Program Environmental Impact Report by the LA County Board of Supervisors. Adoption of the Final Plan and PEIR will allow these documents to be referenced and used by local agencies as they pursue projects, with the goal of accelerating implementation across the region. The success of this effort will rely on continued partnership between the County, cities, regional agencies, and community organizations to ensure that opportunities for greenway development are pursued in ways that are fiscally responsible, community-supported, and sustainable for generations to come.</p>
135	2025-04-27	This would make a great addition.	Thank you for your comment.

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136	2025-05-02	The Traffic and Transportation Commission (TTC) provided the following comments/inquiries regarding the Strategic Plan:	<p>Commissioner Weiner Q: What are the future plans to improve bike and pedestrian infrastructure like the Thompson Creek Trail?</p> <p>A: The Plan supports enhancing existing trails like the Thompson Creek Trail through partnerships with cities and agencies. We are here today representing the Flood Control District to share a plan, not a specific construction project. Our goal is to let stakeholders know that our right-of-way is open for consideration, and that we are willing to collaborate with municipalities, agencies, and community partners on potential trail, greenway, or similar projects in the future.</p> <p>At this time, there are no specific projects or improvements planned for the Thompson Creek Trail. The example project along Thompson Creek at the Fariplex presented is intended purely as inspiration—showing what’s possible—so that future project proponents can build on these ideas.</p> <p>However, we do want to note that there are already existing bikeways along various channels within the San Gabriel Valley. In addition, our plan highlights a number of Early Implementation Projects, which vary in scope, mileage, and funding sources, and are in different stages of planning, design, or construction.</p>
137	2025-05-03	The Traffic and Transportation Commission (TTC) provided the following comments/inquiries regarding the Strategic Plan:	<p>Commissioner Edwards Q: How are groups like the LA Bike Coalition contributing? What is being done to ensure connectivity to metropolitan areas?</p> <p>A: ActiveSGV has been an important partner in our outreach and engagement efforts, helping us connect with local communities throughout the San Gabriel Valley. In addition, we’ve received thoughtful comments from various bike coalitions during the public review period—many of which expressed support for the plan’s goals.</p> <p>The SGV Greenway Network crosses many cities and communities throughout the SGV. There are many opportunities for the new SGV Greenway Network to connect to existing County and City bikeways, local and regional bus and light rail networks.</p>
138	2025-05-04	The Traffic and Transportation Commission (TTC) provided the following comments/inquiries regarding the Strategic Plan:	<p>Commissioner Ramos Q: To clarify you are here today to inform the Cities that the Flood Control Districts ROW is available?</p> <p>A: Yes, that’s correct. First and foremost, the Los Angeles County Flood Control District’s right-of-way (ROW) exists to serve its primary purpose—flood protection and public safety. At the same time, we are here to share information with cities about where the District’s ROW may also provide opportunities for compatible, secondary uses—such as trails or community connections—when they do not interfere with flood control operations and maintenance.</p>
139	2025-05-05	The Traffic and Transportation Commission (TTC) provided the following comments/inquiries regarding the Strategic Plan:	<p>Q: Who is responsible for building out the greenways—County or cities?</p> <p>A: Local cities, agencies or community-based organizations will be the project sponsors. For greenway network improvements within Los Angeles County unincorporated areas, the County will be the lead. Implementation will require coordination between County agencies (such as Public Works and Flood Control), cities, and other stakeholders.</p>

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No.	Date	Comment	Response
140	2025-05-06	The Traffic and Transportation Commission (TTC) provided the following comments/inquiries regarding the Strategic Plan:	<p>Q: Who ensures safety and enforcement, is it the County?</p> <p>A: Safety and enforcement for new greenway network projects will be the responsibility of the local city. Prior to the Flood Control District issuing a construction permit, the local city will need to enter into a standard Use and Maintenance Agreement that will lay out the minimum safety and maintenance requirements. The local police and fire departments will continue to be responsible for emergency situations.</p>
141	2025-05-07	The Traffic and Transportation Commission (TTC) provided the following comments/inquiries regarding the Strategic Plan:	<p>Q: Will there be restrictions on non-motorized bikes vs. e-bikes?</p> <p>A: The Plan follows California state law, including the provisions outlined in the "Omni-Bike Bill" (AB 1909). The law generally treats e-bikes (Class 1, 2, and 3) the same as traditional bicycles, unless a city adopts more specific restrictions.</p>
142	2025-05-08	The Traffic and Transportation Commission (TTC) provided the following comments/inquiries regarding the Strategic Plan:	<p>Q: Restroom placement?</p> <p>A: Thank you for your comment. Restrooms were analyzed as part of the SGVGN Plan's PEIR for consideration by future project proponents as part of site amenities. We also recommend using wayfinding signage to direct users to existing restroom facilities. For more information, please refer to the SGV PEIR website: <a href="#">SGVGNSIP PEIR - LA County Public Works</a></p>
143	2025-05-09	The Traffic and Transportation Commission (TTC) provided the following comments/inquiries regarding the Strategic Plan:	<p>Q: Timeline to commence implementation?</p> <p>A: Cities, local agencies and community-based organizations are welcome to begin implementation now. In fact, early implementation projects are already moving forward in various phases of development including planning, design, construction, or even completed. Please see Section 2.2 Early Implementation Projects for a map and list of these projects.</p>
144	2025-05-10	The Traffic and Transportation Commission (TTC) provided the following comments/inquiries regarding the Strategic Plan:	<p>Q: Paved vs. unpaved trails?</p> <p>A: The choice depends on the local city or project sponsor. Factors such as user needs and environmental considerations should be considered during the project's planning phase. Paved trails improve accessibility and accommodate a wider range of users (including people with disabilities and e-bike users), while unpaved trails may be preferable for equestrian or natural settings.</p>

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### APPENDICES

No.	Date	Page (PDF Pg. No)	Appendix	Comment	Response
1	2025-03-27	B-16	Appendix F	The potential park parcel(s) identified does not appear to be a very good location as there is no direct access to a public roadway, it is isolated, so security would be a large concern and it is used by the Flood Control District for maintenance equipment and stockpile of materials removed from SJC and Puente Creek.	Thank you for your comment regarding the potential park parcel(s). We recognize the concerns raised about access, security, and existing LA County Flood Control District uses. The parcel information included in Appendix F was compiled during the Plan's development for reference only and may not represent the most up-to-date conditions. While no changes will be made at this time, if the City of Industry or another agency chooses to pursue a project in this area, we will relay these concerns during the review of any future plans. We also encourage project proponents and local jurisdictions to verify site conditions during the planning phase of project implementation.
2	2025-04-25	B-23	Appendix F	the parcels identified have recently been developed and are no long vacant. These should be removed from the potential parks list.	Thank you for your comment regarding the identified parcels. We acknowledge and appreciate your note that some parcels have recently been developed and are no longer vacant. The parcel information included in Appendix F was compiled during the Plan's development as a reference only and may not reflect the most up-to-date existing conditions. At this time, no changes will be made to the Plan; however, we will relay this information to any agency that may be interested in pursuing a future project in this area. We also encourage project proponents and local jurisdictions to verify site conditions during the planning phase of project implementation.
3	2025-04-25	34 (44)	Appendix G	It should be noted that the Off Channel Proposed Bikeway Alternatives are identifying streets that have heavy truck traffic, as most street within the City of Industry do. This would make using those streets for bike paths/lanes potentially dangerous to bicyclists.	Thank you for your comment regarding the Off-Channel Proposed Bikeway Alternatives. These routes are presented as hypothetical concepts only. Should any agency decide to pursue project implementation, additional study, including detailed traffic analysis, would be required to evaluate safety and feasibility.
4	2025-04-25	37 (47)	Appendix G	there is a callout about coordinating with the City of Baldwin Park, but the location isn't in or near Baldwin Park.	Thank you for your comment, Appendix G has been edited accordingly on page 44.
5	2025-04-25	38 (48)	Appendix G	there is a callout about coordinating with the City of Baldwin Park, but the location isn't in or near Baldwin Park.	Thank you for your comment, Appendix G has been edited accordingly on page 48.
6	2025-04-25	39 (49)	Appendix G	it should be noted that the Off Channel Proposed Bikeway Alternatives are identifying streets that have heavy truck traffic, as most street within the City of Industry do. This would make using those streets for bike paths/lanes potentially dangerous to bicyclists.	Thank you for your comment regarding the Off-Channel Proposed Bikeway Alternatives. These routes are presented as hypothetical concepts only. Should any agency decide to pursue project implementation, additional study, including detailed traffic analysis, would be required to evaluate safety and feasibility.
7	2025-04-25	39 (49)	Appendix G	the proposed path on the right bank of SJC shows a street crossing at Turnbull Canyon Rd. There is a Grade Separation project in construction that is going to raise the bridge across SJC. As part of that work, an undercrossing is being constructed for a bike path to connect to a future bike path along the right bank of the channel.	Thank you for your comment regarding the potential park parcel(s). We recognize the concerns raised about access, security, and existing LA County Flood Control District uses. The parcel information included in Appendix F was compiled during the Plan's development for reference only and may not represent the most up-to-date conditions. While no changes will be made at this time, if the City of Industry or another agency chooses to pursue a project in this area, we will relay these concerns during the review of any future plans. We also encourage project proponents and local jurisdictions to verify site conditions during the planning phase of project implementation.
8	2025-04-25	39 (49)	Appendix G	there are callout that appear to be random and not point to anything.	Thank you for your comment, the random callouts have been removed.
9	2025-04-25	40 (50)	Appendix G	the callout says to coordinate with Industry/Pomona Jurisdictions, but it is nowhere near Pomona.	Thank you for your comment, Appendix G has been edited accordingly on page 50.
10	2025-04-25	40 (50)	Appendix G	The City of Industry has revised its Bike Path Masterplan after determining the stretch of SJC from Hacienda Blvd to Anaheim-Puente Rd presented too many logistical challenges. An alternate alignment was developed from Hacienda Blvd to Industry Civic Center are and along Valley Blvd to Fullerton Rd, then back to SJC.	Thank you for your comment, Appendix G has been edited accordingly on page 50.
11	2025-04-25	41 (51)	Appendix G	the callout says to coordinate with Industry/Pomona Jurisdictions, but it is nowhere near Pomona.	Thank you for your comment, Appendix G has been edited accordingly on page 51.
12	2025-04-25	41 (51)	Appendix G	the City of Industry has revised its Bike Path Masterplan after determining the stretch of SJC from Hacienda Blvd to Anaheim-Puente Rd presented too many logistical challenges. An alternate alignment was developed from Hacienda Blvd to Industry Civic Center are and along Valley Blvd to Fullerton Rd, then back to SJC.	Thank you for your comment, Appendix G has been edited accordingly on page 51.
13	2025-04-25	42 (52)	Appendix G	the callout says to coordinate with Industry/Pomona Jurisdictions, but it is nowhere near Pomona.	Thank you for your comment, Appendix G has been edited accordingly on page 52.
14	2025-04-25		Appendix H	We would like to offer the following comments for your consideration: <b>Multilingual Signage:</b> To ensure that the Greenway Network is inclusive and accessible to the San Gabriel Valley's diverse communities, I strongly recommend translating all signage and wayfinding materials into Spanish, Chinese, and Vietnamese at the minimum. These are some of the most commonly spoken languages in the area, and providing multilingual information will help reach a broader population and promote safe and informed use of the network. We are happy to direct you to resources to provide more guidance on language needs and priorities of our SGV residents.	1. Multilingual Signage Appendix H Design Guidelines and Standards, Section 8 (Signage) has been updated to recommend the use of multilingual signage, rather than only bilingual signage. This change better reflects the linguistic diversity of the San Gabriel Valley and ensures that signage and wayfinding materials can more effectively serve residents and visitors alike.