



friends of atwater elementary



October 15th, 2014

**Please Support Option 3 - Glendale/Hyperion Bridge Project**

Dear: Mayor Eric Garcetti, Councilmember Mitch O'Farrell, Councilmember Tom LaBonge

Friends of Atwater Elementary (FoAE) is a neighborhood public school of almost 400 students from Kindergarten to Grade 6 in the heart of Atwater Village in Los Angeles. With a deep legacy (founded in 1922) and strong local family ties and traditions, the school community proudly features a rich diversity (from Hispanic to Filipino, Aussie to Irish) and supports 85 students with disabilities and special needs. Classified as Title 1, high-poverty, our API score has nonetheless soared by over 80 points in the past three years and 16% of the students have been identified as highly gifted. We, Friends of Atwater Elementary, a 501(c)(3) organization, has supported a raft of new programs including a new 20ft x15ft Organic Garden and Garden Stewardship Program (inspiring mini-cooks to create dishes, compost, recycle etc), Chess Club, Drill Team, School Uniforms, Blue Light Discos, Gift + Book Fair, additional Field Trips and more.

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 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.

For all of these reasons, Friends of Atwater Elementary **requests your support for Option 3.**

Together, we can cultivate community relationships that encourage and promote the education, enrichment and growth of our students in school and in the wonderful neighborhood of Atwater Village.

Most sincerely,

  
Charmian Leis  
Executive Board  
Friends of Atwater Elementary  
  
Peggy M. Cull



Dear:

Mayor Eric Garcetti, Councilmember Mitch O'Farrell, Councilmember Tom LaBonge

I am the President of Friends of Glenfeliz Elementary (FOG). We are located in the heart of Atwater Village and are home to over 350 students, many of whom will go on to King Middle School and Marshall High School. Our entire board has voted and are writing to voice our support of Option 3 for the Glendale/Hyperion Bridge Project.

Atwater Village has a thriving community full of young people. Many of these students have to walk or bike to school over the Hyperion Bridge. We feel it is vitally important to keep both of the sidewalks on the bridge open to allow safe foot-traffic and we also believe a bike path would be a tremendous asset to our community in the future.

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. Further, as it becomes an even bigger community attraction thanks to the Alternative 20 plan, it is of great importance that we prepare to provide for this access now.

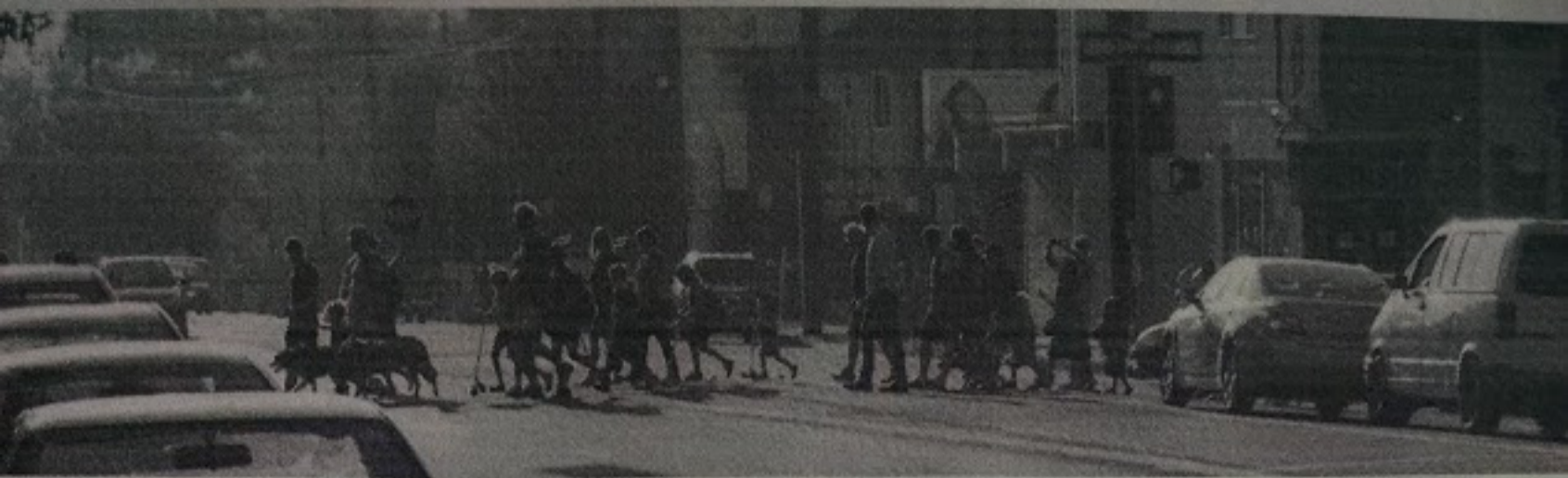
Additionally, many other cities are recognizing the significant long-term environmental challenges our planet is facing. L.A. is a city built as a shrine to cars, but slowly, we are making steps to change that. Silverlake, Eagle Rock, Santa Monica and many other communities have been working to improve bike access throughout the city. Atwater Village has a unique opportunity to join them as a leader in the charge to create a greener, safer commuting environment.

We acknowledge that a travel lane will be reduced in order to make room for 5-foot wide bicycle lanes and a 2-foot wide buffer. However, it is our understanding this will cause only a slight delay in the flow of traffic. For all of these reasons, Friends of Glenfeliz Elementary requests your support for Option 3.

Most sincerely,

FRIENDS OF GLENFELIZ





May 7, 2015

Re: Ivanhoe Elementary in Support Option 3 for Hyperion Bridge

Dear Mayor Eric Garcetti, Councilmember Mitch O'Farrell and Councilmember Tom LaBonge,

As you know, Ivanhoe Elementary is a vibrant local public school and an integral part of Silver Lake, as well as the closest public school to the Hyperion Bridge. More than half of our students walk, scooter or bike to school on a daily basis. Our parent organization also organizes Walk to School and Bike to School Day events, during which times we see participation rates for active transportation to school soar to close to 100 percent. It is wonderful to see the whole community out walking, as well as to reduce traffic to the school, and render our drop-off lane almost completely unnecessary on these popular walking days.

We are happy to encourage our students and families to take to the sidewalks as much as they can. As parents, we understand how walking to school helps increase a sense of community, fitness, happiness, concentration while at school as well as academic performance.

At the same time, we want to ensure our neighborhood streets are safe, and that our neighborhood supports a viable Safe Routes to School program. We don't want cars speeding through the neighborhood and endangering our kids. With recent pedestrian deaths in our neighborhood, and a parent hit in a crosswalk in front of our school just earlier this year, safe roads are foremost in our minds. Every day our students spend time walking in our community, and we want to ensure that when they do, cars are traveling at appropriate neighborhood speeds and using adequate caution. Most of our families travel frequently between Silver Lake and Atwater, and providing safe and accessible pedestrian access on both sides of the bridge is paramount to our community. 25% of our families live to the north of the bridge, and 75% of our families live to the south of the bridge, and having sidewalks on both sides of the bridge is of upmost important to us.

We also understand that we are redesigning a bridge that will likely stand for the next 50 to 100 years. This is a bridge that originally included walking paths on both sides of the bridge and we feel strongly that this ethos of connection should be included in our vision for the future.

We are proud to support Option 3 for the Hyperion Bridge, because it is important that we promote safe environments for everyone in our community, especially for our young people. We think that two sidewalks, two buffered bicycle lanes and a complete crosswalk on the Atwater side are the components that would best meet the safety needs of our students and families. We hope that the new design, which we understand features less room for driving in automobiles, but more room for jogging, walking, pushing strollers, using wheelchairs, and riding bicycles, will benefit the entire community.

Thank you very much for your deliberation on this student safety issue.

Sincerely,

Windy O'Malley & Aimee Lubin, Co-Presidents, FOI





**FRIENDS OF KING  
Parent Group**

A Non-Profit Organization

"We are the parents of King.  
And we love our kids."

4201 Fountain Avenue  
Los Angeles, CA 90029

T 323-644-6700

F 323-913-3594

[contact@friendsofking.org](mailto:contact@friendsofking.org)

[www.friendsofking.org](http://www.friendsofking.org)

4 October 2014

Please support option 3 for Hyperion Bridge

Dear: Mayor Eric Garcetti, Councilmember Mitch O'Farrell, Councilmember Tom LaBonge,

As you know, Thomas Starr King Middle School is a huge part of the community. Everyday our students spend time walking, skateboarding and bicycling in our community, often to get to and from school. Many of our students walk Hyperion Bridge daily.

It is crucial that we promote safe environments for everyone in our community, especially our young people. Friends of King is proud to support Option 3 for the Hyperion Bridge because we envision a safer, more walking and bicycle-friendly option for our community, that protects our students first and foremost.

We understand that a travel lane will be removed on the Bridge, and we support this because it is necessary in order to keep the sidewalks and install buffered bicycle lanes, both of which are necessary. Furthermore, it will encourage drivers to drive more cautiously, watching for people who are not in cars, but rather are jogging, walking, in a wheelchair, etc. It will benefit the entire community.

Thank you very much for your deliberation on this matter.

Very Sincerely,

Leslie Weinstein  
Friends of King, Inc.  
Parents of Thomas Starr King Middle School  
[www.friendsofking.org](http://www.friendsofking.org)

"We are the parents of King. And we love our kids."

**Friends of John Marshall Magnet**  
3939 Tracy Street, Los Angeles, CA 90027  
info@gojmm.org

Mayor Eric Garcetti  
Councilmember Mitch O'Farrell  
Councilmember Tom LaBonge  
200 N. Spring Street  
Los Angeles, CA 90012

October 7, 2014

Re: Friends of John Marshall Magnet Support Option 3 for Hyperion Bridge

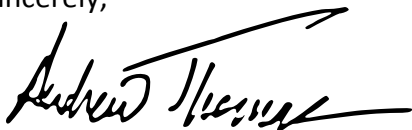
Dear Mayor Eric Garcetti, Councilmember Mitch O'Farrell and Councilmember Tom LaBonge,

As you know, John Marshall High School is an important and integral part of the Los Feliz, Silverlake, Atwater and East Hollywood Communities. Every day our students spend time walking in our community, often to and from school or to and from local venues and home. Many of our students walk across the Hyperion Bridge daily.

The Friends of Marshall Magnet are proud to support Option 3 for the Hyperion Bridge, because it appears to be the safest of the three options presented by the city so far for our students who walk and bike over the bridge. We think that two sidewalks, two buffered bicycle lanes and a complete crosswalk on the Atwater side are the components that would best meet the safety needs of our students. We hope that the new design, which we understand features less room for driving in automobiles, but more room for jogging, walking, pushing strollers, using wheelchairs, and riding bicycles, will benefit the entire community.

Thank you very much for your deliberation on this student safety issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Thomas", with a long horizontal stroke extending to the right.

Andrew Thomas, President  
Friends of John Marshall Magnet  
3939 Tracy Street, Los Angeles, CA 90027  
info@gojmm.org

LOS ANGELES UNIFIED SCHOOL DISTRICT

***Glenfeliz Boulevard Elementary School***

3955 GLENFELIZ BOULEVARD, LOS ANGELES, CALIFORNIA 90039

TELEPHONE (323) 666-1431

FAX (323) 666-5735

**JOHN DEASY**  
*Superintendent of Schools*

**ROBERTO MARTINEZ**  
*District Superintendent*

**KAREN SULAHIAN**  
*Principal*

October 9, 2014

Dear Mayor Eric Garcetti, Councilmember Mitch O'Farrell, Councilmember Tom LaBonge:

As you know, Glenfeliz Elementary School is a huge part of our community. Every day, many of our students spend time walking and bicycling in our neighborhood. Some of our students and parents walk Hyperion Bridge routinely.

It is important that we promote safe environments for everyone in our community, especially our young people. As the principal of Glenfeliz Elementary School, I am proud to support Option 3 for the Hyperion Bridge because we envision a safe, walking and bicycle-friendly option for our community. The option that protects our students first and foremost is the option we support.

We understand that a travel lane will be removed on the Bridge, and we support this because it is necessary in order to keep the sidewalks and install buffered bicycle lanes. This will encourage drivers to drive cautiously, watching for pedestrians and cyclists. This option benefits the entire community.

Thank you very much for your deliberation on this matter.

Very sincerely,



Karen Sulahian





LOS ANGELES UNIFIED SCHOOL DISTRICT  
**IVANHOE ELEMENTARY**

2828 Herkimer Street  
Los Angeles, CA 90039  
Telephone: 323.664.0051  
www.ivanhoeschool.org

**RAMON C. CORTINES**  
Superintendent of Schools

**ROBERTO A. MARTINEZ**  
Instructional Area  
Superintendent, East

**FRANCISCO GONZALEZ**  
Director of Instruction

**LYNDA M. RESCIA**  
Principal

Re: Ivanhoe Elementary in Support of Option 3 for the Hyperion Bridge

Dear Mayor Eric Garcetti, Councilmember Mitch O'Farrell and Councilmember Tom LaBonge,

Ivanhoe Elementary, celebrating its 125th anniversary this year, is a fixture in Silver Lake and is known for its strong sense of community, vibrant student body and involved parents. We are also the public school closest to the Hyperion Bridge, and one where more than 60% of our students walk, scooter or bicycle to school daily. And on Walk to School Day active transportation to school is close to 100%.

At Ivanhoe we take our students' health and safety very seriously. As principal, I am charged with protecting the safety of my students and this includes ensuring that they have Safe Routes to School. We take time out of our regular curriculum to educate our students about street smarts. We invite Safe Moves into our school to give age appropriate presentations to each grade level. We teach our students to make eye contact with drivers before crossing, to obey marked crosswalks, stop signs, traffic signals and other traffic controls. We also educate our parents about the importance of setting a good example when they are walking with their children.

Every day our students spend time walking in our community, and it is important that they are smart about their safety, but also that they have safe sidewalks to walk on, and that cars travel at appropriate neighborhood speeds and use adequate caution. Just earlier this year, one of our parents was hit in a crosswalk in front of our school. Creating a safe space for pedestrians and bicycles on the bridge will provide safe passage for many our families as well as help increase visibility and safety of pedestrians and bicyclists throughout the neighborhood.

Ivanhoe Elementary is proud to support Option 3 for the Hyperion Bridge, because it is important that we promote safe environments for everyone in our community, and especially for our students. We understand that Option 3 features less room for driving in automobiles, but more room for jogging, walking, pushing strollers, using wheelchairs, and riding bicycles. We think that two sidewalks, buffered bike lanes and moderate speeds on a bridge connecting two heavy pedestrian areas would best meet the safety needs of our students and families.

Thank you very much for your deliberation on this student safety issue.

Sincerely,

Lynda Rescia, Principal  
Ivanhoe Elementary  
2828 Herkimer St. • Los Angeles, CA 90039





4 October 2014

Option 3: Glendale/Hyperion Bridge Improvement Project

Dear: Mayor Eric Garcetti, Councilmember Mitch O'Farrell, Councilmember Tom LaBonge,

As you know, Thomas Starr King Middle School is a huge part of the community. Everyday our students spend time walking, skateboarding and bicycling in our community, often to get to and from school. Many of our students walk Hyperion Bridge daily.

It is crucial that we promote safe environments for everyone in our community, especially our young people. Friends of King is proud to support Option 3 for the Hyperion Bridge because we envision a safer, more walking and bicycle-friendly option for our community, that protects our students first and foremost.

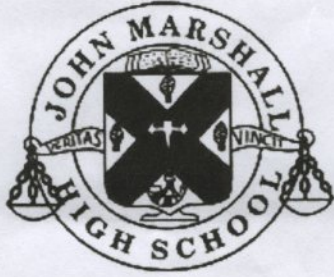
We understand that a travel lane will be removed on the Bridge, and we support this because it is necessary in order to keep the sidewalks and install buffered bicycle lanes, both of which are necessary. Furthermore, it will encourage drivers to drive more cautiously, watching for people who are not in cars, but rather are jogging, walking, in a wheelchair, etc. It will benefit the entire community.

Thank you very much for your deliberation on this matter.

Very sincerely,

Mark Naulls  
Principal  
Thomas Starr King MS





# JOHN MARSHALL HIGH SCHOOL

Dear:

Mayor Eric Garcetti

Councilmember Tom LaBonge

Councilmember Mitch O'Farrell

**Subject: Support Option 3**

October 3, 2014

For decades, John Marshall High School has been an integral part of the community, serving students in Los Feliz, Silver Lake, Atwater, and communities all over the city. And for decades, our students have been accessing John Marshall High School via Hyperion Bridge. You can find old photos from the 1950s in which our bike racks are completely filled. Everyday students walk and bicycle across the Hyperion Bridge on their way to and from school.

Many of our students signed a petition requesting Option #3 for Hyperion Bridge and students have presented to our student government on the importance of saving the south sidewalk. If we were to lose the south sidewalk, it would become much more difficult for our students to travel safely by foot to our school, forcing them to either cross Hyperion twice or walk in the bike lanes, which would be dangerous for everyone.

Let's join together to make the right decision to enhance the walkability of the neighborhood, slow down speeding drivers and create safe passage between Atwater and John Marshall High School.

In addition, the further renovations of the L.A. River create a whole new playground to which our students deserve access. The billion-dollar enhancement of the River is going to attract many of our students via the Hyperion Bridge. They need to be able to access the river safely so that they can enjoy all of the benefits that it will bring to our community.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Patricia Heideman', is written over the printed name.

Patricia Heideman

Principal

John Marshall High School

JOHN MARSHALL HIGH SCHOOL  
3939 TRACY STREET, LOS ANGELES, CA 90027  
PHONE: (323) 671-1400 FAX: (323) 665-8682





# MICHELTORENA

ELEMENTARY  
SCHOOL

*Leer en Español*

*Micheltoarena Elementary School  
Supports Option #3 for Hyperion Bridge*

4 October 2014

*Dear: Mayor Eric Garcetti, Councilmember Mitch O'Farrell, Councilmember Tom LaBonge,*

*As you know, Micheltoarena Elementary School is a huge part of the community. Everyday our students spend time walking and bicycling in our community. Many of our students walk Hyperion Bridge daily.*

*It is crucial that we promote safe environments for everyone in our community, especially our young people. We at Micheltoarena Elementary School are proud to support Option 3 for the Hyperion Bridge because we envision a safer, more walking and bicycle-friendly option for our community, that protects our students first and foremost.*

*We understand that a travel lane will be removed on the Bridge, and we support this because it is necessary in order to keep the sidewalks and install buffered bicycle lanes, both of which are necessary. Furthermore, it will encourage drivers to drive more cautiously, watching for people who are not in cars, but rather are jogging, walking, in a wheelchair, etc. It will benefit the entire community.*

*Thank you very much for your deliberation on this matter.*

*Very sincerely,*

A handwritten signature in black ink, appearing to read 'Susanna Furfari', with a long, sweeping underline that extends across the page.

*Susanna Furfari  
Principal, Micheltoarena Elementary School*

*Micheltoarena Elementary School  
1511 Micheltoarena St, Los Angeles, CA 90026  
(323) 661-2125*



Honorable Councilmembers,

I am distressed by the Bureau of Engineering's recommendation to remove one of the sidewalks on the Hyperion Bridge. At a time when the City of Los Angeles is working to become more walkable and bikeable, we need more sidewalks connecting popular destinations like the L.A. River to neighboring communities--not fewer. Traffic counts have shown that we can have two sidewalks and protected bike lanes and still keep traffic flowing between Atwater Village and Silver Lake. There's no need to rush a bad project through with so many questions remaining:

- 1) Why should people with disabilities be forced to walk over 15 minutes out of their way to access the one remaining sidewalk? Why does BOE consider people in wheelchairs less important than people in cars?
- 2) Why can't we keep access to the bridge's beautiful and historic belvederes on both sides of the bridge? Why do we want to prevent people from enjoying one of the city's best views of what will soon be a revitalized L.A. River?
- 3) Why did BOE change the traffic study only after they wanted to preserve four lanes? For more than a year, studies showed that there would be no impact from removing a vehicle lane.
- 4) And what about showing concern and providing a safe route to school for the LAUSD students who walk this bridge to school daily?!

I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,

Jennie Chamberlain



Subject: Save Our Sidewalk on Hyperion Bridge

Honorable Councilmembers,

I am distressed by the Bureau of Engineering's recommendation to remove one of the sidewalks on the Hyperion Bridge. At a time when the City of Los Angeles is working to become more walkable and bikeable, we need more sidewalks connecting popular destinations like the L.A. River to neighboring communities--not fewer. Traffic counts have shown that we can have two sidewalks and protected bike lanes and still keep traffic flowing between Atwater Village and Silver Lake. There's no need to rush a bad project through with so many questions remaining:

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I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,

Richard Lundquist



Honorable Councilmembers,

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I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,

Ray Busmann

[raybusmann@gmail.com](mailto:raybusmann@gmail.com)



Honorable Councilmembers,

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I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,

**Jonathan Edwards**

**DOWNTOWN PASADENA NEIGHBORHOOD ASSOCIATION**

[www.downtownpasadena.org](http://www.downtownpasadena.org)



Honorable Councilmembers,

I oppose the Bureau of Engineering's proposal to remove one of the sidewalks on the Hyperion Bridge as part of the Glendale Blvd-Hyperion Ave Complex of Bridges Improvement Project. As an Angeleno who cares deeply about traffic safety, I urge the City Council to preserve both sidewalks by supporting Exhibit 3. Please continue the item until staff can come up with a design that better addresses pedestrian safety and disabled accessibility.

The Glendale-Hyperion complex of bridges is one of just three vital links across the Los Angeles River and Interstate 5 between Silver Lake/Los Feliz and Atwater Village. The current project represents a crucial opportunity to preserve and enhance safe, convenient access for all users, whether they cross the bridge inside or outside of a car.

Removing a sidewalk to keep the current four-lane configuration is inconsistent with this goal. The City's consultant, in the June 26th, 2014 presentation to the Community Advisory Committee, noted that the operating speed on the existing bridge is currently 45 mph, in excess of the 35 mph speed limit, and recommends reducing the operating speed on the bridge. Furthermore, the same consultant reported that the Hyperion Bridge would continue to operate efficiently in a three-lane configuration.

Removing one of the bridge's sidewalks, as proposed by BOE, is not an acceptable solution. By creating long diversions -- up to 15 minutes in some cases -- this proposal would harm pedestrian access, expose the City to potential litigation under the Americans with Disabilities Act, and lead to conflicts between vehicles, bicyclists and pedestrians who choose to walk in the northbound bike lane. It would go against the community's stated preference for Exhibit 3, which the Community Advisory Committee recommended. And it would do nothing to address dangerous speeding on a bridge that ought to be a livable connection between neighborhoods, not a de facto freeway.

The design ultimately chosen for the bridge should encourage safe driving speeds appropriate for an urban setting and ensure equity of access. It should also maximize the value of existing and planned recreational assets, including the LA River bike path, the Red Car Park, and the massive investment in LA River revitalization. BOE's proposal will not accomplish these things.

I urge the City Council to make the right choice when it comes to providing safe mobility choices and equitable access on this vital and historic link in the community. Please join residents, businesses, Neighborhood Councils and Councilmember Elect David Ryu in supporting Exhibit 3, and please direct staff to come back with a design that addresses the community's concerns.

---

Niall Huffman  
[nhuffman28@gmail.com](mailto:nhuffman28@gmail.com)



Honorable Councilmembers,

I am distressed by the Bureau of Engineering's recommendation to remove one of the sidewalks on the Hyperion Bridge. At a time when the City of Los Angeles is working to become more walkable and bikeable, we need more sidewalks connecting popular destinations like the L.A. River to neighboring communities--not fewer. Traffic counts have shown that we can have two sidewalks and protected bike lanes and still keep traffic flowing between Atwater Village and Silver Lake. There's no need to rush a bad project through with so many questions remaining:

- 1) Why should people with disabilities be forced to walk over 15 minutes out of their way to access the one remaining sidewalk? Why does BOE consider people in wheelchairs less important than people in cars?
- 2) Why can't we keep access to the bridge's beautiful and historic belvederes on both sides of the bridge? Why do we want to prevent people from enjoying one of the city's best views of what will soon be a revitalized L.A. River?
- 3) Why did BOE change the traffic study only after they wanted to preserve four lanes? For more than a year, studies showed that there would be no impact from removing a vehicle lane.

I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,

Wayne Wilderson



Honorable Councilmembers,

I am distressed by the Bureau of Engineering's recommendation to remove one of the sidewalks on the Hyperion Bridge. At a time when the City of Los Angeles is working to become more walkable and bikeable, we need more sidewalks connecting popular destinations like the L.A. River to neighboring communities--not fewer. Traffic counts have shown that we can have two sidewalks and protected bike lanes and still keep traffic flowing between Atwater Village and Silver Lake. There's no need to rush a bad project through with so many questions remaining:

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I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,

Arianne Groth



Honorable Councilmembers,

I am distressed by the Bureau of Engineering's (BOE) recommendation to remove one of the sidewalks on the Hyperion Bridge. At a time when the City of Los Angeles is working to become more walkable and bikeable, we need more sidewalks connecting popular destinations like the L.A. River to neighboring communities--not fewer. Traffic counts have shown that we can have two sidewalks and protected bike lanes and still keep traffic flowing between Atwater Village and Silver Lake. There's no need to rush a bad project through with so many questions remaining:

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3. Why did BOE change the traffic study only after they wanted to preserve four lanes? For more than a year, studies showed that there would be no impact from removing a vehicle lane.

I am the Founder and Executive Director of Los Angeles, the leading pedestrian advocacy organization in Los Angeles and Chair of the City's Pedestrian Advisory Committee (PAC) for the past 17 years. I am a resident of Silver Lake and CD13 and i use the bridge regularly as a pedestrian, as a driver. I was appointed by CD13 to serve on the Glendale-Hyperion Bridge Community Advisory Committee (CAC) from December 2013 - December 2014 where we voted 6-3 in favor of a bridge design that incorporated sidewalks and buffered bike lanes on both sides of the bridge with three vehicle travel lanes and a signalized crosswalk connecting the Glendale and Hyperion Bridges (Option 3). The PAC voted unanimously to oppose the BOE recommended option and to support the CAC majority-vote Option 3 bridge design.

I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. **Please don't approve this plan without fully studying these issues. Please continue this item until Councilmember-elect David Ryu takes office and can participate in the public process of making a decision that will last 100 years.**

Thank you for your leadership and support of safe streets for all,  
deborah

deborah murphy  
los angeles walks, executive director  
city of la pedestrian advisory committee, chair



o [323.661.3173](tel:323.661.3173)  
c [213.706.9583](tel:213.706.9583)  
e [losangeleswalks@gmail.com](mailto:losangeleswalks@gmail.com)  
[www.losangeleswalks.org](http://www.losangeleswalks.org)  
[www.facebook.com/losangeleswalks](https://www.facebook.com/losangeleswalks)  
twitter @losangeleswalks



June 5, 2015

Honorable Councilmembers,

I am distressed by the Bureau of Engineering's recommendation to remove one of the sidewalks on the Hyperion Bridge. At a time when the City of Los Angeles is working to become more walkable and bikeable, we need more sidewalks connecting popular destinations like the L.A. River to neighboring communities--not fewer. Traffic counts have shown that we can have two sidewalks and protected bike lanes and still keep traffic flowing between Atwater Village and Silver Lake. There's no need to rush a bad project through with so many questions remaining:

1. Why should people with disabilities be forced to walk over 15 minutes out of their way to access the one remaining sidewalk? Why does BOE consider people in wheelchairs less important than people in cars?
2. Why can't we keep access to the bridge's beautiful and historic belvederes on both sides of the bridge? Why do we want to prevent people from enjoying one of the city's best views of what will soon be a revitalized L.A. River?
3. Why did BOE change the traffic study only after they wanted to preserve four lanes? For more than a year, studies showed that there would be no impact from removing a vehicle lane.

I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,

*Debra A. Varnado*



Honorable Councilmembers,

I am distressed by the Bureau of Engineering's recommendation to remove one of the sidewalks on the Hyperion Bridge. At a time when the City of Los Angeles is working to become more walkable and bikeable, we need more sidewalks connecting popular destinations like the L.A. River to neighboring communities--not fewer. Traffic counts have shown that we can have two sidewalks and protected bike lanes and still keep traffic flowing between Atwater Village and Silver Lake. There's no need to rush a bad project through with so many questions remaining:

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Sincerely,

Michael Curtis



Honorable Councilmembers,

I drive, walk, and/or bike the Hyperion Bridge daily. I would love to see this potentially wonderful community asset being used as something other than a mere motorway. I fear for my life when I currently bike on it, but there are no other viable options in the immediate area. I see way too many close calls between people walking and biking and the car traffic.

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Sincerely,

Ross Hirsch



Honorable Councilmembers,

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Sincerely,

**Alex de Cordoba**  
Resident of Council District 4



Honorable Councilmembers,

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Los Angeles will never be a world class city if it's non-vehicular residents can't even cross a river safely. If you remove the sidewalk and raise the speed limit, it is clear you do not consider your entire constituency's wants or the future needs of this great city. We must stop putting the selfish needs of people in cars over the needs of the handicapped. We must stop giving preference to the machines and mentality that cause recklessness, traffic, pollution, and blight in our city.

I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,

Cat Walshak  
Los Angeles, CA



Honorable Councilmembers,

Below is the form letter from the LA Bike Coalition, which I'm including to cover all necessary points.

In addition to the points covered in their letter, I'd like to add that it's really disappointing to see BoE taking such a backwards view of things. LA is dealing with major problems, not the least of which is an overwhelmed roadway infrastructure. And if you look at the growth in population trends, it's only going to be getting worse for motorists trying to navigate this city. You can't build roads fast enough to solve the problem, and Metro only touches a portion of the population, and certainly not the Atwater/Silverlake areas.

LA is an IDEAL city for biking. It's warm. It's flat. It rarely rains. Cycling is healthy, and LA is a health-obsessed city. We have below 1% of people willing to bike to work, while cities like Portland have nearly 10%, with hills, cold and wet weather. There's one major difference. Cycling isn't SAFE in LA! Based on your ideas for the Hyperion project, it looks like the Bureau doesn't understand that simple point.

To be a leading city of the future, LA needs fresh thinking, and it doesn't look like it's coming from BoE. I'd like to see this org doing a better job of taking LA into the future, not hanging onto the past car-culture way of thinking.

Here's the Bike letter.

I am distressed by the Bureau of Engineering's recommendation to remove one of the sidewalks on the Hyperion Bridge. At a time when the City of Los Angeles is working to become more walkable and bikeable, we need more sidewalks connecting popular destinations like the L.A. River to neighboring communities--not fewer. Traffic counts have shown that we can have two sidewalks and protected bike lanes and still keep traffic flowing between Atwater Village and Silver Lake. There's no need to rush a bad project through with so many questions remaining:

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I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,

Doug Schumacher



Honorable Councilmembers,

I am distressed by the Bureau of Engineering's recommendation to remove one of the sidewalks on the Hyperion Bridge. At a time when the City of Los Angeles is working to become more walkable and bikeable, we need more sidewalks connecting popular destinations like the L.A. River to neighboring communities—not fewer. Traffic counts have shown that we can have two sidewalks and protected bike lanes and still keep traffic flowing between Atwater Village and Silver Lake. There's no need to rush a bad project through with so many questions remaining:

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I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,

Kelly Thompson

Northeast Los Angeles Resident



Honorable Councilmembers,

I am very displeased with the Bureau of Engineering's (BOE) recommendation to remove one of the sidewalks on the Hyperion Bridge. At a time when the City of Los Angeles is working to become more walkable and bikeable, we need **more** sidewalks, not fewer, especially where only three roads connect my Los Feliz (my neighborhood), Silver Lake, and Echo Park, to neighborhoods across the river.

Traffic counts show two sidewalks and protected bike lanes still keep traffic flowing between Atwater Village and Silver Lake. So I have several unanswered questions.

- Why is BOE rushing through such a poorly planned project?
- Do council members and BOE want to discourage people from walking and enjoying Los Angeles outside a car?
- How is it possible elected officials in a preeminent city back such a short sighted project, especially while environmental concerns, income inequality, and the growing cost of car ownership force cities everywhere to consider a future less reliant on the automobile?
- Why did BOE change the traffic study to to preserve four lanes, when for more than a year, studies showed no impact from removing a vehicle lane?

I strongly agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. I disagree with his predecessor Tom LaBonge. A bridge that connects communities is important for everyone, not just motorists. Please don't approve this plan without fully studying these issues.

Sincerely,

*Steven Guerry*



Honorable Councilmembers,

I am distressed by the Bureau of Engineering's recommendation to remove one of the sidewalks on the Hyperion Bridge. At a time when the City of Los Angeles is working to become more walkable and bikeable, we need more sidewalks connecting popular destinations like the L.A. River to neighboring communities--not fewer. Traffic counts have shown that we can have two sidewalks and protected bike lanes and still keep traffic flowing between Atwater Village and Silver Lake. There's no need to rush a bad project through with so many questions remaining:

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- 3) Why did BOE change the traffic study only after they wanted to preserve four lanes? For more than a year, studies showed that there would be no impact from removing a vehicle lane.
- 4) And what about showing concern and providing a safe route to school for the LAUSD students who walk this bridge to school daily?!

I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,

Gabriel Lichstein



Honorable Councilmembers,

As a bike-rider, car-driver and pedestrian, I am distressed by the Bureau of Engineering's recommendation to remove one of the sidewalks on the Hyperion Bridge. At a time when the City of Los Angeles is working to become more walkable and bikeable, we need more sidewalks connecting popular destinations like the L.A. River to neighboring communities--not fewer. Traffic counts have shown that we can have two sidewalks and protected bike lanes and still keep traffic flowing between Atwater Village and Silver Lake. It does not currently feel safe to ride a bicycle across the bridge and I have been hoping for years that the bridge would be repaved and a bike lane added. The plan proposed by the Bureau of Engineering is a step in the wrong direction for Los Angeles.

There's no need to rush a bad project through with so many questions remaining:

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I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,

Colleen Flynn



Honorable Councilmembers,

As a resident living at the southeast end of the bridge complex I am completely dismayed at the thought of losing the sidewalk on my side of the street. It's a shame that that was ever even considered in the first place. I walk up there at least once a week to watch the river and the freeway traffic. For some reason the traffic soothes my stress, maybe because it's knowing that I'm not in it.

Anyway, below is the Los Angeles Walks letter, which sums up my concern quite well. And after watching traffic patterns from my front yard for 4 years it's obvious that having one lane on the bridge heading into Atwater WILL NOT BE A PROBLEM. Traffic backs up at the lights along Glendale. I can't express how disappointed I am with this city since I found out this option has become the favorite of the Council after seeing so much support here in the neighborhood for preserving both sidewalks.

I am distressed by the Bureau of Engineering's recommendation to remove one of the sidewalks on the Hyperion Bridge. At a time when the City of Los Angeles is working to become more walkable and bikeable, we need more sidewalks connecting popular destinations like the L.A. River to neighboring communities—not fewer. Traffic counts have shown that we can have two sidewalks and protected bike lanes and still keep traffic flowing between Atwater Village and Silver Lake. There's no need to rush a bad project through with so many questions remaining:

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I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,

Greg Thomas



Dear Councilmembers,

Our city is working to make walking and cycling a solution to our transportation, safety, environmental and public health goals. Like cities all over the country, LA is shifting from being a place where “you gotta’ have a car” to a more livable, walkable one. So it makes no sense to rebuild the Hyperion bridge without sidewalks on both sides nor with bike lanes that meet established standards. Of course this means removing a car travel lane, but traffic studies show that four car lanes are NOT needed.

Of course there are objections being heard from motorists. That is only to be expected at this transitional time as we re-balance our roadways to serve the needs of multiple users and meet today’s safety and environmental goals, not just prioritizing car traffic. But again: studies done by the city show that four lanes are not needed.

Additionally, it seems only fair to include your new Council colleague, David Ryu, in this decision. After all, he was just elected by the residents who will be most affected and he does not support BOE’s recommended plan.

Please direct BOE to develop a design for the Hyperion bridge that includes sidewalks on both sides and bike lanes that meet recommended widths.

Thank you,

Kent Strumpell

City of LA Bicycle Advisory Committee  
CD 11 representative



Honorable Councilmembers,

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Sincerely,

Margaret Mittleman



Honorable Councilmembers,

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- 3) Why did BOE change the traffic study only after they wanted to preserve four lanes? For more than a year, studies showed that there would be no impact from removing a vehicle lane.
- 4) Why are the goals of Vision Zero being ignored for this particular project? Safer streets should be the right of all Angelenos. Are the people of Atwater village and Silver lake unworthy of having the safest possible roadways in the areas that they live and work?

Given the significant public controversy and environmental justice issues at play with this project the proposed MND is completely insufficient and so I would urge the council to pursue a full EIR for this project.

I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,

Paul Motschall

Anykicks LLC

Honorable Councilmembers,

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Ezra Horne



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Sincerely,

Ayelet Lahav  
Los Feliz, CA 90027

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I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,

*Jason Hadley*



Honorable Councilmembers,

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Sincerely,

*William F. Zalokar*

Honorable Councilmembers,

I am a resident of Atwater Village, south of the Hyperion Bridge, and am distressed by the Bureau of Engineering's recommendation to remove the sidewalk most easily accessible to my family and I on the Hyperion Bridge. Although it is currently deficient, in terms of having to access it by crossing two lanes of Glendale Blvd. from the Atwater side and the section under the Waverly bridge where it narrows, it is still a vital pedestrian link to Silver Lake, and to the historic belvederes that provide viewpoints and resting benches. As I was quoted in this LA Weekly [article](#), I believe this "Option 1" plan that is under consideration is divisive, and may well run afoul of the National Environmental Policy Act.

At a time when the City of Los Angeles is working to become more walkable and bikeable, we need more sidewalks connecting popular destinations like the L.A. River to neighboring communities—not fewer. Traffic counts have shown that we can have two sidewalks and protected bike lanes and still keep traffic flowing between Atwater Village and Silver Lake. There's no need to rush a bad project through with so many questions remaining:

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- 3) Why were discredited Level of Service evaluations used in the Bureau of Engineering's final report to the Public Works Committee? Because the real traffic study came to conclusions (no significant impact to traffic times) that didn't support the fear-mongering of the car lobby!

I agree with Councilmember-elect David Ryu who supports Option 3 for a more people-friendly Hyperion Bridge with sidewalks AND bike lanes. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Sincerely,  
Patrick Cleary