



NANDC
North Area Neighborhood Development Council



December 10, 2021

TO: Caltrans, metro.net/110Adams project

FROM: Empowerment Congress North Area Neighborhood Development Council (NANDC)

RE: Adams Boulevard Flyover Transit Improvement Project

Via e mail: 110adamsproject@metro.net

Please accept the following comments from the Empowerment Congress North Area Neighborhood Development Council (NANDC) regarding the Notice of Preparation (NOP) process advertised in the NANDC area. NANDC made comment during the earlier MND process, and that comment letter is attached for reference and information. At that time, NANDC President Andrea Canty wrote:

“Because of its impacts to historic structures, the visual blight it introduces, how it runs counter to current City policy of promoting pedestrian and bike-friendly streets, and because it would disrupt the services and environment of the churches in the area, we support the “no-build” alternative in the 110 flyover project and support a full Environmental Impact Report above and beyond the Mitigated Negative Declaration finding.”

NANDC was surprised when this project again came into the public notice picture by announcement that Caltrans was going to prepare an EIR. Having been involved several years ago, and with the overwhelming negative reception this project received, that this should be coming back to the public in the NOP was surprising and disheartening.

In its due diligence, NANDC scheduled this NOP for its Policy Committee and its Board. The General Board Meeting met on December 8, 2021, and voted unanimously to make the following comments for the record.

Item VII. (h): Action/Discussion: I-110 Flyover/Adams Boulevard Transitway Project, Comment to NOP (Notice of Preparation) for a Draft Environmental Impact Report due by December 10, 2021,

At this public hearing, the Board voted unanimously:

- Caltrans should eliminate the elevated alternative
- Study additional alternatives
- Examine the need for this project
- provide costs
- examine the potential for traffic increases
- examine the social equity of this and other highway projects in communities of color and low income
- examine eimpacts to 23rd and Figueroa area, evaluate traffic impacts to the neighborhoods.

NANDC engaged in a public meeting process scheduling this item before its Policy Committee to gather public opinion and then make a recommendation to the full Board for its official action. The NANDC Board took official action on December 8, 2021.

The flyover alternative of an elevated ramp loading traffic onto 23rd Street was first proposed and rejected in 1991. Many stakeholders have commented on this proposal: first in 1991, then in 2016 and now in 2021. With changes in emphasis on car traffic, alternative means to transit, home offices, environmental impacts of elevated roadways, costs, added incentive to increasing traffic, it is startling that this would come back as a proposal.

NANDC is ready to examine alternatives and the limited ones in this NOP need to be expanded.

Darryl Holter for the Figueroa Corridor suggested a greening over the freeway, creating a park; there is no absence of ideas and the ones in the NOP are far too limited. The flyover option should be removed from the possible list of options for the severe and adverse impacts to St. John's Cathedral, St. Vincent's, the surrounding NANDC community

NANDC is available to participate in the environmental process.

www.nandc.org

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Source: Caltrans Headquarters Bridge Aesthetics Unit

Submitted on behalf of the NANDC Board motion of December 8, 2021.

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