



Arts, Parks, Health, Aging and
Los Angeles River
Chair

Personnel and Animal
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Vice-Chair

MITCH O'FARRELL
Councilmember
Thirteenth Council District

Education and Neighborhoods
Member

Innovation, Technology and
General Services
Member

Public Safety
Member

November 1, 2013

Ms. Tami Podesta
Branch Chief, Division of Environmental Planning
California Department of Transportation, District 7
100 S. Main Street
Los Angeles, CA 90012

Re: Glendale Boulevard-Hyperion Avenue Complex of Bridges Improvement Project

Dear Ms. Podesta,

The Glendale Boulevard-Hyperion Avenue Viaduct is an important bridge complex that links the neighborhoods of Atwater Village, Silver Lake and Los Feliz. It is an integral thoroughfare for vehicles, pedestrians and bicycles and should continue to serve all multimodal needs.

The City of Los Angeles Department of Public Works, Bureau of Engineering, is the lead agency for this improvement project and began community outreach in October 2002. Now, approximately 11 years later, the project has progressed and an initial Community Workshop was held on the evening of Wednesday September 25, 2013, at which varying issues regarding speed and access were expressed. A subsequent public hearing was held the evening of Monday, October 28th, 2013. Community stakeholders have expressed great interest in this project and it is in the spirit of civic engagement that I write this letter.

The improvement project includes a seismic retrofit, the resolution of design deficiencies, traffic circulation improvements and the restoration of the bridge's historic balustrades. Additionally, the improvement project proposes to widen traffic lanes, install a median barrier to separate northbound and southbound traffic lanes and to consolidate the two existing sidewalks into a single sidewalk on the west side of the Hyperion Bridge. The restored balustrades are to be protected from auto collisions with a 3-ft. crash barrier, which will interrupt the interior view.

Project mitigations include the construction of an alternate pedestrian and bicycle crossing over the Los Angeles River across the existing Red Car piers and an adjacent green space that will help infiltrate stormwater before it is discharged into the River. The new pedestrian crossing is to be completed before pedestrian access is temporarily disallowed on the bridge during the construction period. The bridge will remain operational for vehicles throughout construction with at least one operational traffic lane in each direction at all times.

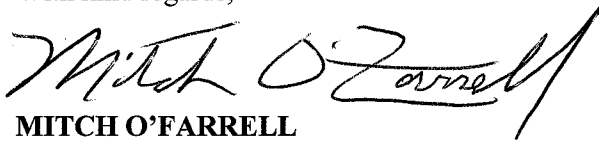
The design phase of the proposed project is currently only at 35%, and as the design further evolves, I want to express my willingness to explore options that would include dedicated bicycle lanes on the Hyperion and Glendale sections, modification to traffic lane widths as currently proposed, a signalized



crosswalk that would span the entire width of the bridge, the removal of the center median barrier and/or decorative treatment and the removal and/or alternative placement of the 3-ft. roadway-edge crash barriers, which are intended to protect the balustrades. I believe it is important to fully explore these options to ensure that the bridge is safe, respects the surrounding neighborhoods and serves vehicles, pedestrians and bicycles.

To that end, as the proposed project progresses I will continue to engage community stakeholders and will form a citizens advisory group to ensure accountability and transparency in the design process. I believe that through a coordinated effort, the Glendale Boulevard-Hyperion Avenue Complex of Bridges Improvement Project can be completed in a manner that is timely and responsive to community stakeholder input.

With kind regards,

A handwritten signature in black ink that reads "MITCH O'FARRELL". The signature is written in a cursive, flowing style.

MITCH O'FARRELL
Councilmember, District 13
Los Angeles City Council
City of Los Angeles

CC: Mayor Eric Garcetti
Councilmember Tom LaBonge, District 4
Deborah Weintraub, Bureau of Engineering