

Los Angeles Walks

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May 14, 2015

Members of Board of Public Works

City of Los Angeles
200 North Spring Street Room 361
Los Angeles, CA 90012

RE: Glendale Blvd- Hyperion Avenue Complex of Bridges Improvement Project

Dear Board of Public Works Commissioners -
Kevin James, Monica Rodriguez, Matt Szabo, Mike Dennis and Heather Repenning,

As the leading pedestrian advocacy organization in the City of Los Angeles for the past 17 years, we ask that you **disapprove the Bureau of Engineering (BOE) Staff Report** for the Glendale Blvd- Hyperion Avenue Complex of Bridges Improvement Project (Hyperion Bridge) and instead **approve Exhibit 3** from Transmittal 3 of the staff report to assure that all users have safe paths of travel on the bridge complex. Your approval of Exhibit 3 should include the following criteria in the project design: 1) ADA-compliant sidewalks on both sides of the Hyperion Bridge; 2) NACTO-compliant protected cycle tracks in each direction on the Hyperion Bridge; 3) minimal width vehicle travel lanes in each direction that support reduced speeds and traffic calming; 4) well designated and safe pedestrian crossings at the juncture of the Glendale Blvd. and Hyperion Avenue Bridges.

Deborah Murphy, the Executive Director of Los Angeles Walks, was appointed by Councilmember Mitch O-Farrell in December 2103 to serve on the **Community Advisory Committee (CAC)** for the project. Consistent with her testimony at the Public Hearing on October 28, 2013 and at earlier community meetings, Deborah encouraged the City of Los Angeles to assure that the project design was consistent with the **Draft Mobility Element which calls for Complete Streets** "that will provide safe and efficient transportation for pedestrians (especially for vulnerable users such as children, seniors and the disabled), bicyclists, transit riders, and car and truck drivers." She called upon the leadership of the City to assure the bridge design created a safe routes for all users whether traveling along the bridge complex or crossing the bridges. During the five CAC meetings she and many others on the CAC, made it very clear that the current bridge design encouraged speeding and that any new bridge design must take that into consideration, especially in light of the City's goal of "**Safety First**" in the Mobility Element. It was even noted by the Caltrans engineer at the September 2013 community meeting that vehicles have been clocked at 55 MPH on the bridge. At the August 2014 CAC meeting, **a vote of 6-3 supported Exhibit 3** (sometimes referred to as Option 3) which included sidewalks on both sides of the Hyperion Avenue portion of the bridge, protected bicycle facilities in each direction and 3 vehicle lanes, two southbound and one northbound. Exhibit 3 was the only option that provided safe and efficient transportation for pedestrians, cyclists and vehicles as

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Date: 6-3-15
Submitted in PWGR Committee
Council File No: 05-0173
Item No.: 6
Deputy: public



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other options do not provide sidewalks on both sides of the bridge and require pedestrians to go ½ mile out of their way or do not provide safe paths for cyclist travel.

The BOE recommended design brings up the following concerns that many other Exhibit 3 supporters have brought up and addressed to the Board:

- **ADA compliance** of having a sidewalk on only one side on a ½ mile stretch of a public street
- How to assure that pedestrians won't **walk in the bike lane** when there isn't a sidewalk on the south/east side of the Hyperion Bridge?
- **Consistency with the City's Sustainability, LADOT Strategic Plan and Vision Zero** goals as well as the **Draft Mobility Element** and the city, state and county goals of reducing traffic congestion, reducing vehicle trips, reducing greenhouse gases, improving air quality, creating healthy lifestyles, and encouraging walking for short trips under one mile.
- **CEQA Compliance** regarding the potential for pedestrian-vehicle conflict, removal of a pedestrian access as well as the historic resource impacts of removing access to a historically-designated structure and pedestrian vistas of the Los Angeles River and surrounding communities for 88 years
- The CEQA-required traffic study showed no impact to current or future vehicular traffic with the removal of one lane but did not consider the **potential increase in demand for pedestrian access**.

Your leadership at this crucial step in the approval process for this vital link in our Silver Lake/Los Feliz/Atwater communities is essential. Over 1300 organizations, businesses, families and individuals support Exhibit 3, the councilmember-appointed CAC overwhelmingly supports (by a 2/3rds vote – enough to pass legislation in the State of California) Exhibit 3 and the General Manager of LADOT stated at the 5th and final CAC meeting that **“implementing sidewalks on both sides were prudent”** and many news sources and blogs are reporting that we might be building a “bridge to nowhere” if we build a bridge with sidewalks only on one side.

Thank you for time and commitment as the City of Los Angeles moves forward to be a vital and economically prosperous city with vibrant communities and safe streets for all.

All the best,



Deborah Murphy, Executive Director
Los Angeles Walks

Cc: Councilmember Mitch O' Farrell
Councilmember Tom LaBonge
LA Walks Steering Committee
LACBC
Vision Hyperion



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May 12, 2015

FOR RELEASE AT 9:00 A.M.

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Silver Lake, Atwater Village and Los Feliz Communities Overwhelmingly Support a Walkable Hyperion Bridge

ATWATER VILLAGE, Calif. -

Los Angeles Walks joins neighborhood councils, small business owners, parents, principals and residents to call on the City of Los Angeles to preserve sidewalks on both sides of the Hyperion Avenue Viaduct between Atwater Village and Silver Lake. At the request of Councilmember Mitch O'Farrell, the Bureau of Engineering convened a Citizens Advisory Committee to study alternatives that would enhance the safety, accessibility and mobility benefits of the bridge retrofit project. This committee voted 6-3 to recommend an option that would preserve two sidewalks, add bike lanes and calm traffic driving into Atwater Village by reducing an extra lane that is not needed to maintain traffic flow. With the community-supported "Option 3," the bridge can support wheelchair-accessible sidewalks on both sides of the bridge, new protected bike lanes and business-friendly traffic speeds on Atwater Village's main street.

The community's support for Option 3 is overwhelming. Businesses and organizations have written over 150 letters of support and more than 1,200 stakeholders have signed petitions in favor of Option 3. In addition, the Los Feliz Neighborhood Council and Silver Lake Neighborhood Council both voted unanimously to support Option 3. Both Council District 4 candidates, Carolyn Ramsay and David Ryu, have pledged support for Option 3 as well.

"Everybody walks, but not everybody drives. The City of Los Angeles shouldn't build a bridge that only allows you to walk on one side of the bridge. Without both sidewalks, pedestrians—children, students, seniors, the disabled, parents with strollers and everyone else—would have to walk, roll or be pushed almost a 1/2 mile, over 2200 feet, over a 12-minute walk (up to Glenfeliz Blvd, across Glendale Blvd and back) to get to destinations on the other side of the street like Red Car Park," said Deborah Murphy, Executive Director of Los Angeles Walks. "If a driver was



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detoured this far out of their way, the City would never find that acceptable and they should not find it acceptable to require pedestrians of all abilities and disabilities to go that far out of their way just to make connections in their community.”

Los Angeles Walks is thrilled that Councilmembers Mitch O’Farrell and Tim La Bonge have plans for a permanent pedestrian and bike bridge over the Los Angeles River on the Red Car Trolley tiers that will connect the north and south sides of the river, but it does not replace the need for a ‘Complete Street’ bridge on Hyperion Avenue that will truly connect our communities for all users.

With so many pedestrian-friendly policies and plans in place for the City of Los Angeles, now is the time to ensure our most long-lasting infrastructure reflects the forward-thinking values of our community. The new Hyperion Bridge will last over 100 years. Los Angeles Walks hopes that the City makes people walking this project’s top priority, by preserving and enhancing the sidewalks on this beautiful and historic structure.

Enclosures:

- Local stakeholders available for interviews
- Excerpts from community support letters
- Current list of Option 3 supporters
- Photo of Hyperion Bridge south sidewalk looking north
- Option 3 Street Section from City of Los Angeles Bureau of Engineering
- Option 3 Conceptual Design Sketch from Enrich LA
- Aerial Photo showing detour required with sidewalk only on north side of bridge



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Local stakeholders available for interviews:

Jordana Hammeke
Business owner in Atwater Village
201-213-8520
jordana.hammeke@gmail.com

Shelli-Anne Couch
President of Friends of Atwater Elementary School
[310-503-4406](tel:310-503-4406)
shellianne Couch@gmail.com

Jennie Chamberlain
Silver Lake resident
310-770-6051
jennie.chamberlain@gmail.com

Andy Lenigan
Los Feliz resident
[925-918-0589](tel:925-918-0589)
andy.lenigan@gmail.com

Andy Miyares
Marshall High School student, 10th grade
323-440-2907
amiyaresgarza@gmail.com

Excerpts from community support letters in favor of Option 3:

“Please let’s not take a step “backwards” and consider anything other than sidewalks and bike lanes on BOTH sides of the Hyperion Bridge.” - Gareth & Christine Kantner, owners of **Sunset Junction Center & Cafe Stella**

“...in a presentation to the citizen's advisory committee, the City showed the results of its technical study, which analyzes how the different options can be expected to perform and Option #3 not only improves traffic flow, but is the only one to do so.” - Ava Bromberg, Senior Vice President Business Development, **Atwater Crossing**

“Please make sure that the historic Hyperion bridge keeps BOTH sidewalks, has bike lanes on both sides and crosswalks at the base so that the future generations can get to the L.A. River from our part of town safely with their families young and old...Any loss in commute time will be worth the unprecedented safe access to the L.A. River that people will gain.” - Jim Ferraro, owner of **Dresden Restaurant** in Los Feliz

“A large part of our children and students' development occurs in our neighborhood and it is crucial that we create a safe neighborhood where our families and children feel comfortable exploring, learning and



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growing. The burgeoning Los Angeles River continues to develop into a beautiful recreational and artistic learning space -- one to which our children and families must have safe access. We must keep both sidewalks on the bridge in order to provide our children and families safe access between Atwater Village and Silverlake, whether they be walking, jogging or getting pushed in a stroller or wheelchair.” - Executive Board,

Friends of Atwater Elementary School

“Right now, only a small percentage of Atwater Village and Silver Lake residents venture into the other neighborhood except by car. This is tragic.” - Dustin Lancaster, owner of **Eastside Establishment Inc.**, which owns 8 local restaurants, 4 of which are within a few miles of Hyperion bridge

“Bike lanes and sidewalks spanning the Hyperion Bridge would encourage people to spend time in Atwater, enjoy its life and culture...rather than just driving through it...Keeping sidewalks on both sides [of Hyperion bridge] allows for the special vantage point of the L.A. River, an amenity and destination in and of itself that Golden Road wholeheartedly endorses.” - Tony Yarrow, owner of **Golden Road Brewery** in Atwater Village

“The first thing I noticed about our customers was how many chose to walk or bike to get their morning coffee...keeping BOTH sidewalks...[and] bike lanes in BOTH directions [is] the only option that truly considers the future of our city and the incalculable potential it has yet to unlock. The loss of a single lane heading into Atwater is unequivocally miniscule by comparison.” - Alexander Mirecki, owner of **Kaldi Coffee** in Atwater Village

“Atwater Village has a thriving community of young people. Many of these students have to walk or bike to school over Hyperion Bridge. We feel it is vitally important to keep both sidewalks on the bridge...” - Executive Board,

Friends of Glenfeliz Elementary School

“The success and growth of our studios depends on these neighborhoods [Atwater Village and Silver Lake] being as walkable and livable as possible.” - David Trumfio, owner of **Kingsize Soundlabs** in Atwater Village

“My business, LA Sports Acupuncture, is located on Glendale Blvd in Atwater Village, where it has been for the last 6 years. For the last 17 years, I have lived on Monon St., just off of Hyperion...For the past few years, I have chosen to ride a bicycle rather than drive for a great deal of my commuting. This decision has increased my quality of life...Riding my bike down the Hyperion Bridge is generally fun, but there are times when I am frightened...As a cyclist, a health practitioner, and a business owner...I am unequivocally in support of Option 3 for the redesign of the Hyperion Bridge.” - Jorga Houy, owner of **LA Sports Acupuncture** in Atwater Village



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“I am a business owner in Los Feliz and a father...I live on Rowena just down the street from Hyperion Bridge. My son is 6 years old and one day I want to be able to get to the LA River on our bikes or by walking safely. Let’s not leave my son a world in which using your own two feet is not a protected form of transportation...Please support Option 3.” - Nicolas Hipolito, **Macho’s Tacos** in Los Feliz

“Preserving a sidewalk on both sides of Hyperion Bridge and installing wide, buffered bicycle lanes are crucial to attaining safe and convenient access to our neighborhoods.” - Jesse Rogg, President & Producer, **Mack Sennett Studios** in Silver Lake

“I am very well aware that traffic can get backed up [around Hyperion bridge], but I believe part of the solution to that is to do everything in our power to encourage as many people as possible to seek out alternative transportation methods...it is incumbent on us...to encourage the flow of foot traffic into our local businesses.” - Emiliana Dore, President of **Friends of Glenfeliz Elementary** & long-term Atwater resident

“As advocates, as residents, as property owners and as business operators, we ask that you join us in advocating for a more livable Los Angeles with significantly improved access to our Los Angeles River and pedestrian-scaled connectivity between our communities and we request that you support Option #3 at a minimum for the future of the Hyperion Bridge.” - Kevin Mulcahy, AIA, Managing Partner, **RAC Design Build, Inc.** in Elysian Valley

“As a current automobile commuter, I cross the bridge every weekday morning and evening...I currently walk the Hyperion Bridge every weekend...Maintaining sidewalks on both sides of the bridge, adding bike lanes and providing pedestrian crosswalks are all vital...” - Mark Motonaga, co-owner of **The Kitchen** in Silver Lake & Principal at Rios Clementi Hale Studios

“...Customers with dogs on leash and children that visit my shop have often inquired about a safer alternative to cross the [Hyperion] bridge. My response has always been “By car!”. It is unfortunate that currently there is no safe way of crossing the bridge by foot, thus, negatively affecting our business.” - Jacob Gonzales, owner of **Woof Dog Boutique** in Atwater Village

“Students walk that bridge every day. We have an opportunity to make their trip safer with Option 3.” - Leslie Weinstein, President of **Friends of King Middle School**



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Current list of Option 3 supporters:

Silverlake Neighborhood Council - unanimous vote
Los Feliz Neighborhood Council - unanimous vote
Alliance of River Communities (14 neighborhood councils)
Community Advisory Committee
Petition with 1,200+ signatures

Marshall High School
King Middle School
Ivanhoe Elementary School
Micheltorena Elementary School
Glenfeliz Elementary School
Friends of Marshall Magnet
Friends of King Middle School
Friends of Glenfeliz Elementary School
Friends of Atwater Elementary School
Friends of Ivanhoe Elementary School
LAUSD Board Member, Bennett Kayser
Moms and Dads of Atwater Village
C3 Church
Silverlake Church
Friends of Griffith Park
Los Angeles Bicycle Advisory Committee
Los Angeles Walks
L.A. County Bicycle Coalition
Enrich L.A.
Friends of the L.A. River
Democrats for Neighborhood Action

Atwater Crossing
Atwater Village Farm
Bill's Liquor
Boho Upcycle



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Bon Vivant
Cafe Stella
Canele
Chester + Co.
Courtney & Kurt
Dresden Restaurant
Eastside Establishment Inc.
Fur Hair Gallery
Golden Road
Grain
Great Escape
Grow Your Own Media
H&R Block
Heartbeat House
Individual Medley
Jackknife
Kaldi
King's Roost
Kingsize Soundlabs
LA Sports Acupuncture
Lakshimi's
Loffredo & Associates
Lula Holistic Mini Spa
Macho's Tacos
Mack Sennett Studios
Mornings Nights
The Morrison
Pilates Metro
Pine and Crane
Proof
RAC Design Build
Revo Cafe
Rios Clementi Studios
Sew L.A.



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Sunset Junction

The Juice

Treehaus

Viet Noodle Bar

Village Tavern

Woof

Workshop sk

Managers and Employees from:

A Runner's Circle

Alias Bookstore

Atwater Village Farm

Atwater Village Farmers' Market

BoHo Upcycle

Heartbeat House

Out of the Closet

Velo Studio

Wells Fargo on Glendale Blvd in Atwater Village

Trader Joe's on Hyperion Ave. in Silver Lake



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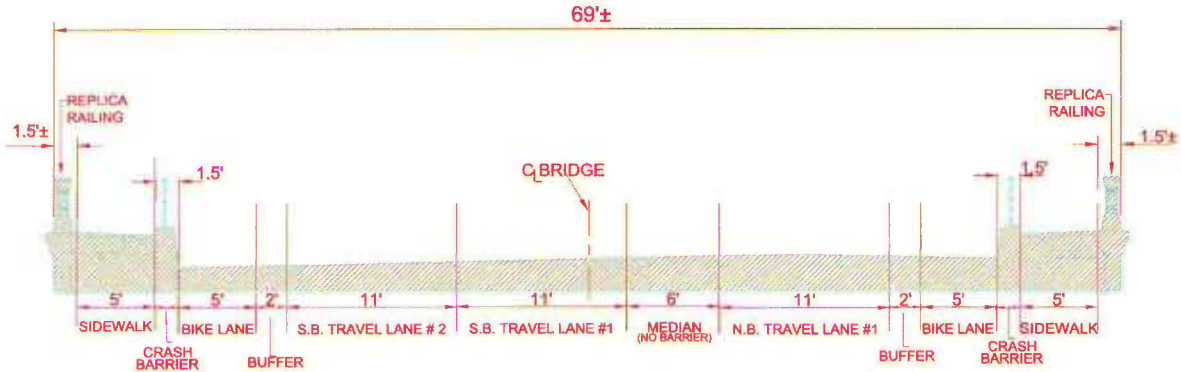


Photo of Hyperion Bridge South sidewalk looking north

EXHIBIT 3

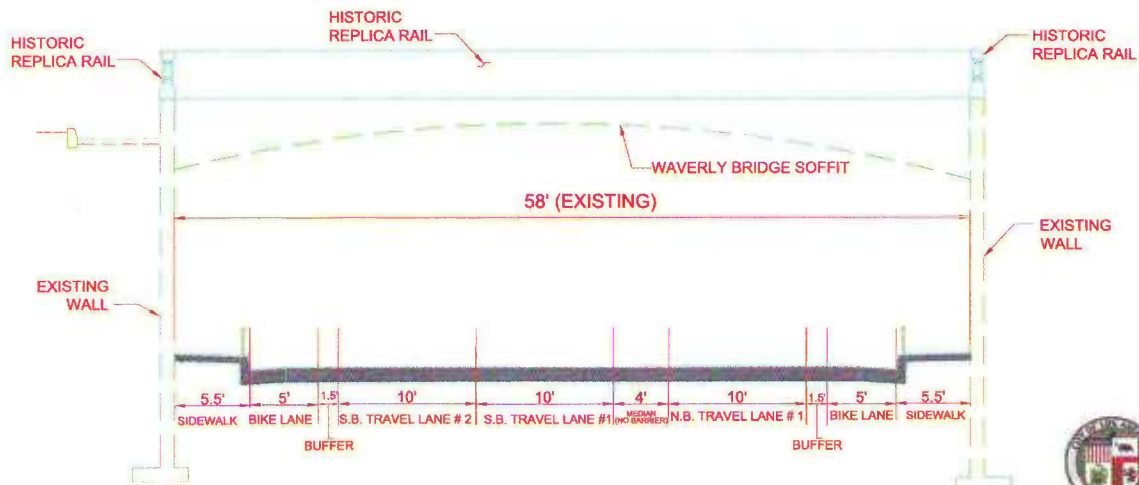
HYPERION AVENUE BRIDGE OVER I-5, RIVERSIDE DRIVE AND LA RIVER (LOOKING NORTH)

- 1) THREE-11 FT. LANES (ONE LANE DOWNHILL; TWO LANES UPHILL)
- 2) SIDEWALK AND BUFFER ON BOTH SIDES
- 3) 6 FT. MEDIAN (NO BARRIER)



HYPERION AVENUE AT WAVERLY DRIVE (LOOKING NORTH)

- 1) THREE-10 FT. LANES (ONE LANE DOWNHILL ; TWO LANES UPHILL)
- 2) SIDEWALK AND BUFFER ON BOTH SIDES
- 3) 4 FT. MEDIAN (NO BARRIER)



This Exhibit is strictly a preliminary design alternative under consideration, and does not represent the final design of the bridge.

Option 3 Street Section from City of Los Angeles Bureau of Engineering



Option 3 Conceptual Design Sketch from Enrich LA

Two sidewalks are important for pedestrian mobility.



Aerial Photo showing detour required with sidewalk only on north side of bridge