

Public Comment for Administrative Record  
Re: Council File # 05-0173  
Glendale Boulevard-Hyperion Avenue Complex of Bridges  
Improvement Project California Environmental  
The Proposed Bike Lanes for Hyperion Bridge

**Extreme Health Risk which Bike Lanes Poses for Children's Health**  
Mobile Plan 2035 Bike Lanes Are Guaranteed to Make Children Sick  
by Scott Zwartz  
Saturday, June 6, 2015

One of the huge features of Mobility Plan 2035 is Bike Lanes along major boulevards. The Hyperion Bridge adopts the same philosophy. The City is misleading the public into thinking that placing Bike Lanes along major boulevards like the Hyperion Bridge does not pose serious health risks to children. Garcetti's MP 2035 Final EIR states:

**Bicycle Riders.** Bicycle riders using new bicycle lanes on high-volume roadways would be exposed to higher pollutant concentrations than riders that use neighborhood routes. However, it is anticipated that bicycle lanes would allow riders to quickly traverse congested areas. Recent exposure concentration studies for particulate matter and CO exposure on different modes of surface transportation (walking, cycling, bus, car and taxi) have been analyzed in urban environments. The studies reveal that pedestrians and cyclists experience lower fine particulate matter and CO exposure concentrations in comparison to those inside vehicles (the vehicle shell provides no protection to passengers). Fn 15 [*Kaur, Nieuwenhuijsen, and Colvile, Fine particulate matter and carbon monoxide exposure concentrations in urban street transport microenvironments, Atmospheric Environment, Volume 41, Issue 23, page 4781, July 2007.*] [*FINAL ENVIRONMENTAL IMPACT REPORT, p 2-16 & 17*]

If one were foolish enough to believe Mayor Garcetti, having our children ride their bicycles where air pollution is heaviest would reduce their exposure

**Hollywoodians Encouraging Logical Planning H.E.L.P.**

1921 North Saint Andrews Place  
Hollywood, California 90068

**Citizen Coalition Los Angeles [C.C.L.A.]**

Post Office Box 3354  
Santa Monica, California 90408  
323/957-9588 (phone) 323/464-7006 (fax)  
[HwoodCA@Gmail.com](mailto:HwoodCA@Gmail.com)

Friday, June 5, 2015

The Los Angeles City Council

C/O My La  
Sharon Gin

Via email: [My.la@lacity.org](mailto:My.la@lacity.org)

Via email: [Sharon.Gin@lacity.org](mailto:Sharon.Gin@lacity.org)

Re: Council File # 05-0173  
Glendale Boulevard-Hyperion Avenue Complex of Bridges  
Improvement Project California Environmental  
The Proposed Bike Lanes for Hyperion Bridge

Dear Gentlepersons:

Hollywoodians Encouraging Logical Planning [HELP] and Citizens Coalition Los Angeles [CCLA] submit their comments on Glendale Boulevard-Hyperion Avenue Complex of Bridges Improvement Project California Environmental, the proposed Bike Lanes for the Hyperion Bridge.

**1. Bike Lanes in Main Boulevard Are an Irresponsible Health Hazard to Bicyclists, Especially Children**

Wherever a Bike Lane can be far away from the pollution of street traffic, that option is best. There is the alternative to use the old piers for the Red Car. That route will take the bike lanes away from the air pollution of the roadway.

<http://1.usa.gov/1BPmNz9> August 14, 2014, EPA, Near Roadway Air Pollution and Health

The cumulative effects on children who peddle close to auto emissions can be deadly, resulting in a rash of claims decades later, similar to the mesothelioma claims from asbestos.

## **2. Two Incompatible Modes of Transportation Should Not Occupy the Same Right of Way [ROW]**

In 1915, the City Los Angeles conducted a comprehensive study of traffic congestion in the City, The Study of Street Traffic Conditions in the City of Los Angeles. The following link goes to the various downloadable traffic studies going back to 1915.

<http://bit.ly/1fMI4S0>                      1915 and other L.A. Traffic Studies

An extremely important principle came from these early studies, i.e., incompatible modes of transportation should not share the same Right of Way [ROW]. These proposals for the bridge would mix three incompatible forms of transportation: pedestrian, bicycle, and auto.

For the most part, however, pedestrians are on raised sidewalks along the side of the roadway. While median strips are ideal to separate a sidewalk from the street, adding a median strip is not feasible. Also, cars are accustomed to sidewalks abutting the driving area. They are close to ubiquitous in commercial areas.

Thus, the main ROW issues are : (1) bikes and cars and (2) bikes and pedestrians. In both instances, the problem arises from the bicycles.

Having bicycles and cars use the same ROW maximizes the danger to bicycles. Painting a green lane will not make bicycles safe from autos. In fact, the design appears to violate the new law that cars cannot pass within three feet of bicyclist. The two lanes will be separated by inches – not by three feet.

The term “protected bike lanes” is another example of meaningless buzz words to obfuscate reality. Mixing bicycles and cars in the same ROW is inherently dangerous. This defective design will make the city financially liable for each injury on the bridge. Depending on the number and severity of injuries, that could cost the City extra \$ Millions per year.

From the information which the City has provided, there appears to be only one safe and legal option. The bicycles should be barred from the bridge altogether, and instead they should use the proposed new bridge over the old Red Line piers. If this location presently does not connect to city streets on the westside of the river, then the City needs to make those connections.

### **3. Bike Lanes Will have a Significant CEQA Impact**

Bike Lanes on the bridge itself will have significant CEQA impact. The LOS is currently B and it would immediately go to D. BUREAU OF ENGINEERING, Bridge Improvement Division, June 3, 2015, page 22

When there is a reasonable alternative which will avoid a significant CEQA impact, that alternative is most reasonable. When one factors in that Bike Lanes on the bridge expose bicyclists to danger from crs and needlessly exposes them potentially lethal automotive emissions, substantial evidence does not support the Bike Lanes on the bridge.

Mathematics, safety concerns and legal liability require that bicycle ROWs be separated from auto ROWs as much as possible. This controversy is a start towards the City of Los Angeles’s recognizing that the ill-planned desire to force autos and bicycles to use the same ROW should be replaced with wiser, safer planning where each mode of transportation has its ROW as much as possible.

The Los Angeles City Council  
Council File # 05-0173  
Friday, June 5, 2015

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Thank you for your attention to this matter.

Respectfully submitted by:

Hollywoodians Encouraging Logical Planning [HELP]  
Citizens Coalition Los Angeles [CCLA]

1916:Asus:Mobility2035:2035-H-1000

to toxic chemicals. This is similar to Garcetti's claim in 2012 that by reducing the number of paramedics, Los Angeles would have faster emergency response times. In June 2013, the County Grand Jury not only found that Garcetti was wrong, but that when he reduced the number of paramedics, he **knew** that the reduction would result in needless deaths.

Garcetti is again feeding Angelenos that same tripe with the Bike Lanes for children, .e.g. Bike Lanes in major boulevards is healthy. No! The opposite is true. Bike Lanes along major boulevards including the Hyperion Bridge is very unhealthy for young lungs.

**Deception #1:** Especially for children, the issue is between Bike Lanes on major boulevards versus locating them on residential streets. In the specific case of the Hyperion Bridge, the alternative to the bridge is to use the piers of the old red car bridge for a separate bike bridge. Thus, data on the amount of particulate matter inside a car vs outside a car is not relevant to this issue, although it may be relevant in another place. This data is presented solely to deceive.

**Deception #2:** The study on which Garcetti's relies for the health danger from riding a bike on a boulevard with heavy air pollution did not study **morbidity** – the disease causing potential. The Kaur study, on which Garcetti heavily relied, did not hide this fact, but Garcetti did.

Health effects related to air pollution, traffic accidents and physical activity differ, e.g., with traffic accidents resulting in injuries and physical activity affecting cardiovascular disease. Therefore, we compare potential effects of these exposures (in conjunction with driving or cycling) on mortality rather than **morbidity**. Kaur p 6

The Kaur study is for the Netherlands, a country which is significantly different from the United States. In the Netherlands, they have constructed an extensive network of Bike Lanes away from the boulevards. In other words, the study on which Bike Lanes on major Los Angeles boulevards is based a country which designs Bike Lanes to be away from its major boulevards.

There is a recent study which does address the relevant question whether Bike Lanes along boulevards with high air pollution are a greater health risk than bike lanes which are on residential streets with lower air pollution.

The actual risk may be smaller because cyclists could more easily choose a low-traffic route. The substantial influence of route has been documented in various monitoring and modeling studies (*Adams et al. 2001; Hertel et al. 2008; Kingham et al. 1998; Strak et al. 2010*). A study in Utrecht found 59% higher UFP exposure for cyclists along a high-traffic route compared with a low-traffic route (*Strak et al. 2010*). Walking close to the curb in London greatly increased personal exposures (*Kaur et al. 2005*). For cyclists, position on the road is likely important as well, because it determines distance to motorized traffic emissions. Urban planning may also contribute by separating cycle lanes from heavily trafficked roads (*Thai et al. 2008*).

This US study points up the insidious way the City misleads its citizens. Angelenos are being asked to place Bike Lanes for their children on the very boulevards where it has been shown to be unhealthful for children. Garcettism justifies its Bike Lanes by patently false use of data while concealing the relevant studies which would reveal the dangers.

**Results:** We found that median **PNC exposures were highest** in diesel buses (38,500 particles/cm<sup>3</sup>) and **for cyclists along the high-traffic intensity route** (46,600 particles/cm<sup>3</sup>) and lowest in electric buses (29,200 particles/cm<sup>3</sup>). Median PM<sub>10</sub> exposure was highest from diesel buses (47 µg/m<sup>3</sup>) and lowest along the high- and low-traffic bicycle routes (39 and 37 µg/m<sup>3</sup>). The median soot exposure was highest in gasoline-fueled cars ( $9.0 \times 10^{-5}/m$ ), diesel cars ( $7.9 \times 10^{-5}/m$ ), and diesel buses ( $7.4 \times 10^{-5}/m$ ) and lowest along the low-traffic bicycle route ( $4.9 \times 10^{-5}/m$ ). **Because the minute ventilation (volume of air per minute) of cyclists, which we estimated from measured heart rates, was twice the minute ventilation of car and bus passengers, we calculated that the**

**inhaled air pollution doses were highest for cyclists.** With the exception of PM10, we found that inhaled air pollution doses were lowest for electric bus passengers. [**bold added**] *Environ Health Perspect.* 2010 Jun; 118(6): 783–789. Published online 2010 Feb 25. doi: 10.1289/ehp.0901622 PMCID: PMC2898854 *Research Commuters' Exposure to Particulate Matter Air Pollution Is Affected by Mode of Transport, Fuel Type, and Route*  
<http://1.usa.gov/1MwIU3K>

It is grossly irresponsible for the City to promote Bike Lanes along major boulevards when the relevant study shows that is where inhaled air pollution is worst for cyclists.

In the discussion of the Hyperion Bridge, the Garcetti Administration is concealing that children Bike Lanes in the high pollution of major boulevards increases their morbidity rate. In brief, the Mobile Plan 2035 Bike Lanes are guaranteed to make children sick, very sick.

The Hyperion Bridge should have no Bike Lanes and any Option which has Bike Lanes on the bridge is unreasonably harmful to the health of children.

End





Sharon Gin <sharon.gin@lacity.org>

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**Council File # 05-0173 Glendale Boulevard-Hyperion Avenue Complex of Bridges Improvement Project California Environmental The Proposed Bike Lanes for Hyperion Bridge**

1 message

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**Richard Abrams** <abramsrl@gmail.com>

Fri, Jun 5, 2015 at 8:35 PM

To: Sharon Gin <Sharon.Gin@lacity.org>, My La <my.la@lacity.org>, RSM <AbramsRL@gmail.com>

Cc: Hollywoodians Encouraging Logical Planning <HwoodCA@gmail.com>, saveHywd@gmail.com, Ziggy Kruse <ziggykruse2005@yahoo.com>, XBob Blue <camarobob@hotmail.com>

Dear Ms. Gin and Ms. La:

Would one or both of you please make certain that the attached letter is place in the Administrative Record and distributed to the full City Council as soon as possible.

It contains two hyper-links which I am adding here.:

<http://1.usa.gov/1BPmNz9> August 14, 2014, EPA, Near Roadway Air Pollution and Health

<http://bit.ly/1fMI4S0> 1915 and other L.A. Traffic Studies

They should also be added to the Administrative Record as they provide factual supports for HELP's and CCLA's comments.

Thank you

Rick Abrams

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**2035-H-1000.pdf**  
161K

Dear Councilmember,

As a stakeholder in the Atwater Village and Silver Lake area I support "Exhibit 1" (Council File: 05-0173); which is the most equitable choice for all modes of transportation. It will preserve 4 narrowed traffic lanes and install traffic calming measures, 2 wide bicycle lanes, a wider ADA compliant sidewalk and many other improvements.

This restoration project has been in the works for 13 long years. Enough is enough, I urge you to vote in support of "Exhibit 1".

**Best Regards,**

***MLS***

**Mark L. Simon**

**Atwater Village Resident**

Dear Councilmember,

As a stakeholder in the Atwater Village and Silver Lake area I support “Exhibit 1” (Council File: 05-0173); which is the most equitable choice for all modes of transportation. It will preserve 4 narrowed traffic lanes and install traffic calming measures, 2 wide bicycle lanes, a wider ADA compliant sidewalk and many other improvements.

This restoration project has been in the works for 13 long years. Enough is enough, I urge you to vote in support of “Exhibit 1”.

Thank you,

Sincerely,

**Luis Lopez**

RE: Council File: 05-0173, I support "Exhibit 1" for the Glendale-Hyperion Viaduct restoration project

Dear Councilmember,

As a stakeholder in the Atwater Village and Silver Lake area I support "Exhibit 1" (Council File: 05-0173); which is the most equitable choice for all modes of transportation. It will preserve 4 narrowed traffic lanes and install traffic calming measures, 2 wide bicycle lanes, a wider ADA compliant sidewalk and many other improvements.

This restoration project has been in the works for 13 long years. Enough is enough, I urge you to vote in support of "Exhibit 1".

Thank you,

Rafael De Sousa Oliveira

Atwater Village Resident

Dear Mayor Garcetti, Councilmembers, and Board,

I've lived blocks from the Hyperion Bridge for over a decade (and in the area for 20 years). I've lived through the Rowena road diet, which didn't stop our neighborhood side streets from being shortcuts and speedways. The idea of our already taxed sides streets getting worse and access to Atwater Village becoming even more difficult seems counterproductive.

The Hyperion Bridge should serve everyone.

PLEASE support of "Exhibit 1."

Thank you,

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Carolyn Quinn

**Council File No. 05-0173**

City Council Agenda Date: 6/09/2015, Agenda Item No. 7

In response to the BOE's Technical Memo the attached rebuttal report shows:

1. The impacts of the Recommended Option have not been adequately analyzed, especially in lieu of the Willits settlement.
2. There is a significant pedestrian and bicyclist safety risk on the side of the bridge lacking a sidewalk that has not been mitigated by BOE's report and recommended option.
3. Failure to mitigate this safety risk will result in serious injury or death and will expose the city to tremendous financial burden.
4. BOE's Technical Memorandum plays a statistical number game to quantify and minimize the risk. No matter how you play the numbers the risk is real.

**Council File No. 05-0173**

City Clerk please post to Council File  
City Council Agenda Date: 6/09/2015

Sincerely,

Robert Peppey

# **RESPONSE TO THE TECHNICAL MEMORANDUM ON BICYCLE AND PEDESTRIAN FACILITIES ASSESSMENT**

## **INTRODUCTION**

On May 28, 2015, The City of Los Angeles, Bureau of Engineering, submitted a Technical Memorandum (TM) by Psomas, regarding bicycle and pedestrian facilities on the Glendale Boulevard-Hyperion Avenue Complex of Bridges. It included an inventory of facilities, a comparison of existing and proposed conditions, and most significantly, an evaluation of significant thresholds for bicycle and pedestrian safety based on the Los Angeles CEQA Thresholds Guide (2006) and recommendations to enhance bike and pedestrian travel and safety.

The objective of this TM response is to outline the technical deficiencies in the City's analysis of bicycle and pedestrian travel and safety and the failure of the recommended mitigation measures to eliminate the recognized safety risk factors.

## **EXISTING CONDITIONS**

The existing conditions indicated in the TM are correctly listed, with two substandard sidewalks on either side of the bridge, and no ADA Compliant Pedestrian Route (PAR) along Hyperion Ave. Additionally, other unsafe pedestrian conditions are listed regarding unsafe pedestrian crossings.

## **BICYCLE AND PEDESTRIAN VOLUMES**

While this response does not take exception to the pedestrian and bicycle data collection numbers, it does take exception to the criteria and methodology that fails to provide a co-factor for the lack of any existing bicycle lanes or limited ADA accessibility and substandard sidewalk facilities into the data. Existing volumes should further take into account what alternative routes pedestrians and bicyclist are taking to circumvent and avoid the safety risks on the existing bridge with minimal substandard pedestrian sidewalks and no bicycle facilities. Use of this data is an observational failure in the TM's evaluation of risks and disadvantages.

## **FUTURE CONDITIONS: ADVANTAGES AND DISADVANTAGES**

Improvements in the TM's recommended option (attachment) fail to minimize or eliminate the certain key bicycle and pedestrian safety risk factors.

1. While the new six-foot sidewalk along the west side of Hyperion Ave over I-5 and the Los Angeles River provides ADA compliant PAR on one side of the bridge, it fails to provide a PAR for pedestrian on the opposite of the bridge thereby adding a ½ mile of pedestrian travel distance.

2. While the new pedestrian bridge to be constructed across the Los Angeles River on the Old Red Car piers east of the Hyperion Bridge provides much needed access to the bike path from the Atwater side of the bridge, it fails to provide a compliant PAR for pedestrian travel from Atwater to Silver Lake and Los Feliz.
3. Longer travel paths for pedestrians starting or ending their trips on the east-side of Glendale Blvd between the Los Angeles River and Glenhurst Ave exist. The disadvantages listed in the TM incorrectly minimize the estimates of travel times for both able-bodied and disabled pedestrians. It fails to recognize that much of the pedestrian activity will be on a significant grade. Assuming the travel distances are correctly indicated in the TM, the significant travel time impacts on pedestrians are more correctly reflected as shown.
  - Able-bodied: Longer travel time of 2.6 minutes at 2 ft/s walking speed for 310 ft distance.
  - Disabled: Longer travel time of 17.2 minutes at 1.5 ft/s for 1550 ft distance. This travel time can be compounded due to the 5 percent grade in the Atwater to Silver Lake travel path.

The disadvantages in the TM's recommended improvements are based on incorrect assumptions and miscalculations. By having a sidewalk on only one side of the road, there is a significant safety risk of conflicts between bicyclists and pedestrians walking on the bike lane along the east side of Hyperion Avenue between Waverly and Glenfeliz/Glenhurst .

The TM itself recognizes that factors such as the distance between crossing opportunities, alternate routes, roadside environment, and vehicular speeds are factors that play into the benefits of having sidewalks on both sides of the bridge.

1. The TM incorrectly assumes that pedestrian volume percentages will remain equally split (75% vs. 25% ) between the sides of the bridge when a new bike lanes are added on both sides of the bridge with only one sidewalk on the west side. Like water, pedestrians often find the path of least resistance and if the bike lane provides an opportunity for the easier flow for walkers, a higher percentage of pedestrians could utilize the east side bike lane. The current percentage split exists because the west side substandard sidewalk is still measurably wider and safer than the substandard east side sidewalk.
2. The TM indicates that 19% of pedestrians are disabled nationally and will be unable to negotiate the stair access to the Red car bridge, and may walk in the bike lane. This is a high risk factor that the TM minimizes, and fails to recognize the risk factors are compounded with bicyclist coming down the 5 percent grade at speeds that can easily exceed 20 mph, and conflicts with slow to respond disabled pedestrians.
3. The TM incorrectly calculates the pedestrians walking in the bike lane as less than one in the observation time of 12 hours. The pedestrian origin data collected from the impacted areas still fails to recognize that the 24 pedestrians counted in the data collection is biased data and has



not taken into account the other factors listed above. The conflict between even one pedestrian and a bicyclist can result in serious injury or death for both pedestrian and bicyclist. The conflict is not "minimal" as the TM suggests. To state the conflict is "minimal, the TM is making a subjective measurement of value of human life.

## **CONCLUSION**

The City's analysis of bicycle and pedestrian travel and safety and the recommended mitigation measures fails to adequately mitigate and sufficiently eliminate the recognized safety risk factors. Thereby, the Bureau of Engineering's proposed recommendation measures fail to minimize impacts for a negative declaration to the affected environmental resource areas under CEQA . It is recommended that the environmental document be revised to address the known safety risk factors to pedestrians and bicyclists.

## ATTACHMENT

# Technical Memorandum

**To:** City of Los Angeles Bureau of Engineering  
**From:** Alejandro Angel, PhD, PE, PTOE and Arief Naftali, PE, TE  
**cc:** Anissa Voyiatzes, PE  
**Date:** May 28, 2015  
**Re:** Bicycle and Pedestrian Facilities Assessment

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## INTRODUCTION

On May 15, 2015, the City of Los Angeles Board of Public Works recommended adoption of the IS/MND for the Glendale Boulevard-Hyperion Avenue Complex of Bridges, which included a recommended option for Hyperion Avenue from Waverly Drive to Glendale Drive.

The objectives of this technical memorandum are to:

- Inventory the pedestrian and bicycle facilities in the project area both under existing and proposed conditions
- Compare conditions for bicyclists and pedestrians under current and proposed conditions
- Evaluate the significance thresholds for bicycle and pedestrian safety based on the Los Angeles CEQA Thresholds Guide (2006)
- Recommend additional measures to enhance bike and pedestrian travel and safety

## EXISTING CONDITIONS

### Bicycle and Pedestrian Facilities

The following facilities exist on or in the vicinity of the Hyperion bridge to connect the Silver Lake and Atwater Village areas:

- Sidewalks:
  - Sidewalks exist on both sides of the Hyperion bridge over I-5, and over the L.A. River.

**P S O M A S**

- There are stairs connecting the sidewalk on the west side of the Hyperion bridge to Glendale Blvd between I-5 and the L.A. River.
- In the vicinity of the Waverly Drive underpass, the sidewalk along Hyperion Avenue is too narrow (2-ft wide) to be usable. Instead, safer pedestrian connectivity is achieved by a sidewalk going up to the Waverly Drive level and coming back down to Hyperion Avenue at Ettrick Street.
- ADA Compliant Pedestrian Access Route (PAR): Due to the constraint under Waverly Drive, and the grade of the alternative sidewalk to get to Waverly Drive and back down, there is no direct PAR along Hyperion Avenue. The nearest route crossing over I-5 and the LA River is Glendale Boulevard, which adds ½ mile of travel distance for pedestrians with origins or destinations in the vicinity of the Hyperion/Rowena intersection.
- Bike Lanes: There are no bike lanes on Hyperion Avenue or Glendale Boulevard across the L.A. River or I-5.
- Access and Conflict Points:
  - Signalized crosswalks exist at both ends of the project (Hyperion/Rowena and Glendale/Glenfeliz/Glenhurst)
  - Pedestrians using Hyperion Avenue have to negotiate an uncontrolled crossing of Glendale Blvd at the east end of the bridge (same condition exists on both sides of the bridge).
  - Pedestrians on northbound Glendale Blvd have to negotiate an uncontrolled crossing of the I-5 northbound off ramp.
  - Due to the grade differences between the roadway and existing ground, there are very few access points on Hyperion Avenue between Rowena and Glenfeliz/Glenhurst. All driveways and side streets are required to stop for both traffic and pedestrians along Hyperion Avenue.

### **Bicycle and Pedestrian Volumes**

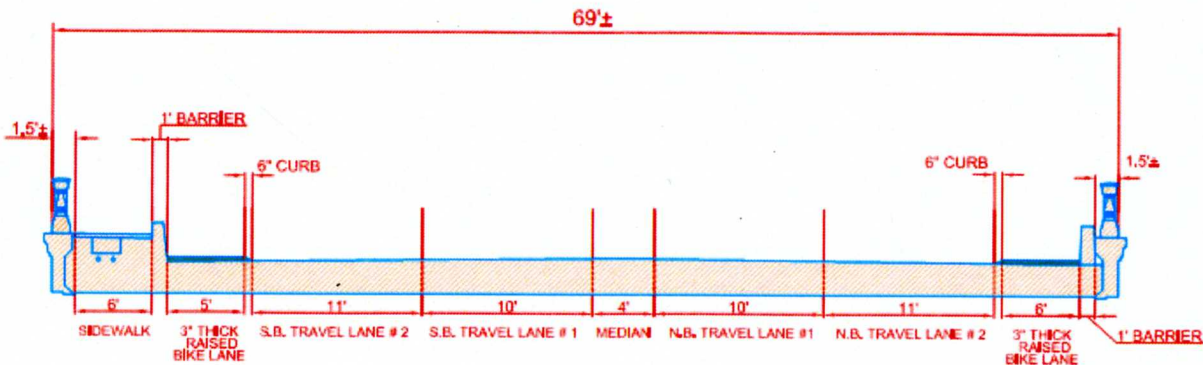
Bicycle and Pedestrian Volumes were collected in March of 2014 as part of a series of Technical Memorandums prepared by Psomas in 2014. The data collected is presented in "*Technical Memorandum #1, Existing and Future Traffic Demand*" (Psomas, June 2014) and included 12-hour bicycle and pedestrian counts (7 AM-7PM), as well as 30 intercept surveys of bicyclists and pedestrians (20 pedestrians, 10 bicyclists). Some highlights from those counts include:

- During the 12-hr period, 24 pedestrians use the east sidewalk on the Hyperion bridge. 82 pedestrians (approximately 75% of all pedestrians on Hyperion) use the west sidewalk.
- During the 12-hr period, 39 bicyclists traveled northbound on the Hyperion Avenue bridge, while 44 bicyclists (53%) traveled in the southbound direction.

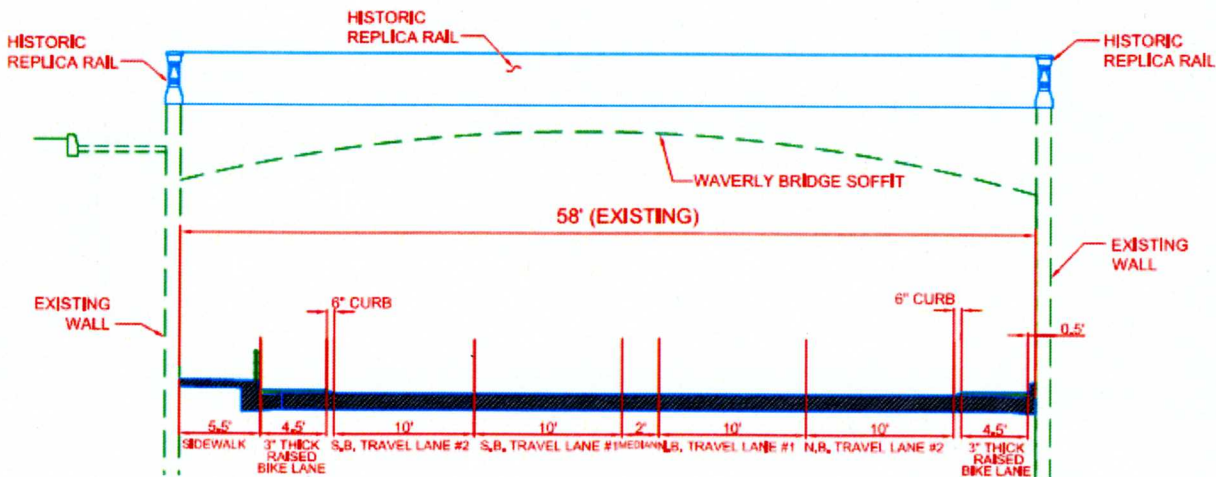
- Some level of “wrong way” bike riding is taking place on the sidewalks. To some extent, this may be related to the fact that some riders may not feel comfortable riding with traffic without dedicated bike lanes.
- From the intercept surveys, the most common origin and destinations for bicycles and pedestrians were John Marshall H.S., fitness gyms, retail/services near the Hyperion/Rowena intersection, and locations near Glendale Blvd north of Glenfeliz/Glenhurst.

**FUTURE CONDITIONS**

The City’s recommended option for Hyperion Avenue from Waverly Drive to Glendale Drive is depicted below in Figures 1 and 2.



**Figure 1: Hyperion Avenue Bridge over I-5, Riverside Drive and LA River (Looking North)**



**Figure 2: Hyperion Avenue at Waverly Drive (Looking North)**

Based on Figures 1 and 2 and on additional project documents, the bicycle and pedestrian facilities will include the following improvements:

- Sidewalks: 6 ft sidewalk along the west side of Hyperion Avenue over I-5 and the LA River (5.5 ft under Waverly Drive).
- ADA Compliant Pedestrian Access Route (PAR): The new sidewalk will provide an ADA-compliant PAR from Silver Lake to Atwater Village.
- Bike Lanes: Raised bike lanes on both sides of Hyperion Avenue
- Access and Conflict Points:
  - Existing signalized crossings as well as number/location of driveways and access points will remain the same.
  - A signalized pedestrian crossing of Glendale Boulevard will be added at the east end of the Hyperion bridge.
  - A new signalized crossing will be provided for pedestrians at the proposed realignment of the I-5 northbound off ramp onto Glendale Blvd (see Figure 3).
  - A new pedestrian bridge will be constructed across the LA River on the old Red Car piers east of the Hyperion bridge (see Figure 3 below).



**Figure 3: Proposed Pedestrian Bridge and Signalized Crossing of Realigned I-5 Northbound Off Ramp**

## COMPARISON OF EXISTING AND PROPOSED BICYCLE AND PEDESTRIAN FACILITIES

Figure 4 presents the existing and proposed pedestrian facilities, as well as other key pedestrian features along or near Hyperion Avenue.

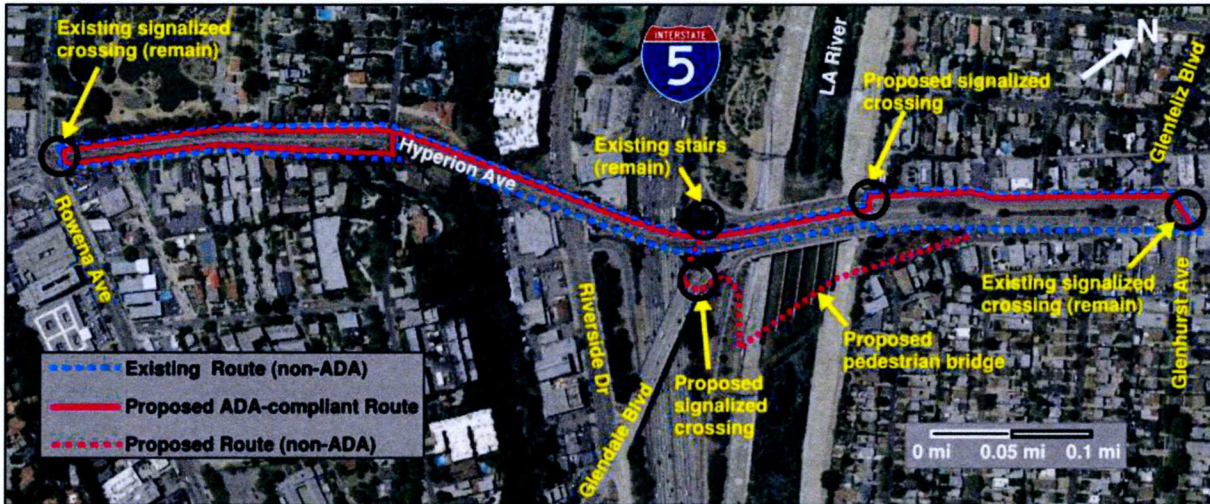


Figure 4 Comparison of Existing and Proposed Pedestrian Facilities

Based on Figure 4, as well as on information previously presented on this memorandum, the following are summaries of advantages and disadvantages of the recommended improvements when compared to the existing conditions.

### Advantages of the recommended improvements

1. Improved conditions for disabled pedestrians by adding an ADA-compliant Pedestrian Access Route (PAR) from one end of the project to the other. Eliminating the extremely narrow sidewalk (2-ft wide) near Waverly Drive will also help improve safety in the vicinity of the underpass.
2. Improve safety for pedestrians crossing southbound Glendale Blvd at the east end of the Hyperion bridge by installing a signalized crossing.
3. Provides an additional pedestrian facility with the new Red Car bridge over the LA River. The recommended signalized crosswalks at the Glendale Blvd/I-5 NB Off-ramp will minimize vehicle-pedestrian conflicts for people walking to and from the new Red Car bridge or Glendale Blvd.
4. Enhances bicyclist safety and encourages bicycling by adding raised bike lanes on both sides of Hyperion Avenue.

### Disadvantages of the recommended improvements

1. Eliminates the proposed sidewalk on the east side of the Hyperion bridge. This will require longer travel paths for pedestrians starting or ending their trips on the east side of Glendale Blvd between the LA River and Glenhurst Avenue. For able-bodied pedestrians who can negotiate

the stairs on the Hyperion bridge and use the Red Car pedestrian bridge, the increase in travel distance will be up to approximately 310 ft (1.5 min at 3.5 ft/s walking speed). Disabled pedestrians would have to travel to the Glenfeliz/Glenhurst intersection and back track on the other side of the road, adding up to approximately 1,550 ft in travel distance (7.4 min at 3.5 ft/s). The alternative routes described here are illustrated in the Appendix. However, it should be noted that there is no existing ADA-compliant route along Hyperion Avenue from Silver Lake to Atwater Village (the alternative route from Rowena to Glendale Blvd is longer than the PAR from the recommended option).

## EVALUATION OF CEQA SIGNIFICANCE THRESHOLDS FOR BICYCLE AND PEDESTRIAN SAFETY

This section focuses on evaluating the significance thresholds for bicycle and pedestrian safety based on the Los Angeles CEQA Threshold Guide (2006), Section L.5., Project Access. The assessment of the thresholds is done using a mix of qualitative and quantitative tools.

The determination of significance for Bicycle and Pedestrian safety is based on issues associated with conflicts between pedestrians or bikes and vehicles at access and other conflict points. Table 1 lists each criterion, the effects of the recommended option and whether or not there are significant impacts.

**Table 1. Summary of CEQA Bicycle and Pedestrian Thresholds Assessment**

CEQA Threshold Guidelines Criterion	Effect of Project	Significant Impact?
Amount of pedestrian activity at access points	Pedestrian activity is expected to continue to steadily increase. The removal of the sidewalk on the east side of Hyperion Avenue will eliminate conflicts at those access points, but will increase pedestrian activity along the west side of the road.	No
Features that affect the visibility of pedestrians and bicyclists to drivers (and vice versa).	The location, grade, width, and traffic control for side streets and driveways will remain unchanged. Therefore, no impacts are expected. Furthermore, the addition of bike lanes will improve visibility of drivers to bicyclists and pedestrians (and vice versa)	No
Type of bike facility the project driveways cross and level of utilization	The project will add class II bike lanes, which is expected to have two key beneficial effects: 1) Provide a dedicated, delineated space for bicyclists making drivers more aware of them; and 2) improve sight visibility for drivers at all access points by shifting vehicles away from the curb line.	No
Physical conditions such as curves, slopes, walls, landscaping or others that could result in vehicle/pedestrian, or vehicle/bicycle crashes	No changes are proposed to physical conditions that would affect the listed crash types. In fact, the widening of the narrow sidewalk under Waverly Drive will help reduce vehicle/pedestrian crashes.	No

Another question that has been asked is the pedestrian safety impact of the recommended option having sidewalk on only one side of the road, and the likelihood of conflicts between bicycles and pedestrians walking on the bike lane along the east side of Hyperion Avenue between Waverly and Glenfeliz/Glenhurst.

The *Highway Safety Manual* (AASHTO, 2010) and the *Crash Modification Factors (CMF) Clearinghouse* (<http://www.cmfclearinghouse.org/>) have information to quantify the safety effect of various improvements. Although there are CMFs to calculate the safety benefits of adding sidewalks along a corridor without sidewalks, there are no CMFs to evaluate the safety impact of having sidewalks on both sides of the road as opposed to just one side.

Review of other National guides and resources did not identify any widely accepted means of quantitatively assessing the benefits of having sidewalks on both sides of the road. The authors believe that part of the reason for that is the fact that the benefits of having sidewalks on both sides of the road instead of one side are highly dependent on factors such as distance between crossing opportunities, alternative routes, roadside environment, vehicular speeds, pedestrian volumes, etc.

Although doing a strictly quantitative analysis of the Hyperion project is not feasible, it is possible to develop an approximate analysis with the following assumptions/information:

- As stated early in this memorandum, 75% of the pedestrians already use the west sidewalk along Hyperion. Therefore, pedestrians that may walk on the northbound bike lane are limited to those who use the east sidewalk (currently 24 pedestrians over the peak 12 hours).
- Of the pedestrians currently using the east sidewalk, only those with origins or destinations between the LA River and Glenhurst Avenue would have to cover a greater travel distance. Those with origins/destinations within Atwater village north of Glenhurst Avenue would most likely use the west sidewalk and cross Glendale Blvd at the Glenfeliz/Glenhurst signal. The area of potential impact is depicted in Figure 5.

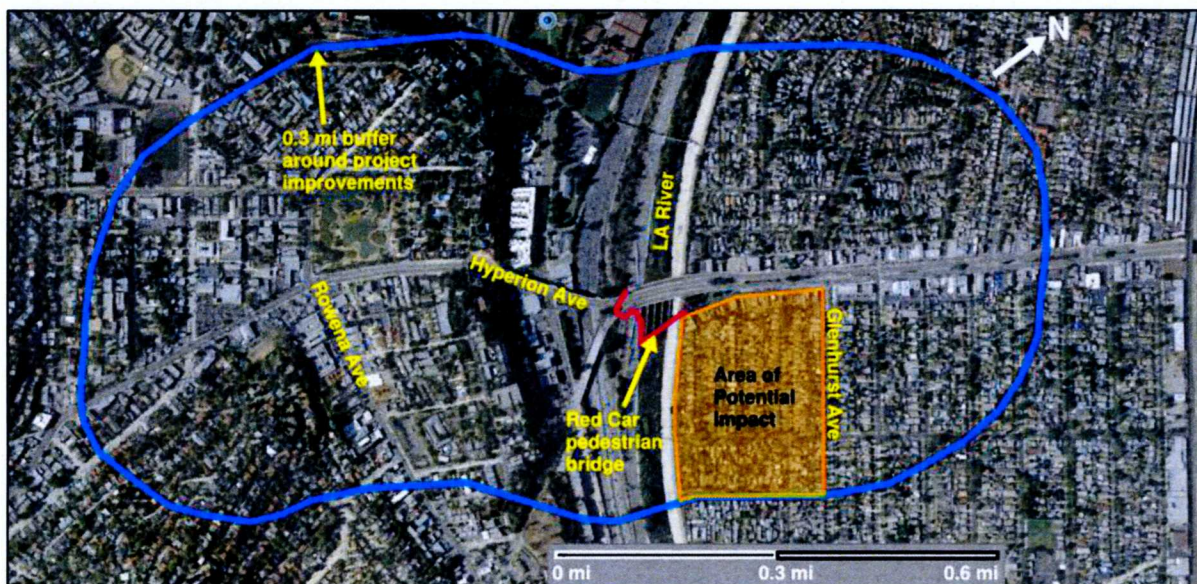


Figure 5 Area Potentially Impacted by Lack of Sidewalk on East Side of the Hyperion Bridge



- 20 Pedestrian intercept surveys (roughly a 20% sample of the 12-hr pedestrian volume) were conducted in 2014. None of the origins or destinations identified by pedestrians are located within the area of potential impact (east of Glendale Blvd between the LA River and Glenhurst Avenue). That does not mean that there is no pedestrian traffic to or from that area, but it does indicate that trips from that area represent a small percentage of the pedestrians on the east sidewalk.
- Able-bodied pedestrians with origins/destinations in the area of potential impact can use the stairs from the Hyperion bridge to access the proposed Red Car pedestrian bridge, thus minimizing the additional travel length (maximum difference is 310 ft as previously reported), and therefore would have little incentive to walk on the bike lane.
- On the 2012 *National Survey of Bicyclist and Pedestrian Attitudes and Behavior* (NHTSA, 2013, Table 12.1), 19% of pedestrians nationwide reported having a disability, health impairment or condition that limits walking. Those pedestrians would most likely be unable to negotiate the stairs to access the Red Car bridge. Instead they should use the west sidewalk, but may decide to walk on the bike lane for convenience.

From the above information, the number of pedestrians that may walk on the bike lane could be conservatively estimated if it is assumed that 10% of pedestrians using the existing east sidewalk have origins/destinations in the area of potential impact, that 19% of those pedestrians are disabled, and that all of those disabled pedestrians would walk on the bike lane (which is a conservative assumption).

$$\text{Pedestrians walking on bike lane} = 24 \text{ ped} \times 10\% \times 19\% = 0.46 \text{ pedestrians}$$

Based on the calculation above, even if pedestrian volumes double, the estimated number of pedestrians likely to walk along the bike lane is less than 1 for the 12 hours between 7 AM and 7 PM. The likelihood of 1 pedestrian conflicting with one of the 44 daily bicyclists using the bridge is minimal. As a result, it is concluded that the risk of pedestrian/bicycle conflicts is extremely low. Also, as previously stated, even with the need to go to Glenhurst and backtrack, the new route is shorter than the shortest existing ADA-compliant route.

## **ADDITIONAL RECOMMENDED BICYCLE AND PEDESTRIAN MEASURES**

This analysis found that when compared to existing conditions, the recommended improvements for the Hyperion bridge project provide significant benefits in terms of bicycle accommodation, universal ADA accessibility, enhanced safety (visibility, signal control) at conflict points, and alternative pedestrian routes. The main impact is the loss of the existing sidewalk on the east side of the bridge. While that was found to not be a significant impact, the following additional measures are recommended to enhance pedestrian safety and make sure that pedestrians in the area are aware of and know how to use the available alternatives:

- Install guide signs for pedestrians directing them to the available routes (i.e. near the Hyperion bridge stairs to show access to the LA River and the Red Car River Park).
- Consider installation of regulatory signs prohibiting walking along the bike lanes.
- Develop educational materials (maps, brochures, etc.) and outreach showing how bicycles and pedestrians can traverse the project area during and after construction.

Honorable President and Councilmembers,

We are ruining an important opportunity to better connect millions to the LA river from the West Side of the river.

Removing a sidewalk is an AWFUL proposition.

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,

Don Ward

Dear Councilmember,

As a stakeholder in the Atwater Village and Silver Lake area, a resident of Atwater Village, and native Los Angeleno, I support "Exhibit 1" (Council File: 05-0173); which is the most equitable choice for all modes of transportation. Throughout the years I have used this bridge regularly as a pedestrian, a cyclist, and a driver, which is why I personally support Exhibit 1. It will preserve 4 narrowed traffic lanes and install traffic calming measures, 2 wide bicycle lanes, a wider ADA compliant sidewalk and many other improvements.

I understand this project has been in the works for 13 long years. I have been living in Atwater Village for 15 years and have seen the change in the vitality of this neighborhood. I have long waited to see an upgrade to the bridge. I urge you to vote in support of "Exhibit 1".

Thank you,

Sincerely,

Daniel J. Nava

Dear Councilmember,

As a stakeholder in the Atwater Village and Silver Lake area I support ***“Exhibit 1”***; which is the most equitable choice for all modes of transportation. We'll preserving 4 narrowed traffic lanes and gaining traffic calming measures, 2 wide bicycle lanes, a wider ADA compliant sidewalk and many other improvements.

This restoration project has been in the works for 13 long years. ***Enough is enough, I urge you to vote in support of “Exhibit 1”.***

Thank you,

Greg Kupiec

Dear Councilmember,

As a stakeholder in the Atwater Village and Silver Lake area I support “Exhibit 1” (Council File: 05-0173); which is the most equitable choice for all modes of transportation. It will preserve 4 narrowed traffic lanes and install traffic calming measures, 2 wide bicycle lanes, a wider ADA compliant sidewalk and many other improvements.

This restoration project has been in the works for 13 long years. Enough is enough, I urge you to vote in support of “Exhibit 1”.

Thank you,

Michal L. Kagan

90027 (Just across the Hyperion Bridge)

Dear Powers that be...

Please do not ruin the Hyperion Bridge. These sidewalks are used daily by all kinds of people but mostly kids coming and going from schools. Please support option 3. You have already made Rowena a traffic nightmare during rush hour now you want to impact pedestrian access. What next?

---

Barbara Thomason

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,

Julie Z.

I vehemently oppose the removal of the eastbound sidewalk on the Hyperion Bridge and ask that you support Option 3 for a much more-people friendly bridge with sidewalks and bike lanes. It is certainly possible to have both and to not do so is to endanger the lives of the thousands of pedestrians, so many of them STUDENTS, who use this bridge to commute daily.

How can a mayor who campaigned on making our city more pedestrian friendly allow a plan which will greatly endanger pedestrians, many of whom are students? I can't believe we have to beg our elected officials to maintain such a basic transportation necessity. Isn't that City Planning 101: Bridges need sidewalks in both directions? Who is making money on this boondoggle and why?  
Yours truly,

Sandelle Kincaid



Honorable Councilmembers,

Please reverse the unsafe recommendation by the Bureau of Engineering to remove one of the sidewalks on the Hyperion Bridge. I live in Glassell Park and frequently walk, bike, drive and take transit to other neighborhoods in Northeast LA. I want to be safe however I choose to move about the city. I also teach classes on transportation at Occidental College and closely follow the changes in transportation priorities and policies that shape our streets and infrastructure.

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 plus protected bike lanes and still have efficient vehicle movement between Atwater Village and Silver Lake. Bridges are special infrastructure. They symbolize connections between communities. The Hyperion bridge must reflect contemporary needs for complete streets and safe access for all Angelinos, including those with different abilities.

I am especially concerned that people with disabilities would be forced to move over 15 minutes out of their way to access the one remaining sidewalk. It is insulting that BOE considers the current mobility needs of people in wheelchairs to be less important than potential minor future delays for people in cars. Does the city want to face another ADA lawsuit over badly designed, unsafe infrastructure? As Los Angeles prepares to invest hundreds of millions of dollars in LA River revitalization, I also think it would be foolish to eliminate a pedestrian viewpoint to the river.

The City should plan the bridge with sidewalks on both sides, modern protected bike lanes on both sides, and 3 vehicle lanes. This approach, favored by the majority of community members, is the definition of a complete street. The Hyperion bridge can be a shining example of safe infrastructure for Los Angeles for decades to come- or it can be a tragic mistake that will draw blame to decision-makers. As City Council members, you have the chance to choose a safe, successful bridge or to lock the city in a quagmire of lawsuits, potential injuries and deaths from unsafe design. I trust that you will do the right thing.

Sincerely,

mark

mark vallianatos  
policy director, urban & environmental policy institute  
adjunct professor, urban & environmental policy  
occidental college  
[mvalli@oxy.edu](mailto:mvalli@oxy.edu)  
[323 259 1458](tel:3232591458)

Dear Councilmember,

As a stakeholder in the Atwater Village and Silver Lake area I support "Exhibit 1" (Council File: 05-0173); which is the most equitable choice for all modes of transportation. It will preserve 4 narrowed traffic lanes and install traffic calming measures, 2 wide bicycle lanes, a wider ADA compliant sidewalk and many other improvements.

This restoration project has been in the works for 13 long years. Enough is enough, I urge you to vote in support of "Exhibit 1".

Thank you,

[Ods\\_loubop@yahoo.com](mailto:Ods_loubop@yahoo.com)

Honorable Councilmembers,

As a resident of Atwater Village, I'm very disturbed by the Bureau of Engineering's recommendation to remove one of the sidewalks on the Hyperion Bridge.

No world class city would take away sidewalks on a major connecting bridge. Can you imagine the bridges of Paris with only one sidewalk? Closer to home, can you imagine the Los Feliz Blvd. bridge with one sidewalk?

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.

Agenda Item #7, Council File: 05-0173

Sincerely,

Patricia Morton

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,

*Kimberly Marquez*

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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Agenda Item #7, Council File: 05-0173

Sincerely,

Vania Fong  
Arcadia, CA

Honorable Councilmembers,

I do not support the removal of the eastbound sidewalk on the Hyperion Bridge. Please support 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.

Clifford Latimer

**Cliff Latimer, MPSE**  
**Instructor, USC School of Cinematic Arts**  
[clifflat@gmail.com](mailto:clifflat@gmail.com)  
[latimer@usc.edu](mailto:latimer@usc.edu)

Please find attached my comments intended for City Council regarding item #7 on tomorrow's agenda (CF 05-0173).

Council President Wesson,

Please find attached my comments regarding the discriminatory nature of the proposed design for improvements to the Glendale-Hyperion Bridge Complex (CF 05-0173). I would ask that this be considered in advance of a decision from City Council on the proposed Mitigated Negative Declaration at tomorrow morning's meeting.

Kind regards,

Michael MacDonald

INSERT PDF



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.

Agenda Item #7, Council File: 05-0173

Sincerely,

Rebecca Henretta

Dear Councilmembers,

The traffic between Silver Lake and Atwater Village is only going to get worse as these areas keep building more apartment buildings, trendy restaurants, etc. The Hyperion bridge is already much more backed up than it was even a year or two ago. We don't need LESS traffic lanes. It won't encourage more biking, it will just cause more traffic and gridlock.

As a stakeholder in the Atwater Village and Silver Lake area I support “Exhibit 1” (Council File: 05-0173); which is the most equitable choice for all modes of transportation. It will preserve 4 narrowed traffic lanes and install traffic calming measures, 2 wide bicycle lanes, a wider ADA compliant sidewalk and many other improvements.

This restoration project has been in the works for 13 long years. Enough is enough, I urge you to vote in support of “Exhibit 1”.

Thank you,

**Jill Sanford**

Honorable Councilmembers,

As a resident of Atwater Village and Loz Feliz since i was ten years old, I'm 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. I see people put in life threatening circumstances as they attempt to cross from one side of the bridge to the other. This is a bridge that connects communities and matters to the whole city. Please don't approve this plan without fully studying these issues.

Agenda Item #7, Council File: 05-0173

Sincerely,

*Claudia Holguin*

friends, i'm a 15 year resident of Atwater Village. i support exhibit 1. thank you.

dee nichols

I totally support Option 3 for the Hyperion Glendale Bridge. We need to ensure that pedestrians remain safe.

Nina Sorkin  
SLNC Stakeholder  
Region 6

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.

Agenda Item #7, Council File: 05-0173

Sincerely,

Timothy Black

I do not support the plan to remove the sidewalk from the eastbound side of the Hyperion Bridge.

Alice Clements

I support the "Exhibit 1" plan for the Glendale-Hyperion viaduct project. I have lived in Atwater Village, on Glendale Boulevard, for fifteen years. I drive on the bridge often, and I also use it as a pedestrian several times a week.

As it is now, the bridge is not friendly for pedestrians. The east sidewalk is essentially useless, apparently included only for show: it is too narrow throughout, and positively dangerous to use where it crosses under Waverly Drive. The west sidewalk is wider, but still too narrow. And of course, neither sidewalk feels safe to access, without even a marked crosswalk. The "Exhibit 1" plan improves the sidewalk plan over the current state in every way; and while it would be nice to have a usable east sidewalk, too, I don't think that's worth losing a full lane of traffic.

When I see cyclists using the bridge, it seems like a challenging climb for them. They often use the west sidewalk, in both directions, and I don't blame them for doing so. But with a dedicated bicycle lane, I expect they will feel more comfortable using the roadway, which will improve the convenience and safety of the sidewalk as well.

The "Exhibit 1" solution improves the bridge significantly for all stakeholders: pedestrians will gain a safer, wider, more easily accessible and presumably cyclist-free sidewalk, while losing nothing; cyclists gain two dedicated bike lanes; and automobiles drivers retain four full lanes of traffic. Well, okay, they already have that, but at least the potholes will be fixed!

Thanks!

**John Santry**



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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Agenda Item #7, Council File: 05-0173

Sincerely,

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Mark Turner  
[626-395-4543](tel:626-395-4543)  
California Institute of Technology  
Division of Geological and Planetary Sciences, Mail Code 100-23  
Pasadena, CA 91125

Honorable Councilmembers,

I do not support the removal of the south-east sidewalk on the Hyperion Bridge. Please support Option 3 for the bridge redesign.

Though I live in Adams Hill, in south Glendale, I frequent the businesses in Atwater Village and Silverlake quite a bit and have crossed the bridge many times by car, foot and bicycle.

I believe it comes down in part to this- What kind of society are we trying to create? Are we going to look out for the interests of those who are most vulnerable, or those who are already advantaged?

The people who are protected by thousands of pounds of metal and with 100 or more horsepower at their disposal, who want to save a few seconds off the tiny part of the day that they're on the bridge, or pedestrians who are completely unprotected and on their own, many of whom are making the choice to walk because they want to minimize the harm they cause to our environment and our people?

There are many other reasons to retain both sidewalks as well. The south/east side of the bridge is one of the beautiful spots in the city, with views of the soon to be revitalized river, downtown, Mount Washington, & Silverlake. Access Those views would be lost forever if the sidewalk is not rebuilt. On the other hand, with an improved sidewalk on that side the bridge could become a destination- it's not hard to imagine getting a cup of fine coffee from Proof & enjoying it as you stroll over the bridge to the restaurants etc. on Hyperion & Rowena.

Again, please support Option 3, with 2 sidewalks, 2 bike lanes, and 3 lanes for auto traffic.

Thank you,  
Paul Berolzheim

As a stakeholder in the Atwater Village and Silver Lake area I support “Exhibit 1” (Council File: 05-0173); which is the most equitable choice for all modes of transportation. It will preserve 4 narrowed traffic lanes and install traffic calming measures, 2 wide bicycle lanes, a wider ADA compliant sidewalk and many other improvements.

This restoration project has been in the works for 13 long years. Enough is enough, I urge you to vote in support of “Exhibit 1”.

I have lived in Silver Lake since 1994, and like many longtime residents I have seen massive changes. Some good, but many bad. These road diets have made gridlock even worse, and have made our neighborhoods side streets like race tracks. I live on Benton Way and our street is one of these, and my wife and I have been hit nearly weekly by cars speeding, and blowing through stop signs.

Let alone trying to see friends or running errands to our local businesses. With Rowena down to one lane each direction, and the lights not timed proper at Fletcher/Riverside and Glendale Blvd the afternoons have turned our once quiet neighborhood into the 405. We have many friends in Atwater, and are members of Metro Fitness. We also love Proof, Canele, All'Aqua, Tacos Villa Corona, and especially our old favorite, The Tam. If the bridge loses more lanes, the gridlock that happens on Rowena and in front of Trader's Joes will soon back up to Sunset.

And the last thing I want to do in that situation is ride my bike. Through gridlock, and speeding cars on the side streets. As we have complained to the Northeast Division about this dangerous situation on Benton Way, nothing has come of it.

More people cut through our neighborhood weekly, and abandoning traffic lanes will only make it worse.

Thank You,

Your voting public

Chris and Christy Lucchese

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,

Kayla A. Kaiser

Dear Councilmembers,

As a resident of Atwater Village, I strongly support option 1 for the restoration of the Hyperion Bridge (Council File: 05-0173). It just makes the most sense.

Being someone who drives on that bridge to and from Hollywood for work every day, I can confidently assure you that removing one lane of traffic will greatly increase that already congested route. Imagine the wonderful commercial streets of Hyperion Ave and Glendale Blvd becoming nothing but a noisy, frustrating traffic jam as lanes are forced to merge. I'm sure the now thriving businesses and their patrons will not appreciate it.

I find it funny that there has been such a debate over this because "Exhibit 1" is a win-win for all interested parties: motorists, bicyclists, and pedestrians alike. But at the end of the day, the motorists are the super majority that use that bridge.

This is not about trying to change peoples' mindsets on green transportation and forcing them to ride bicycles and walk to work. While that is a very important topic near and dear to me, this is not the forum for it. Simply put, this is about improving the infrastructure of the city.

Please, for the sake of Atwater and Silverlake, support option 1.

Thank you,

MATTHEW WEIL

Producer - MASTERCHEF Season 6

Endemol Shine North America

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,

K Fanslow

Los Angeles

hello all..

if you have ever traveled and felt the beauty of architecture and design?

then you know when opportunity and chance arises to develop and give that same feeling back to the local community and to the visitors..

we must act and allow people to commute on foot!!!  
walking!!!! please don't dissolve opportunity to be able to walk in LA!!!

a major link into Atwater and Silverlake, the 2 most dynamic and influential parts now in this area

the Los Angeles river and the incredible architecture that passes over it, is a one two knockout combination of beauty!!

we know what's coming of design and long over due ambition for this huge LA river project..  
so how about taking this bridge to a level of monumental status and gazing beauty of history and a reminder that meaningful things do last!!

hopping over the bridge from Atwater to Trader Joes? walking over from Silverlake to Viets noodle bar?

Biking, photography and life traveling on foot between 2 beautiful cities an more!!

you can't use money as an excuse ..  
the truth is easily attainable

you got what you wanted with a brutal gentrification pace, so step up and give back and put the bridges infrastructure into motion that's simply will be beautiful and right

hope this email finds you well,

Bryce

Honorable Councilmembers,

I do not support the removal of the eastbound sidewalk on the Hyperion Bridge.

This five minute video that I shot yesterday and posted today clearly explains the dire deficiencies in the Bureau of Engineering's plan.

<https://youtu.be/WrtOw8PHHJs>

Understand the deadlines and traffic LOS estimates and the need for Option 1 crumbles to chalk.

Please support 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,

Sean Meredith

Agenda Item #7, Council File: 05-0173



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. I recently biked from Union Station to the zoo and know how hard insufficient bike lanes and sidewalks can make travelling!

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. Make it accessible and attractive to walker and bicyclists.

Sincerely,

*Annette Mercer*

As a resident of Atwater Village I support Exhibit 1, which is the most responsible and advantageous choice for the following reasons

1. The width of the bridge cannot be changed - historic status (monument to WW1 veterans) and Waverly overpass
2. Exhibit 1 is the most flexible for change in future - one lane can be removed and a sidewalk added when usage numbers warrant change
3. Current usage: March 2014

Auto: 18,000

Pedestrian: 136

Bicycle: 83

4. There are 3 ways across the river for motor vehicles in Atwater Village (Fletcher/Hyperion, Glendale, and Los Feliz) Development and Revitalization plans will increase traffic and emergency vehicle response times if one lane is removed
5. More traffic at other crossings – Los Feliz already has excessive traffic and traffic along Glendale Blvd is very dense. Losing a motor vehicle lane over the bridge would prompt drivers to cut through our neighborhood's other main streets and side streets to access - Fletcher and/or Los Feliz
6. 8-lane crosswalk at foot of bridge requested by Mitch O'Farrell, CD-13 This would connect all users to Hyperion Bridge sidewalk and create a safe passage for those using the planned pedestrian/bike bridge at Red Car Park.

"Exhibit 1" is the most equitable choice for all modes of transportation. "Exhibit 1" will preserve 4 narrowed traffic lanes, 2 wide bicycle lanes, a wider ADA compliant sidewalk and many other improvements.

This restoration project has been in the works for 13 long years. Enough is enough, I urge you to vote in support of "Exhibit 1."

Thank you, I look forward to seeing you vote for Option 1.

Brad Balduff  
Atwater Village Resident

As a resident of Atwater Village I support Exhibit 1, which is the most responsible and advantageous choice for the following reasons

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Thank you, I look forward to seeing you vote for Option 1.

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Marilyn Balduff  
Atwater Village Resident

Honorable Councilmembers,

I would like to submit the attached photographs to the file. The photographs document the dangers students encounter trying to get across the bridge to Marshall High School. Also there are photographs documents the dangerous driving on the bridge. Cars travel so fast that they often cannot stay in their lanes, which makes it especially dangerous when there is an unprotected bike lane.

Sincerely,

Sean Meredith

Agenda Item #7, Council File: 05-0173

As a resident of Atwater Village I support Exhibit 1, which is the most responsible and advantageous choice for the following reasons

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4. There are 3 ways across the river for motor vehicles in Atwater Village (Fletcher/Hyperion, Glendale, and Los Feliz) Development and Revitalization plans will increase traffic and emergency vehicle response times if one lane is removed

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6. 8-lane crosswalk at foot of bridge requested by Mitch O'Farrell, CD-13 This would connect all users to Hyperion Bridge sidewalk and create a safe passage for those using the planned pedestrian/bike bridge at Red Car Park.

"Exhibit 1" is the most equitable choice for all modes of transportation. "Exhibit 1" will preserve 4 narrowed traffic lanes, 2 wide bicycle lanes, a wider ADA compliant sidewalk and many other improvements.

This restoration project has been in the works for 13 long years. Enough is enough, I urge you to vote in support of "Exhibit 1."

Thank you, I look forward to seeing you vote for Option 1.

Mario Cardenas

Atwater Village Resident

Dear honorable members-

The silver lake neighborhood council supports option 3.

As a regular driver of the bridge, I am certain this is the best option for silver lakes future and the future of our great city.

Sincerely-

Charles Herman-Wurmfeld  
Silver lake neighborhood council, at large

Dear City Councilmembers,

Great cities are less about commutes and more about communities.

I support Option 3 for the Hyperion Bridge for this reason.

It is fantastic that the Hyperion Bridge is getting a make-over, and I want to thank each member of the city for making this happen. the bridge connects three vibrant, family-friendly neighborhoods. Please, please, support Option 3 - the best option that connects Atwater, Silver Lake and Los Feliz in a way that brings LA together.

I have never walked with my son from our home to Atwater because there is no safe way to walk it. I have only once ridden my bike across the Hyperion Bridge.

Those who are concerned about traffic do not understand, the bottle-neck is not the bridge - it is that the bridge flows into Silver Lake with major intersections at Rowena and Griffith Park Blvd. There is nowhere for the traffic to go quickly. Gelson's, Trader Joes, even Pink Berry produce driveway traffic that require lights of certain lengths at those intersection and slow flows of traffic when those lights let Hyperion traffic through. In the reverse, coming into Atwater, you have traffic from two bridges merging into a vibrant shopping area that depends on pedestrian traffic.

By embracing a walkable, bikable Hyperion Bridge, you embrace the ability of couples to take summer evening strolls from their Atwater homes to the restaurants in Silver Lake and vice-versa. You embrace parents allowing children to walk or bike to school.

Make the right choice. Support Option 3!

Thank you,

---

John Cork

Honorable Councilmembers:

I have been a resident in Atwater Village for 15 years.

I do not support the removal of the eastbound sidewalk on the Hyperion Bridge. Please support 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.

Simon Leung

Agenda Item #7, Council File: 05-0173



As a stakeholder in the Atwater Village and Silver Lake area I support "Exhibit 1" (Council File: 05-0173); which is the most equitable choice for all modes of transportation. It will preserve 4 narrowed traffic lanes and install traffic calming measures, 2 wide bicycle lanes, a wider ADA compliant sidewalk and many other improvements.

This restoration project has been in the works for 13 long years. Enough is enough, I urge you to vote in support of "Exhibit 1".

Thank you,

Hugo Ospina, Jr.

Re: L.A. City Council agenda Item #7. Council File: 05-0173

the elimination of the south sidewalk on Hyperion Bridge in favor of four lanes of speeding car traffic (Option1) is not prudent.

i support Option 3. i drive or walk the bridge each day, and i know that a single lane of eastbound car traffic will be consistent with the traffic flow on Atwater Village as well as Silver Lake.

please don't rush through this vote.

sincerely,

eric potter