Option 3 Support
Gathered: Oct 2013 - May 2015

1. Neighborhood Councils . . . . . pg 2-9

2. Citizens' Advisory Committee . . . . . pg 10-15

3. Political Figures / Orgs . . . . . pg 16-18

4. Area School Leadership / Parent Groups . . . . . pg 19-31

5. Area Businesses . . . . . pg 32-73

6. Non-Profits / Community Groups. . . . . pg 74-100

7. Faith / Church Leaders . . . . . pg 101-102

8. Area Residents / Employees . . . . . pg 103-197

10. Homeowner / Resident / Stakeholder Surveys . . . . pg 198-423

11. Homeowner / Resident / Stakeholder Petitions . . . pg 424-519

12. "Multi-Modal" Support . . . . . pg 520-525

questions? contact:
Don Ward
213 290 2404

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CITY OF LOS ANGELES
CALIFORNIA

SILVER LAKE NEIGHBORHOOD COUNCIL

Serving the Silver Lake Community Since 2003

EMAIL: board@silverlakenc.org
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MAIL
PO Box 26385, LA CA 90026

September 29, 2014

Council File 05-0173
Honorable City Council
c/o Office of the City Clerk
Los Angeles City Hall
200 North Spring Street, Room 395
Los Angeles, CA 90012

The Silver Lake Neighborhood Council requests that the following Community Impact Statement be attached/added to Council File 05-0173 regarding the Glendale Hyperion Bridge Improvement Project.

COMMUNITY IMPACT STATEMENT
The Silver Lake Neighborhood Council supports Exhibit 3 of the BOE (Bureau Of Engineers) exhibits which would retain a south side sidewalk that is fully ADA compliant (especially benefitting our seniors and students), concerning the earthquake retrofitting of the Hyperion Bridge.

We encourage the BOE to include full, safe bike lanes and pedestrian amenities like sidewalks on both sides of the bridge that are fully ADA compliant.

We support the effort to return the Hyperion Bridge, built in 1927, to a "livable" bridge.

This Community Impact Statement is based on the action taken at the regularly scheduled Board of Directors meeting on June 24, 2014, when the Silver Lake Neighborhood Council adopted the following motion by a vote of 14 yes, 3 no, 1 abstaining and directed that a Community Impact Statement be filed reflecting its position.
Motion: “I, Matthew Mooney, move that the SLNC support a letter that preferences Exhibit3 of the BOE (Bureau Of Engineers) exhibits which would retain a south sidesidewalk that is fully ADA compliant (especially benefitting our seniors and students), concerning the earthquake retrofitting of the Hyperion Bridge.”

CITY OF LOS ANGELES
LOS FELIZ NEIGHBORHOOD COUNCIL

Your Neighborhood. Your Voice. Your Council

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VICE PRESIDENTS
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Nicola Carter-Gargani, Communications
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Jennifer Lao

CERTIFIED COUNCIL #36

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Board of Public Works
Department of Engineering
GHVIP Citizens Advisory Committee

RE: **Glendale-Hyperion Viaduct Improvement Project** June 21, 2014

To Whom It May Concern:

In October of 2013, the Alliance of River Communities, made up of 14 East and Northeast Area Neighborhood Councils along the river, approved to submit a statement in favor of a multi-modal and complete street approach to the improvements of the Glendale-Hyperion Bridge. In November the Los Feliz Neighborhood Council joined in the effort.

In January a Hyperion Bridge Advisory Committee was convened by Councilmember O'Farrell to address concerns raised by the community regarding the BOE's initial plans to make the bridge a "highway" with increased speeds of 55 mph and crash barriers. Don Ward was chosen as the Green Committee and LFNC ambassador to this committee. Three cross section design alternatives were presented to the Citizens Advisory Committee. We were pleased to see that voiced objections by the community were heard and translated into the creation of 3 new alternatives designs that include sidewalks and bike lanes.

The LFNC strongly supports Exhibit 3, which includes sidewalks on both sides, full bike lanes on both sides of the bridge as well as signalized crosswalks at the eastern end of the bridge where pedestrians must cross multiple lanes of traffic.

In addition, Don Ward created a petition to support the idea and create public awareness around it. He went door to door and collected over 600 signatures of people who supported the idea of a bridge for all, not a single use highway for cars. Here is a summary of the ideas of the petition.

- *98% of residents / homeowners in Atwater support saving the sidewalk.*
- *A minority of people who didn't like the bike lanes were firmly for the sidewalk.*
- *Everyone agrees that speed is an issue*
- *Everyone who signed understood that a car lane heading downhill into Atwater would be lost and were ok with it even if it reduced travel times.*

We maintain that the only way that all users will benefit from this retrofitting opportunity will be if

users are able to safely walk on both sides, ride their bikes on both sides and drive safely on both sides. To not include these elements would be a missed opportunity to build a 21st century bridge that addresses the needs of all Angelenos in a safe manner. This will leave us stuck in the car culture of the last 50 years and not move us forward as a modern city. Let's build this bridge as a model for all of Los Angeles.

Thank you for your consideration of this matter.

Sincerely,

Linda Demmers
President
Los Feliz Neighborhood Council

By: Adam Meltzer, Chair LFNC Green Committee

LOS FELIZ NEIGHBORHOOD COUNCIL
"Your Neighborhood. Your Voice. Your Council"

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CERTIFIED COUNCIL #36

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November 20, 2013

Councilman Tom Labonge
Council District 4
Los Angeles City Hall
200 North Spring Street
Room 480
Los Angeles, California 90012

Honorable Councilman Tom Labonge,

The Los Feliz Neighborhood Council would like the opportunity to comment on the proposal for the Glendale Hyperion Bridge. We are pleased to hear that the city is planning to retrofit the Glendale/Hyperion Bridge to make it safer from earthquake damage. We are lucky to live in a city and a country that takes pro-active measures to avoid catastrophes due to unsafe structures.

Many of us are cyclists and believe that our roads in Los Feliz and the surrounding area should be safe to ride on. Our sidewalks should be wide enough for people to walk without fear of speeding vehicles. The Glendale-Hyperion Bridge is a perfect example of a structure that fails in both regards. While we are excited at the prospects of what the bridge could be we are disappointed with the current plans to retrofit and expand the bridge.

The proposal speaks about the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This excerpt taken from the summary points out the importance of planning and designing for bicycle and pedestrian use:

> *"SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such **as improving safety**, reducing traffic congestion, improving efficiency in freight movement**, increasing intermodal connectivity**, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more*

efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities."

In the Glendale Boulevard-Hyperion Avenue Complex of Bridges Improvement Project; Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment and Programmatic Section 4(f) Evaluation prepared on August 23rd there is virtually no mention of bike paths besides the shared pedestrian path on the red car bridge. The required widths of the lanes, sidewalks and shoulders would easily leave room for a bike lane on either side and sidewalks if the bridge were not built as a four-lane de facto freeway.

According to the initial study in section 1.2.2.2 in the curb-to-curb widths section they clearly state the regulatory measurements (width) needed to build the bridge.

Under American Association of State Highway and Transportation Officials (AASHTO) design standards, a minimum curb-to-curb width of 56 feet is required to remove the deficiency related to deck geometry. This includes 12-foot inner lanes, 14-foot curb lanes (12-foot travel lane and 2-foot shoulder), and a 4-foot median along Hyperion Avenue.

The Northbound Glendale Boulevard Bridge and the Southbound Glendale Boulevard Bridge (both over the Los Angeles River) have two 12-foot-wide travel lanes each, and these bridges do not meet AASHTO standards.

We believe there are a number of viable design alternatives that can re-evaluate lane dimensions and traffic flow to accommodate the incorporation of and encourage the use of ADA compliant pedestrian sidewalks and bicycle lanes on both north and south sides of the length of the bridge.

We have the opportunity to create a 21st century multi-modal friendly bridge. Why not create that and address all the stated design issues on page I-5 of the initial study document?

With best regards,

Linda Demmers
President Los Feliz Neighborhood Council

by Adam Meltzer, Green Committee Chair

CC:
Tami Podesta, tami.podesta@dot.ca.gov
Councilmember LaBonge, tom.labonge@lacity.org
Councilmember O'Farrell, councilmember.ofarrell@lacity.org
Mayor Garcetti

Despite the overwhelming community support for Exhibit 3, resulting from a process the City itself set up, the City of Los Angeles has now presented a fourth option, known as Option 1A, which proposes to remove the bike lanes altogether— suggesting that bicyclists should share the sidewalk with pedestrians on a downhill and in spaces as narrow as 5.5 feet wide. This directly conflicts with the City's Bicycle Master Plan and is considered dangerous in the opinion of state and federal transportation agencies:

The Caltrans Highway Design Manual (Chapter 1,000) states,

"(2) Sidewalk as Bikeway. Sidewalks are not to be designated for bicycle travel. Wide sidewalks that do not meet design standards for bicycle paths or bicycle routes also may not meet the safety and mobility needs of bicyclists. Wide sidewalks can encourage higher speed bicycle use and can increase the potential for conflicts with turning traffic at intersections as well as with pedestrians and fixed objects.

In residential areas, sidewalk riding by young children too inexperienced to ride in the street is common. It is inappropriate to sign these facilities as bikeways because it may lead bicyclists to think it is designed to meet their safety and mobility needs. Bicyclists should not be encouraged (through signing) to ride their bicycles on facilities that are not designed to accommodate bicycle travel."

(HDM, Chapter 1000)(http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm)

The Los Feliz Neighborhood Council continues to support Exhibit 3, which includes ADA-compliant sidewalks and buffered bicycle lanes on both sides of the Hyperion Bridge for the length of the bridge. *It is fully understood* that a travel lane heading downhill into Atwater Village from Los Feliz / Silver Lake will be removed from the bridge deck, and this is seen as advantageous. The traffic studies and modeling conducted by the Bureau of Engineering show that not only is a travel lane reduction feasible, it is a proven safety measure that will slow the chronic speeding that currently endangers bicyclists, pedestrians, and drivers on the bridge. The Los Feliz Neighborhood Council hopes that the democratic system set up through the City in the form of the Citizen's Advisory Committee is respected and adhered to, and that this project will move forward with Exhibit 3, as per the consensus of the community.

Thank you for hearing our concerns.

Sincerely,

Linda Demmers
President
Los Feliz Neighborhood Council

by Adam Meltzer, Chair Green Committee

The Los Feliz NC supports the Bureau of Engineering Exhibit 3 to create ADA sidewalks and bike lanes on both sides of the Glendale Hyperion Bridge therefore creating an accessible 21st century multi-modal bridge.

The LFNC opposes the creation of a de-facto highway where high speed cars have priority and bicyclists and pedestrians travel at their own risk. We support the effort to return the Hyperion Bridge, built in 1927, to a livable bridge.

For press inquiries please contact Hector Huezo, 562-485-7329

June 3, 2014

ARROYO SECO

ATWATER VILLAGE

BOYLE HEIGHTS

EAGLE ROCK

ELYSIAN VALLEY RIVERSIDE

GLASSELL PARK

GREATER CYPRESS PARK

GREATER ECHO PARK ELYSIAN

HISTORIC HIGHLAND PARK

LA 32

LINCOLN HEIGHTS

LOS FELIZ

RAMPART VILLAGE

SILVER LAKE

Board of Public Works
Department of Engineering
GHVIP Citizens Advisory Committee
RE: **Glendale-Hyperion Viaduct Improvement Project**

Dear Board of Public Works, Neighborhood Councils, Citizens Advisory Committee and Stakeholders,

In October of 2013, the Alliance of River Communities, made up of 14 East and Northeast Area Neighborhood Councils along the river, approved to submit a statement in favor of a multi-modal and complete street approach to the improvements of the Glendale-Hyperion Bridge.

In January, three cross section design alternatives were presented to the Citizens Advisory Committee. It is commendable that the responsiveness to community input in those designs is evidenced in the various considerations for bicycle travel lanes.

Today I write to strongly urge you to ensure that this bridge offers amenities to ALL users who will benefit from this improvement project. To only prioritize the wants of automobile drivers on a bridge that will link two communities who will directly benefit from the rehabilitation of the Los Angeles River in the years to come, would fall incredibly short of the vision and the dream that we as Angelenos have for a future Los Angeles.

The only way that all users will benefit from this opportunity to improve the Bridge will be if they are able to safely walk on both sides, ride their bikes on both sides and drive **safely** on both sides . To not include sidewalks on both sides of the bridge would be a missed opportunity to create an incredible space that links communities around the original lifeblood of the city in a welcoming and safe way that considers access for all.

Currently, only Exhibit 3 captures the full vision and dream of what ARC members spoke of when we initially voted to comment on the improvement. I want to urge all stakeholders to challenge the notions that have dominated urban planning in the last decades and have divided neighbors instead of creating spaces for them to safely gather.

Please make this a bridge that can connect all types of Angelenos.

Sincerely,

Hector Huezo
Chair, Alliance of River Communities

The Alliance of River Communities represents a diverse swath of neighborhood councils and leaders from Los Feliz to El Sereno; and from Eagle Rock to Rampart Village and Echo Park.
The Los Angeles River and Arroyo Seco serve as symbols of what ties our communities together. ARC seeks to enhance and empower neighborhood council leaders and to increase the collective voice and influence of the neighborhoods they represent.

Facebook.com/ARCLosAngeles | @ARCLosAngeles | ARC@EmpowerLA.org

CITIZENS ADVISORY COMMITTEE MEETING MINUTES

Meeting Date: August 7, 2014 at 1:00 – 3:30 PM **Meeting No. 4**

Meeting Location: Glendale-Hyperion Complex of Bridges -Red Car Park (1:00 PM)
55 Degree Wine - 3111 Glendale Boulevard (2:00 PM)

Attendees:

CITIZENS ADVISORY COMMITTEE					
Alex Ward	X**	Daniel Chamberlain	X	Deborah Murphy	X
Donald Seligman	X	Don Ward	X	Eric Bruins	X
Netty Carr	X	Matthew Mooney	X	Sergio Lambarri	X
CITY OF LOS ANGELES					
Deborah Weintraub	X	Mary Nemick	X	Shirley Lau	X
Jim Treadaway	--*	Shirley Lau	X	Wenn Chyn	X
Nur Malhis	X	Darryl Kitagawa	X	Jeff Crovitz	--*
Lambert Giessinger	--*	Daniel Mitchell	--*	Bearj Sarkis	X
Marcel Porras	X	Kristy Noochlaor	X	Tracy James	X
Mary Rodriguez	X	Marie Rumsey	X	Gary Benjamin	X
Nels Youngborg	--*	Councilmember LaBonge	X**	Councilmember O'Farrell	X**

--*Indicates those who did not attend the meeting
X** Indicates those who attended the site walk but not the discussion at 55 Wine

Items of Discussion

1.	**MEETING AT RED CAR PARK**	
	Councilmember LaBonge, 4th CD • Councilmember LaBonge introduced himself in front of the CAC members and indicated his position of preferring 4 lanes on the bridge and that he feels safety is paramount. • He also indicated that incorporating two sidewalks may be unnecessary due to the unwarranted demand. • He also would like to see a smooth transition between the gutter and roadway, where there is not a significant elevation difference between the asphalt and gutter. **Councilmember O'Farrell, 13th CD** • Councilmember O'Farrell introduced himself to the CAC members and thanked everyone involved for attending the meeting and appreciated their hard work and input.	**TL** **MF**

	Shirley Lau, Sr. Civil Engineer, BOE • Shirley led all participants on a walk from the Red Car Park to Waverly Drive over Hyperion Avenue. The group then walked down to 55 Degree Wine on Glendale Boulevard.	**SL**
2.	**MEETING AT 55 DEGREE WINE**	
	The following meeting minutes reflect the discussion which took place at 55 Degree Wine **Deborah Weintraub, Deputy City Engineer** • Deborah gracefully opened the meeting indicating that the purpose of the meeting was for the appointed Citizens Advisory Committee members to cast their vote and discuss their reasoning as to why they chose their option.	**DW**
3.	**OPEN COMMENTS FROM CAC APPOINTEES**	
	1. <u>Daniel Chamberlain, Silver Lake / Ivanhoe Parent</u> • **PREFERRED EXHIBIT : Exhibit 3** • Daniel favors pedestrian and bike access on both sides, as it is mixed use. • He feels that after looking at the traffic study data, there is no remarkable difference between 4 lanes and 3 lanes. **2. <u>Deborah Murphy, LA Walks</u>** • **PREFERRED EXHIBIT : Exhibit 3** • Deborah prefers bike lanes and sidewalks on both sides as well as signalized crossings to get across the bridge. • She emphasized that there needs to be accessible paths for parents, children, Community members, and people in wheel chairs. She has been the active Chair of the City's Pedestrian Bicycle Committee for over twenty years which strives for pedestrian's issues and safety. • She feels that since we are spending such a high dollar amount on a bridge, it behooves us to invest wisely this bridge and think of the future generations to come.	**DC** **DM**

Although the data shows little delays with signalized crosswalks, she believes that the future will show a demand for walking.

- She stated that this reduction of lanes is not just about making it safer for pedestrians, but safe for drivers, as she was appalled by the speed of traffic during the field walk.
- She wants everyone to slow down and look around, and be safe.

DS

3. **Don Seligman, Los Feliz Improvement Association**
   - **PREFERRED EXHIBIT : Exhibit 1**
   - Don feels that there is no difference for bicyclists, who will enjoy two lanes, and one in each direction, in both configurations. He also feels that for pedestrians, there is essentially only one difference between the Exhibits 1 and 3 which is whether there is a sidewalk on one or both sides. However, he feels that drivers will be impacted due to the reduction from 4 lanes to 3 lanes, especially since he expects there to be a major increase in traffic over the next 30 years
   - He understands that pedestrians would like to cross on both sides, however the inconvenience of having pedestrians cross over at Rowena or Glenfeliz to get to other side is a minor inconvenience compared to the major inconvenience of having major traffic congestion
   - The only difference is that pedestrians will be forced to cross

4. **Don Ward, Los Feliz Neighborhood Council**

DW

   - **PREFERRED EXHIBIT : Exhibit 3**
   - Don feels that since the traffic studies show that the difference in delays between a 3 lane or 4 lane option is minimal, then it is beneficial to have the 3 lane option
   - He feels that if that sidewalk is demolished, it is decided to install it in generations to come, it will be very costly.
   - He also believes that if a sidewalk is taken out, then people are going to walk in the bike lanes rather than cross Rowena and walk an extra half mile to get to Red Car Park and the new bike and pedestrian bridge. Joggers and walkers often use bike lanes when no sidewalk is present. Cyclists having to weave in and out of joggers and into car lanes creates a dangerous environment.
   - He commented on the job site visit, and noted that the group walked 2,200 feet to take the Glenfeliz crosswalk to get to the other side of the bridge, which he thought is a reflection of why crosswalks and two sidewalks should be implemented on the bridge.

- He stated that he has collected 650 signatures from Atwater, Los Feliz and Silverlake residents and homeowners, and 80-90% of those signatures were homeowners/residents on the Atwater side of the bridge who supported a lane reduction, even knowing that reducing a lane might cause a traffic impact.
- He also pointed out that the traffic volume trend line shows that traffic is getting lighter on the bridge and that projecting traffic on a worst case scenario of 1% per year is unrealistic.

5. Eric Bruins, Los Angeles County Bicycle Coalition — **EB**

- **PREFERRED EXHIBIT : Exhibit 3**
- Eric states that it is rare to have win-win opportunities
- He feels at this point that we have to be willing to let the studies guide our decision, in which the studies show that a reduction of lanes can be done without impeding traffic. Essentially 3 lanes are safer and can move as many vehicles.
- He feels that it's hard to rationally come up with alternatives which do not favor Exhibit 3.
- His objective is for every mode of transportation to move safely across that bridge.

6. Netty Carr, Atwater Village / Historical Perspective — **NC**

- **PREFERRED EXHIBIT : Exhibit 1**
- She agrees with Don Seligman perspective
- She feels that a lane reduction will result in backup traffic and impact the neighborhood negatively.

7. Sergio Lambarri, Atwater Village Neighborhood Council — **SL**

- **PREFERRED EXHIBIT : Exhibit 1**
- Sergio strongly feels that implementing bicycle lanes and sidewalks to get people from one side to another safely is necessary.
- Commenting on the restricted configuration, he notes that something has got to give, and that should be one of the sidewalks since there is minimal pedestrian traffic.
- He feels that, if in the future, there is a sudden surge of pedestrian traffic, and another sidewalk needs to be built, and then the bridge can just be re-striped to three lanes and modified to incorporate that sidewalk.

- He feels that as of now, the bridge should not be restricted with a locked configuration of two sidewalks, locking that configuration for generations to come, when future of pedestrian traffic cannot be predicted.
- He stated that the Atwater Village Neighborhood Council, the Atwater Village Chamber of Commerce, the Atwater Village Residence Association, and the Friends of Atwater Village all signed a letter of support for Exhibit 1.

MM

8. <u>Matthew Mooney, Silver Lake Neighborhood Council</u>

- **PREFERRED EXHIBIT: Exhibit 3**
- Matthew noted that he, Tom, Deborah and Eric, went to every neighborhood Council's that was affected by the bridge.
- He also noted that they attended transportation and public safety meeting, and then to the Governing Board, and in everyone of those meetings, it passed for a livable bridge.
- He and others submitted Exhibit 3 to the Governing Boards of Los Feliz and Silver Lake, and 2 out of the 3 Neighborhood Councils fully support Exhibit 3.
- He feels that this reconfiguration should be about equal access for pedestrians and bicyclists of all ages to cross that bridge.
- He feels that since we all pay in to the bridge and the roads, everyone should benefit from this re-design.
- He wants to preserve the spirit of the bridge with belvederes, also adding that since the belvederes were on both sides; this bridge was originally meant for pedestrians to walk on both sides. He anticipates that in the future, people will be walking more.

4.	**VOTING RESULTS SUMMARY TABLE**	

NAME	EXHIBIT 1	EXHIBIT 3
1. Alex Ward		X (by email)
2. Daniel Chamberlain		X
3. Deborah Murphy		X
4. Donald Seligman	X	
5. Don Ward		X
6. Eric Bruins		X
7. Netty Carr	X	
8. Matthew Mooney		X
9. Sergio Lambarri	X	
TOTAL	**3**	**6**

5.	**ACTION ITEMS AND CLOSING**	

Deborah Weintraub **DW**

- Deborah wanted to thank the CAC all other parties involved for all the time and effort which they put into this, and stated that this whole process was very rewarding.
- The next step is to tally the votes be as transparent as possible with the results.

Shirley Lau, Sr. Civil Engineer **SL**

- Shirley indicated that she would like to move the Environmental Document as soon as possible.
- She stated that although time extensions have been granted, it is preferred that this issue does not take up a lot of time, as BOE is planning to go to the Board of Public Works later part of 2014.

Citizens Advisory Committee Members **CAC**

- The CAC Members thanked BOE for taking the initiative do set up the meetings and listening to all the members' concerns and comments.



Honorable Kevin James
President, City of Los Angeles Board of Public Works
200 North Spring Street, Room 361
Los Angeles, CA 90012

Dear Board President James:

I write to provide comment and feedback in regards to Item 2 on your agenda for your May 15, 2015 meeting—the "Glendale Boulevard-Hyperion Avenue Complex of Bridges Improvement Project", and more specifically the Bureau of Engineering "Report No. 1".

Through the course of my campaign I have met with hundreds of stakeholders in the vicinity of the Hyperion Bridge. The broad-based community support and sound technical reasoning convinced me that "Exhibit 3", which provides for dedicated automobile, pedestrian, and bicycle space was the best option. The support of the Citizen's Advisory Committee, local neighborhood councils, and area leaders was evidence that a consensus had developed. The quantitative analysis by qualified traffic engineers further supported this alternative by noting that existing and future volumes would still be accommodated in the context of removing one vehicle lane. It is rare to find such broad-based support for any project, but especially one like this. I continue to support "Exhibit 3".

Exhibit 1A, which combined pedestrian and bicycle space into a shared path, was not the preferred option of the active transportation community. But it did allow both sides of the bridge to remain available for pedestrians and cyclists. It is unfortunate, therefore, that Bureau of Engineering staff has proposed an exhibit that instead requires removing one of the existing pedestrian sidewalks from the bridge. The justification offered—a low count of pedestrians—is a result of decisions made long ago does not represent the vision for the City we are all working to build, one that is less car-dependant and designed for all modes of transportation.

The BOE staff proposed option of raised bicycle lanes has never been implemented in the City of Los Angeles and was not part of the community consensus-building process for this project. I encourage the Board to direct BOE staff to hold a community meeting to explain the technical components of this proposed solution and solicit feedback from all affected communities. I'd also suggest that the painted bicycle lane component and lane configuration of "Exhibit 3" be considered as a 12-month pilot project. Painting the bike lanes on the street would allow for more community input and data gathering. A final determination could then be made on the merits of the project at the end of the 12 month period based on the design's demonstrated effect on traffic flows, safety, use by cyclists, and other components suggested by stakeholders. The collaboration and consensus building around this project thus far has been tremendous, and I look forward to that conversation continuing.

Sincerely,

Carolyn Ramsay
Candidate, Los Angeles City Council
CC: Board of Public Works Commissioners

BENNETT KAYSER
Board Member

October 9, 2014

Dear Mayor Garcetti,

I would first like to compliment the City of Los Angeles for the tremendous strides made in quality-of-life issues such as the rebirth of the Los Angeles River, a greater sense of environment and community and improved active transportation opportunities citywide. I write today to encourage further such investment in the future of the historic Glendale Hyperion Bridge.

On behalf of the approximately 600,000 non-driving children in the Los Angeles Unified School District (LAUSD) and the many employees who commute to serve them, I call on the City of Los Angeles to do as Merrill Butler did in 1929 and build one for the ages! Option #3 is the most child-friendly of the re-build plans, best serves a greater variety of users and does most to improve safety.

As a teacher who taught at King Middle School and Marshall High School, I am well aware of how important the bridge is to foot travel for our students and community members. Children making daily trips from Atwater to their high school, families accessing the nearby beautiful new LA River parks, and youngsters cycling and running along the LA River Bike Path would all benefit from the more inclusive design. Conversely, a lesser plan would only allow cars a brief respite from the traffic that waits at either end of the bridge.

Please take this opportunity to keep the positive momentum going for the Atwater, Los Feliz and Silver Lake communities. We must get this decision right as it is being made not only for us but for future generations. Surely Merrill Butler would be thrilled to see his landmark bridge adapted to best serve the full needs of the surrounding community, not just those passing through in automobiles.

Thank you,

Bennett Kayser

cc: Hon. Tom LaBonge
Hon. Mitch O'Farrell
Ms. Seleta Reynolds
Mr. Gary Lee Moore

LOS ANGELES UNIFIED SCHOOL DISTRICT • BOARD OF EDUCATION
333 South Beaudry Avenue, Los Angeles, California 90017 •TEL. (213) 241-5555 •FAX (213) 241-8467
E-MAIL: BoardDistrict5@lausd.net

AARP®
Real Possibilities

May 13, 2015

City of Los Angeles
Board of Public Works
200 North Spring Street, Room 356
Los Angeles, CA 90012-4801
Mail Stop 464

Dear Commissioners:

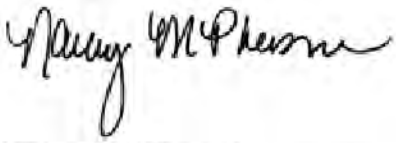
AARP believes that sidewalks play a vital role in community life, which is why we have joined Los Angeles Walks in urging the Board of Public Works to follow the recommendation of a Citizens Advisory Committee convened by the Bureau of Engineering and choose Option #3 for the Hyperion/Glendale Bridge.

As conduits for pedestrian movement and access, sidewalks enhance connectivity and promote walking. They also help connect communities to local retail centers, simultaneously enhancing business and quality-of-life for local residents. Building a Hyperion/Glendale Bridge with only one sidewalk would therefore represent a huge missed opportunity to fully connect the Silverlake/Los Feliz and Atwater communities and make these communities more "livable" for their residents.

AARP has long been a supporter of the "complete streets" approach as way to make communities more livable and age-friendly; and safe, accessible sidewalks are fundamental to this vision. They are a smart community investment that enhances public health and maximizes social connections.

Again, we urge the Board of Public Works to reject a "one-sided" bridge and instead take advantage of this unique opportunity to improve both of these communities for many years to come by building a Hyperion/Glendale Bridge with sidewalks on BOTH sides.

Signed,



Nancy McPherson
Interim California State Director
AARP

1415 L Street, Suite 960 Sacramento, CA 95814 phone 866-448-3614 fax 916-446-2223
200 South Los Robles Avenue, Suite 400 Pasadena, CA 91101 phone 866-448-3615 fax 626-583-8500
150 Post, Suite 450 San Francisco, CA 94108 phone 415-986-3468 fax 415-986-3467
Jeannine English, President Jo Ann Jenkins, C.E.O. www.aarp.org

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,

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

Donnelle Thomas

14 May 2015

To:
Mayor Eric Garcetti
Board of Public Works
Bureau of Engineering
L.A. Department of Transportation
Councilmembers Tom LaBonge and Mitch O'Farrell

As Emilie Hill's Environmental Studies Magnet class at John Marshall High School, we are sending this letter to show our support of two sidewalks and two buffered bicycle lanes on Hyperion Bridge. We support Option 3 because:

- Hundreds of our classmates walk and ride their bikes to our school, using the Hyperion Bridge. Many of them are coming to/from South Atwater and need the south sidewalk. It would make it a lot harder for them if there was only one sidewalk.

- Marshall High School's "Vision Statement" says, "...graduates will be responsible and productive members of society." Giving safe access to people, such as the elderly, children, people with disabilities, and students is a way in which we can be responsible we can take responsibility for the safety and health of the people in our neighborhood.

- Marshall High School is part of the L.A. Unified School District, which has over 650,000 students. But did you know that over 50% of our students are considered to be overweight? We have an obligation to design health into our built environment by providing safe and convenient healthy transportation choices to our students.

We thank you for your time.

Angelica Cano
Emilio Cruz
Carolina Davila
Melissa Saldana
Jason
Kimberly Bernal
Kaya Malina
Angelique Medina
Lissabeth Mena
Melissa Ortiz
Iris Montenegro
Julie Lagos
Isabel Alvarez
Kristin Srisaysakul
Jenny

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 M. Rescia

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

THOMAS STARR
KING Middle School
Achievement with Honor and Pride

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

MICHELTORENA
ELEMENTARY
SCHOOL

Leer en Español

Micheltorena 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, Micheltorena 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 Micheltorena 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,

Susanna Furfari
Principal, Micheltorena Elementary School

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

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

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

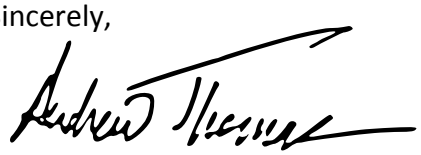
Dear Mayor Eric Garcetti, Councilmember Mitch O'Farrell and Councilmember Tom LaBonge,

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,



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

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

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

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



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 Hyperon 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

foi friends of IVANHOE

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

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,

Executive Board
Friends of Atwater Elementary

3271 Silver Lake Blvd, Los Angeles, California 90039-2253
323.665.5941 Phone | 323.665.5708 Fax

SHELLI-ANNE COUCH

October 16, 2014

Support for Option 3 - Glendale/Hyperion Bridge Project

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

As a local property owner, investor, fierce public education advocate and civic devotee, I am committed to the development of an environment in which our families can be integral members of the community. The learning environment for our children and students extends beyond Atwater Avenue Elementary School and our Atwater Village neighborhood into a wider responsibility of producing exemplary global citizens.

A crucial part of our children and students' development is ignited and forged in our neighborhood. It is critical 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, riding a bike, pushing a stroller or rolling a wheelchair (over 20% of our Atwater Ave school community is special needs).

I'm also a proud new member of the Atwater Village Neighborhood Council, who now has a new Board of Governors since the last time this issue was discussed earlier this year.

<u>For all of these reasons, I request your support for Option 3.</u>

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.

Warmest Regards,



Shelli-Anne Couch
28th Congressional District 'Woman of the Year' (2014)
President, Friends of Atwater Elementary (2014, 2013, 2012, 2011, 2010)
Education Representative + Education Committee Co-Chair, Atwater Village Neighborhood Council (2014)
Atwater Villager of the Year (2012)
Founder, Day of the Dead Family Festival Atwater Village (2014 + 2013)

3156 Perlita Avenue
Los Angeles CA 90039

EMILIANA DORE
3941 Veselich Avenue, Apt. 136
Los Angeles, CA 90039
emdore@yahoo.com

SUPPORT FOR OPTION 3 – GLENDALE/HYPERION BRIDGE PROJECT

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

As a long-term resident of Atwater Village and the President of Friends of Glenfeliz, I have a strong interest in the growth of our community. In addition to living in Atwater, I also work in Hollywood and frequently commute over the Hyperion Bridge. The pedestrian pathways on the bridge are already very narrow and it is absolutely unsafe for bike traffic. I actually saw a bicyclist nearly struck by a car on my way into work this morning – and that is not the first time I have seen that kind of close call. I am very well aware that traffic can get backed up in that area, but I believe part of the solution to that is to do everything in our power to encourage as many people as possible to seek out alternative transportation methods. Just because Los Angeles was originally designed for automobiles doesn't mean it has to stay that way.

There are a great number of wonderful projects in the works in our area right now. The Alternate 20 Plan promises to make our riverfront a highly desirable destination for both educators and families. I believe it is incumbent on us to do everything in our power to keep the bridge safe and accessible for our younger community and to encourage the flow of foot traffic into our local businesses.

Los Angeles has some of the most incredible weather in the nation, and yet we spend much of our time locked away in our cars. Many other neighborhoods are trying to change that. I truly believe that now is the time to be forward thinkers and to imagine a Los Angeles where people have a greater range of commuting options. I hope you will join me.

Most sincerely,



Emiliana Dore

Atwater Crossing
Arts + Innovation Complex

ATX

September 17, 2014

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

I am writing to request that you support Option #3 for the Hyperion Bridge project.

A more pedestrian and bicycle-friendly Hyperion Avenue will benefit the entire community, especially the businesses.

Studies conducted in cities all over the United States are showing that businesses, especially small local businesses, thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

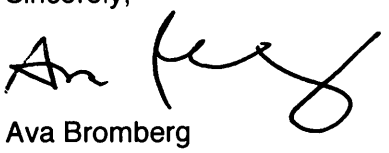
Furthermore, in a presentation to the citizen's advisory committee, the City showed the results of its technical study, which analyzes how the different options can be expected to perform and Option #3 not only improves traffic flow, but is the only one to do so. The reduction of travel lanes from four to three will calm the traffic (most cars on Hyperion Bridge are speeding), making the neighborhood safer and making it more enjoyable to spend time on our streets, increasing foot traffic and ultimately benefiting the businesses. Option #3 will make Atwater Village a much more enjoyable place to live, work and shop.

Atwater Village is a vibrant community in Los Angeles that has the potential to exemplify the concept of a livable city. I am hearing from Atwater residents, customers and other business owners that they are in support of Option #3.

Preserving a sidewalk on both sides of the street is crucial to attaining safe and convenient access to our neighborhood, especially from Silver Lake.

Thank you for your time and consideration. Please do not hesitate to contact me at the number below if you'd like to discuss this matter further.

Sincerely,



Ava Bromberg
SVP Business Development, Atwater Crossing
m: 818.939.9205

BILL'S LIQUOR

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of BUSINESS in CITY, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

Atwater Village and Silver Lake are vibrant communities in Los Angeles that have the potential to exemplify the concept of a livable city.

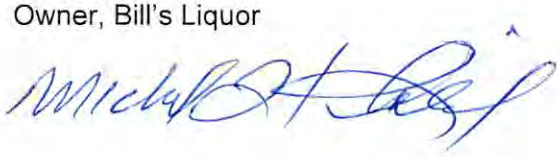
Los Angeles has the opportunity to design a livable, multi-modal Hyperion Bridge, which benefits our local economies by providing safe, convenient and enjoyable movement between and within our communities.

Preserving a sidewalk on both sides of Hyperion Bridge and installing wide, buffered bicycle lanes are crucial to attaining safe and convenient access to our neighborhoods. The reduction of a single travel lane heading downhill into Atwater will calm speeding and make Atwater Village a much more accessible and enjoyable place to live, work and shop.

Thank you for your support of Option #3.

Sincerely,

Michael Khalil
Owner, Bill's Liquor



Bill's Liquor
3150 Glendale Blvd, Los Angeles, CA 90039
(323) 663-0684



Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of Boho Upcycle in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

Atwater Village and Silver Lake are vibrant communities in Los Angeles that have the potential to exemplify the concept of a livable city.

Los Angeles has the opportunity to design a livable, multi-modal Hyperion Bridge, which benefits our local economies by providing safe, convenient and enjoyable movement between and within our communities.

Preserving a sidewalk on both sides of Hyperion Bridge and installing wide, buffered bicycle lanes are crucial to attaining safe and convenient access to our neighborhoods. The reduction of a single travel lane heading downhill into Atwater will calm speeding and make Atwater Village a much more accessible and enjoyable place to live, work and shop.

Thank you for your support of Option #3.

Sincerely,

Krissy Arora
Owner, Boho Upcycle

Krissy Arora

Boho Upcycle
3161 Glendale Blvd, Los Angeles, CA 90039
(323) 913-5870

The ATWATER BON VIVANT MARKET & CAFÉ

HYPERION BRIDGE RENOVATION PLAN
SUPPORT OPTION #3

Mayor Eric Garcetti
Councilmember Tom La Bonge
Councilmember Mitch O'Farell

I strongly encourage you to support Option #3 for the Renovation of the Hyperion bridge with regards to the decreased street lanes both on the bridge and in the heart of Atwater Village along with a dedicated bike/pedestrian path lane plan.

As you know, for just a short distance on Glendale Boulevard, just over the bridge, turns into a 6 lane highway! There are more accidents, including pedestrian accidents, due to these 6 lanes and the high speeds in which vehicles gain coming down over the bridge in such a small business/neighborhood community.

Los Angeles has an opportunity to design a livable, unique and multi-model Hyperion Bridge for both traffic and pedestrians which will certainly improve the quality of life in our local communities between Silver Lake, Atwater Village and Glendale by providing safe and desirable mobility.

I also strongly encourage you to incorporate green plantings along these bike paths to create shade, healthy air and cooling temperatures in these hot summer/fall days. WE NEED GREEN SPACE and SIMPLE PLANTINGS!

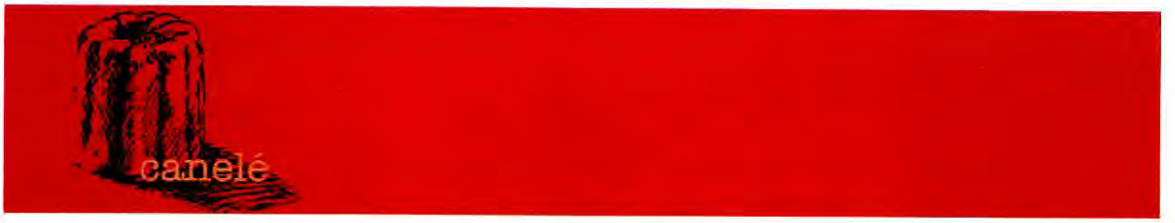
Thank you for your consideration as we build this city together!

Sincerely,

Tricia La Belle
Bon Vivant Market & Cafe

MEET ME @

3155 N. Glendale Boulevard, Atwater Village, California 90039
TEL: 323.284.8013 FAX: 323.284.8092 SITE: BONVIVANTMARKETCAFE.COM



Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As a co-owner of Canelé in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

Atwater Village and Silver Lake are vibrant communities in Los Angeles that have the potential to exemplify the concept of a livable city.

Los Angeles has the opportunity to design a livable, multi-modal Hyperion Bridge, which benefits our local economies by providing safe, convenient and enjoyable movement between and within our communities.

Preserving a sidewalk on both sides of Hyperion Bridge and installing wide, buffered bicycle lanes are crucial to attaining safe and convenient access to our neighborhoods. The reduction of a single travel lane heading downhill into Atwater will calm speeding and make Atwater Village a much more accessible and enjoyable place to live, work and shop.

Thank you for your support of Option #3.

Sincerely,

Corina Weibel
Co-owner, Canelé

Canelé
3219 Glendale Blvd, Los Angeles, CA 90039
(323) 666-7133

CHESTER & COMPANY

10/01/14

To:

Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As owner of Chester & Company, living and working in Silver Lake, I request that you support Option #3 for the Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

Atwater Village and Silver Lake are vibrant communities in Los Angeles that have the potential to exemplify the concept of a livable city.

Los Angeles has the opportunity to design a livable, multi-model Hyperion Bridge, which benefits our local economies by providing safe, convenient and enjoyable movement between and within our communities.

Preserving a sidewalk on both sides of Hyperion Bride and installing wide, buffered bicycle lanes are crucial to attaining safe and convenient access to our neighborhoods. The reduction of a single travel lane heading downhill into Atwater will calm speeding and make Atwater Village and Silver Lake much more enjoyable places to live, work and shop.

Thank you for your support of Option #3.

Sincerely,

Stacl Marengo
Chester & Company

P.O. Box 39968, LA, CA 90039
323-397-3322
www.chesterandcompany.com

Courtney + Kurt
REAL ESTATE

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As one of the owners of Courtney & Kurt Real Estate in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

Atwater Village and Silver Lake are vibrant communities in Los Angeles that have the potential to exemplify the concept of a livable city.

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Thank you for your support of Option #3.

Sincerely,

Kurt Wisner
Co-owner, Courtney & Kurt Real Estate

Courtney & Kurt Real Estate
3167 Glendale Blvd
Los Angeles, CA 90039

HOLLYWOOD LANDMARK
FOR OVER 50 YEARS

DRESDEN RESTAURANT

1760 N. VERMONT AVE.
HOLLYWOOD, CA 90027
(323) 665-4294

Dear Councilmember Tom La Bonge
Mitch O'Farrell and Mayor Eric Garcetti

My family has a huge stake in Los Feliz and we've seen the neighborhood and area change and not always for the better. This is why I am writing to you today regarding the Hyperion bridge project.

What I see as a business owner in the area is a ton of young people riding their bikes and walking more and more to their destinations including the Dresden Room.

Furthermore, lots of folks in our neighborhood are getting too old to drive and NEED to have access to sidewalks and safe passage to where they need to go.

Please make sure that the historic Hyperion bridge keeps BOTH sidewalks, has bike lanes on both sides and crosswalks at the base so that the future generations can get to the LA River from our part of town safely with their families young and old.

I fully understand that a car lane would be lost heading downhill into Atwater. Im ok with this. Any loss in commute time will be worth the unprecedented safe access to the LA river that people will gain.

PLEASE ENDORSE OPTION 3 FOR THE HYPERION BRIDGE.

Thank you

-Jim Ferraro

11 February 2015

Dear:
Mayor Eric Garcetti
Councilmember Mitch O'Farrell

I have lived in Los Feliz and Atwater Village for a combined total of almost 15 years. I own four restaurants all within a couple miles of the Glendale/Hyperion Bridge. I have driven, biked and walked the bridge weekly, and at times daily, over the years.

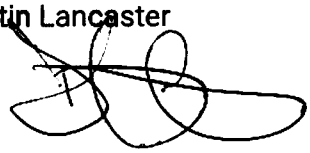
I request your support of Exhibit 3. The new Option 1A is highly problematic because it places bicyclists on the sidewalk. Two sidewalks and buffered bicycle lanes are a must. And reducing a travel lane is advantageous.

Hyperion bridge is a vital link between two vibrant neighborhoods. Right now, only a small percentage of Atwater Village and Silver Lake residents venture into the other neighborhood except by car. This is tragic.

And the usual and incorrect assumption is that if we just put in more lanes for traffic, it will solve the problem. But it won't. These neighborhoods cannot process cars any faster. Lanes aren't the answer. Giving, the folks who will, the option to get out of their cars is the answer. So many people say that they would walk, take the subway, or ride a bicycle, if only it was safer and easier. Let's support these people. Let's give them a city that prioritizes safety and access, encouraging those who will to get out of their cars. Let's make Los Angeles more livable, enjoyable, safe and accessible.

There is no doubt in my mind that the city needs to make a move toward making Hyperion a pedestrian and bicyclist friendly bridge. This type of vision is the only viable option for the future of Los Angeles.

Dustin Lancaster



Owner, Eastside Establishment, Inc.
www.establishmenteast.com

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of Fur Hair Gallery in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

Atwater Village and Silver Lake are vibrant communities in Los Angeles that have the potential to exemplify the concept of a livable city.

Los Angeles has the opportunity to design a livable, multi-modal Hyperion Bridge, which benefits our local economies by providing safe, convenient and enjoyable movement between and within our communities.

Preserving a sidewalk on both sides of Hyperion Bridge and installing wide, buffered bicycle lanes are crucial to attaining safe and convenient access to our neighborhoods. The reduction of a single travel lane heading downhill into Atwater will calm speeding and make Atwater Village a much more accessible and enjoyable place to live, work and shop.

Thank you for your support of Option #3.

Sincerely,

Rose Romero
Owner, Fur Hair Gallery

Fur Hair Gallery
3229 1/2 Glendale Boulevard, Los Angeles, CA 90039
(323) 662-7151

GOLDEN ROAD
BREWING

Dear Mayor Eric Garcetti and Councilman O'Farrell,

As the owner of Golden Road Brewery and stakeholders of Atwater Village we fully support Option 3 of the Hyperion Bridge Project.

Bike lanes and sidewalks spanning the Hyperion Bridge would encourage people to spend time in Atwater, enjoy its life and culture of the neighborhood our business calls home, rather than just driving through it. The patrons of Golden Road and many of the other businesses and establishments along the River arrive by varied modes of transportation. People walking, riding their bikes, and driving their cars all support Golden Road as well as surrounding small businesses. Calmer vehicle traffic would encourage the growth of Atwater and surrounding neighborhoods as a place to spend time walking and biking, and spend money to support local economy. Keeping sidewalks on both sides allows for the special vantage point of the LA River, an amenity and destination in and of itself that Golden Road wholeheartedly endorses.

At Golden Road, we also rely upon motorized, vehicular transportation to ship our product. I understand that Option 3 would eliminate a traffic lane. I also understand the city's own study finds a negligible change in traffic delay, even over a 30-year projection. The slight delay, if any, vehicles might face should be no hindrance to protect the lives of the most vulnerable users who use the Hyperion Bridge to cross over the River. Please support Option 3 in support of sidewalks and bike lanes on both sides of the street.

Please help keep Los Angeles moving in the right direction, but make it possible to get there by car, bike, and foot. Thank you.

Sincerely,

10.1.14

Tony Yarrow
Owner, Golden Road

cc: Councilman Tom LaBonge

5410-5420-5430 W. SAN FERNANDO ROAD, LOS ANGELES CALIFORNIA 90039 213.542.6039 www.goldenroad.la

GRAIN

3135 GLENDALE BLVD · LOS ANGELES, CA 90039
PHONE (323) 664 3130 · FAX (323) 664 3131

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

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Thank you for your support of Option #3.

Sincerely,



Christian Kastner

Owner, Grain
(323) 664-3130
Grainla@me.com

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As co-owners of The Great Escape Club in Atwater Village, we request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses. We cater especially to families and children and we know how important it is for them to feel safe and happy as they move through our community.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

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Thank you for your support of Option #3.

Sincerely,

Jay Tanner & Jordana Hammeke
Co-owners, The Great Escape Club

The Great Escape Club
3197 Glendale Blvd
Los Angeles, CA 90039
(323) 407-6284

GROW YOUR OWN MEDIA
GYOM INC.

3020 Glendale Blvd
STE#200 Los Angeles, CA 90039

T 323-747 8700
gyomedia@gmail.com

www.growyourownmedia.com

May 14, 2015

Tomas Staub
President
GYOM INC.

Dear Mayor Eric Garcetti / Councilmember Mitch O'Farrell,

I have been a business owner and resident of Atwater Village since 2008.

We run a community print shop and have clients that appreciate our location for the ability to walk and/or ride their bicycle to our shop.

Having two sidewalks and a bicycle lane on the Hyperion Bridge would be a much safer option.

Please consider allowing this bridge to serve as a safe gateway between two walkable neighborhoods.

Sincerely,

Tomas Staub
President
GYOM, Inc.

Megan Lockhart
MGMT
GYOM, Inc.

H&R BLOCK®

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of H&R Block in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

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Thank you for your support of Option #3.

Sincerely,

10/1/14

Sang Chang, CPA, MBA
Owner, H&R Block in Atwater Village

H & R Block in Atwater Village
3108 Glendale Blvd, Los Angeles, CA 90039
323-644-0409

heartbeathouse

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of Heartbeat House in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

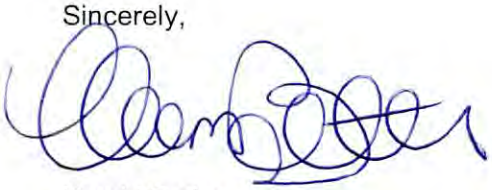
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Thank you for your support of Option #3.

Sincerely,



Kumbi Butler
Owner, Heartbeat House

Heartbeat House
3141 Glendale Blvd, Los Angeles, CA 90039
(323) 669-2821

INDIVIDUAL MEDLEY

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of Individual Medley in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

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Thank you for your support of Option #3.

Sincerely,

Monica Boyes
Owner, Individual Medley

Individual Medley
3176 Glendale Blvd, Los Angeles, CA 90039
(323) 665-5044



Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

24 September, 2014

Dear Mayor Garcetti and Councilmembers LaBonge and O'Farrell,

My name is Trevor Baade. I am the owner of Jacknife Records & Tapes located next to Kaldi Coffee at the bump out by the new bike corral on Glendale Blvd.

As a business owner, and resident, of Atwater Village, who is dedicated to the positive changes happening in Atwater Village, I ask that you please support Option #3 for Hyperion.

As you know, Atwater Village is a thriving community in Los Angeles. I believe that a large reason for its success is because of how walkable and bike-able it is becoming. I wholeheartedly believe that it is important that we continue this trend. I'm in complete support of bikes in Atwater Village, in fact I even offer a discount to customers who ride their bike to my shop.

I am not alone in my support of Option #3. For example, the owner of Kaldi Coffee, Alex Mirecki, has joined me in support of this and offers the same discount to people who bike. I also know that other business owners are in support of Option #3. I have taken the time to speak to numerous business owners on Glendale Blvd and most are in support of Option #3.

I understand that a travel lane would be removed going downhill into Atwater Village and I am completely in support of this. Hyperion Avenue rarely has traffic back-up. In fact, cars speed far too often on this street and endanger our community members.

I want to see sidewalks on both sides of the bridge and bicycle lanes with buffers to provide safe and convenient access both between Atwater Village and Silverlake, and to the revitalized L.A. River. I am willing to sit down with you and discuss this at any time because of how important I feel it is.

Thank you for your time,

Trevor Baade

Jacknife Records & Tapes in Atwater Village
3149 Glendale Boulevard, Los Angeles, CA
323.661.4533

JUICE

Dear Mayor Eric Garcetti,
Councilman Mitch O"Farrell
& Councilman Tom La Bonge,

I am writing you today with great hopes in stirring you to choose Option 3! when deciding on the layout for the beautiful, historic Hyperion Bridge.

As a native NewYorker, I am a strong believer in the physical and mental benefits of walking and cycling.

I've lived in Frog Town for 10 years and am astonished with what you three have accomplished! I no longer walk the LA River with my keys sticking out between two fingers!

So I know you guys appreciate and respect the value of beautification and accessibility.

Furthermore, as one of the proud owners of TheJUICE in Atwater Village, Where we preach the goodness of raw, fresh, organic, healthy...!!!
It is my civic responsibility to support what will further my fellow residents, customers and citizens towards a fit for life attitude and existence.

DON'T BLOCK THE CHI!!! VOTE #3

Thank you in advance for your support and action.

Elizabeth Halpern
c 323-309-1982
w 323-644-0250
elizabeth@thejuicela.com
3145 Glendale Blvd. LA CA 90039

KALDI COFFEE

Dear Councilmember Tom La Bonge
Mitch O'Farrell and Mayor Eric Garcetti

I have been living in Atwater Village since 2005 and have had the pleasure of seeing its tremendous growth over the years, first as a resident and, more recently, as a business owner.

When I first moved to Atwater, I was a student at USC, and together with my roommates, I'd often commute to campus by bike. Certainly not advisable at the time, but we were dogmatic in wanting to make bike-riding in Los Angeles viable (much as it had become in major cities all over the world).

Since then, it's been exciting to see my old route to school become more and more accommodating to bike riders. First it was improvements to the river path, then came Broadway, and now we even have bike lanes on Glendale Blvd. The only remaining impediment is the Hyperion Bridge. And it is a considerable one.

A couple of years ago, I took over Kaldi Coffee, an independent coffee shop located on the corner of Glendale Blvd and Madera Ave, Atwater's central intersection. The first thing I noticed about our customers was how many chose to walk or bike to get their morning coffee, which is why last year I was first to sign up for the Department of Transportation's exciting bike corral program. Thanks to this we have a beautiful new corral right outside the shop and it is always put to good use.

These considerations, and countless more, make keeping BOTH sidewalks of the Hyperion Bridge and introducing bike lanes in BOTH directions, the only option that truly considers the future of our city and the incalculable potential it has yet to unlock. The loss of a single lane heading into Atwater is unequivocally miniscule by comparison.

PLEASE ENDORSE OPTION 3 FOR THE HYPERION BRIDGE.

Sincerely,

Alexander Mirecki
Owner, Kaldi Coffee



To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

Support for Two Sidewalks and Buffered Bicycle Lanes on Hyperion Bridge

As the owner of The King's Roost in Silver Lake, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

Atwater Village and Silver Lake are vibrant communities in Los Angeles that have the potential to exemplify the concept of a livable city.

Los Angeles has the opportunity to design a livable, multi-modal Hyperion Bridge, which benefits our local economies by providing safe, convenient and enjoyable movement between and within our communities.

Preserving a sidewalk on both sides of Hyperion Bridge and installing wide, buffered bicycle lanes are crucial to attaining safe and convenient access to our neighborhoods. The reduction of a single travel lane heading downhill into Atwater will calm speeding and make Atwater Village a much more accessible and enjoyable place to live, work and shop.

Thank you for your support of Option #3.

Sincerely,

Roe Sie
Owner, The King's Roost

The King's Roost
4281 Fountain Ave.
Los Angeles, CA 90029
323-741-8144

kingsize soundlabs
los angeles

9/20/14

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As owner of Kingsize Soundlabs Studio, with recording studio space in both Atwater and [redacted] two locations in Glassell Park I request that you support Option #3 for the Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

Atwater Village and Silver Lake are vibrant communities in Los Angeles that have the potential to exemplify the concept of a livable city. These are the types of neighborhoods that attract artists to our studios. The success and growth of our studios depends on these neighborhoods being as walkable and livable as possible.

Los Angeles has the opportunity to design a livable, multi-model Hyperion Bridge, which benefits our local economies by providing safe, convenient and enjoyable movement between and within our communities.

Preserving a sidewalk on both sides of Hyperion Bride and installing wide, buffered bicycle lanes are crucial to attaining safe and convenient access to our neighborhoods. The reduction of a single travel lane heading downhill into Atwater will calm speeding and make Atwater Village and Silver Lake much more enjoyable places to live, work and shop.

Thank you for your support of Option #3.
Sincerely,

David Trumfio

2959 Glendale Blvd.

22 March 2015

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

Support Option 3 for Hyperion Bridge

My name is Jorga Houy, L.Ac. and I'm an acupuncturist. My business, LA Sports Acupuncture, is located at 3215 Glendale Blvd in Atwater Village, where it has been for the last 6 years. For the last 17 years, I have lived on Monon St., just off of Hyperion at the border between Silverlake and Los Feliz. Prior to that, I lived in apartments located in the Sunset Junction area after moving out of my parents' house in Echo Park. I am a graduate of John Marshall High School. The first time I ever drove a car was down the Hyperion Bridge from Marshall High into Atwater.

Recently I have become aware of a controversy concerning the redesign of the Hyperion Bridge. Apparently the bridge is in need of seismic retrofitting and various parties want to redesign the lanes of the bridge along with the repairs. One side wants to facilitate freeway-type speeds on the bridge and the other wants to make it safer for pedestrians and cyclists. For the past few years, I have chosen to ride a bicycle rather than drive for a great deal of my commuting. This decision has increased my quality of life as it gives me much needed exercise, and I save money on gas and wear and tear to my car. It also reduces my stress levels because I am able to commute in a more leisurely way, and am able to notice more of my neighborhood as I travel, I can talk to people and I am more aware of many of the smaller businesses in my area. Riding my bike down the Hyperion Bridge is generally fun, but there are many times when I am frightened by the unsafe speeds of the car drivers. I also find that as I ride down the bridge, I must avoid debris left by motor vehicle accidents.

As a cyclist, a health practitioner, and a business owner, I have to say that I am unequivocally in support of Option 3 for the redesign of the Hyperion Bridge. It is safer for our community and better for the businesses in Atwater Village.

Sincerely,



Jorga Houy, L.Ac.

Owner, LA Sports Acupuncture in Atwater Village

LAKSHMI'S
HEALING & TREATMENT ROOM

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of Lakshmi's Healing & Treatment Room in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

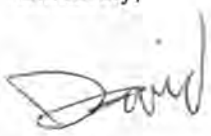
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Thank you for your support of Option #3.

Sincerely,



David Brown
Owner, Lakshmi's Healing & Treatment Room

Lakshmi's Healing & Treatment Room
3126 Los Feliz Boulevard, Los Angeles, CA 90039
(213) 925-7562

Loffredo & Associates
3020 Glendale Blvd., Suite #100, Los Angeles, California 90039-1804
Phone: (323) 668-1023 • FAX: (323) 668-9245

May 14, 2015

Dear Mayor Eric Garcetti, Councilmember Tom LaBonge, Councilmember Mitch O'Farrell and General Manager Seleta Reynolds:

I am the owner of Loffredo & Associates in Atwater Village. We are located at 3020 Glendale Boulevard at the base of Hyperion bridge, across from Red Car Park, and we've been here for 30 years.

Many people in our community currently use the south sidewalk, and that number is only going to grow in the coming years, especially with the revitalization of the L.A. River, and as the trend continues of people using modes other than a car to do short trips. It is unacceptable to remove a sidewalk.

We must encourage and provide the infrastructure in our community to give people the option to choose healthy ways to move through our neighborhoods.

I ask you to join the thousands of people in our community in supporting Option 3.

Kind regards,

Bruno A. Loffredo
Owner

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of Lula Holistic Mini Spa in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

Atwater Village and Silver Lake are vibrant communities in Los Angeles that have the potential to exemplify the concept of a livable city.

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Thank you for your support of Option #3.

Sincerely,

Leann Lurie

Leann Lurie
Owner, Lula Holistic Mini Spa

My business is just beside the bridge. Some of my clients ~~walk~~ in the neighborhood ~~walk~~ use the ~~s~~idewalk all the time. The speeding cars over the bridge make it very difficult to ~~cross~~ turn onto the side street to my spa.

Lula Holistic Mini Spa
3542 ½ Hollydale Drive, Los Angeles, CA 90039
(213) 448-0661

Macho's Tacos

Please Support Option 3 for the Hyperion Bridge

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

I am Nicolas Hipolito. I am a business owner in Los Feliz and a father. I ask that you please support Option 3.

I've grown up in Los Angeles and I went to high school in Burbank. I live on Rowena just down the street from the Hyperion Bridge. My son is 6 years old and one day I want to be able to get to the LA river on our bikes or by walking safely. There is no safe connection that currently exists across or to the river from where I live.

For generations now we have thought that cars were the solution. Let's not leave my son a world in which using your own two feet is not a protected form of transportation. Let's leave my son a Los Angeles that we're proud of.

Yes, option 3 will lose a lane heading downhill into Atwater but speeding is a problem on that bridge and if losing a lane slows people down a little and makes it safer for my son, I am completely behind it.

Please support Option 3.

Sincerely,



Nicolas Hipolito
Owner of Macho's Tacos

Macho's Tacos
1670 N Vermont Ave
Los Angeles, CA 90027
(310) 266-9366

MACK
SENNETT
STUDIOS

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

Subject: Support Option 3

As the owner of Mack Sennett Studios in Silver Lake, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle--friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Preserving a sidewalk on both sides of Hyperion Bridge and installing wide, buffered bicycle lanes are crucial to attaining safe and convenient access to our neighborhoods. The reduction of a single travel lane heading downhill into Atwater will calm speeding and make Atwater Village and Silver Lake a much more accessible and enjoyable place to live, work and shop.

Thank you for your support of Option #3.

Jesse Rogg,
President & Producer
Mack Sennett Studios
1215 Bates Ave
Los Angeles, CA 90029
info@macksennettstudios.net
p: 323-660-8466

MORNINGS NIGHTS

1 October 2014

Dear: Mayor Eric Garcetti, Councilmember Tom LaBonge, and Councilmember Mitch O'Farrell
Subject: Option #3 for Hyperion Bridge

Not long ago, Mayor Eric Garcetti (who as at the time Councilmember of our district) and Councilmember Mitch O'Farrell (who was at the time Eric Garcetti's Chief of Staff) took the bold step of creating Sunset Triangle Plaza in front of our business.

People were nervous that taking space away from cars would hurt our business, but the opposite happened -- our business is thriving and the community gained valuable public space. Musical performances, a very popular Farmers' Market, and outdoor movies occur regularly and it is now a meet-up spot for different gatherings throughout the week. We also elected to host a bicycle repair station. We are very happy with the environment that has been created around our business.

In addition to being a wonderful public space, Sunset Triangle Plaza is extremely popular because of it's place in the network of bike lanes around us. Our business has become a hub for hundreds of bike riders who travel the Sunset Blvd bike lanes and the Griffith Park Blvd bike lanes. Many of these riders are on their way to Atwater Village, but they have no safe way of getting there. Let's complete the network and make it safe to travel to Atwater Village and the L.A. river from Silver Lake.

Out of all of the options, the only option that makes sense for the future of L.A. is Option 3. It will make bicycling and walking a safe and viable option for getting around our city and to the beautiful L.A. river. We're not losing a car lane, we're gaining safe access for all -- just as we did at Sunset Triangle Plaza.

Thank you,

Julie Choe
Owner of Mornings Nights in Silver Lake

Mornings Nights
1523 Griffith Park Blvd, Los Angeles, CA 90026
(323) 664-8811

PILATES METRO

leaner, longer,

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of Pilates Metro in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

Atwater Village and Silver Lake are vibrant communities in Los Angeles that have the potential to exemplify the concept of a livable city.

Los Angeles has the opportunity to design a livable, multi-modal Hyperion Bridge, which benefits our local economies by providing safe, convenient and enjoyable movement between and within our communities.

Preserving a sidewalk on both sides of Hyperion Bridge and installing wide, buffered bicycle lanes are crucial to attaining safe and convenient access to our neighborhoods. The reduction of a single travel lane heading downhill into Atwater will calm speeding and make Atwater Village a much more accessible and enjoyable place to live, work and shop.

Thank you for your support of Option #3.

Sincerely,

Allison Harter
Owner, Pilates Metro



Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

3 October 2014

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of Pine & Crane in Silver Lake, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

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Thank you for your support of Option #3.

Sincerely,

Vivian Ku
Owner, Pine & Crane

1521 Griffith Park Blvd, Los Angeles, CA 90026
(323) 668-1128

PROOF
BAKERY

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of Proof Bakery in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

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Thank you for your support of Option #3.

Sincerely,



Na Young Ma
Owner, Proof Bakery

Proof Bakery
3156 Glendale Blvd, Los Angeles, CA 90039
(323) 664-8633

Atwater Village, Silver Lake and Elysian Valley Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As advocates, as residents, as property owners and as business operators, we ask that you join us in advocating for a more livable Los Angeles with significantly improved access to our Los Angeles River and pedestrian-scaled connectivity between our communities and we request that you support Option #3 at a minimum for the future of the Hyperion Bridge.

What Los Angeles needs today, more than ever, is a truly pedestrian and bicycle-friendly Hyperion Bridge to create stronger communities, dedicated local businesses and healthy environments along the Los Angeles River.

We have reviewed studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human--scale, such as via walking and bicycling.

Atwater Village, Silver Lake and Elysian Valley are vibrant communities in Los Angeles that have the potential to exemplify the concept of a livable city and can be brought together rather than divided by a carefully balanced and reconsidered multi--modal Hyperion Bridge.

Preserving a sidewalk on both sides of Hyperion Bridge and installing wide, buffered bicycle lanes are crucial to attaining safe and convenient access to our neighborhoods. The reduction of a single travel lane heading downhill into Atwater will calm speeding and make Atwater Village a much more accessible and enjoyable place to live, work and shop.

Thank you for your support of Option #3.

Sincerely,

Kevin Mulcahy, AIA
Managing Partner, RAC Design Build Inc.

3048 North Coolidge Avenue Los Angeles, CA 90039 T.323.663.9898 F.323.663.9899

REVO CAFE

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of Revo Café in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

Atwater Village and Silver Lake are vibrant communities in Los Angeles that have the potential to exemplify the concept of a livable city.

Los Angeles has the opportunity to design a livable, multi-modal Hyperion Bridge, which benefits our local economies by providing safe, convenient and enjoyable movement between and within our communities.

Preserving a sidewalk on both sides of Hyperion Bridge and installing wide, buffered bicycle lanes are crucial to attaining safe and convenient access to our neighborhoods. The reduction of a single travel lane heading downhill into Atwater will calm speeding and make Atwater Village a much more accessible and enjoyable place to live, work and shop.

Thank you for your support of Option #3.

Sincerely,

Israel Stepanian
Owner, Revo Café

Revo Café
3134 Glendale Blvd, Los Angeles, CA 90039
(323) 664-7386

Sew L.A.

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of Sew L.A. in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

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Thank you for your support of Option #3.

Sincerely,

Shaerie Mead

Shaerie Mead
Owner, Sew L.A.

Sew L.A.
3153 Glendale Blvd, Los Angeles, CA 90039
(323) 665-7097

Dear Mayor Eric Garcetti,
Councilmember Tom La Bonge
& Concilmember Mitch O'Farrell,

As owners and "developers" of the Sunset Junction, Gareth and I fully support 'Option 3" of the Hyperion Bridge Project.
Since we opened Café Stella in 1998, Silver Lake has come a long way in becoming a more walkable, bike friendly community. The bike lanes, independent businesses and "out of the box" minded residents have helped Silver Lake become one of the best neighborhoods in North America as well as a world class tourist destination.

Please lets not take a step "backwards" and consider anything other than sidewalks and bike lanes on BOTH sides of the Hyperion Bridge. We have biked and driven many times Northbound on the bridge (Grandma lives in Glendale) and our community can handle a Northbound road diet. There are many more pedestrians and bicyclists on the road these days and we must not hinder this movement.

Let's continue to be a model for other communities and make the right choice for generations to come by supporting "Option 3"

Sincerely,

Hey Guys!

Gareth & Christine Kantner
Owners, Sunset Junction Center & Café Stella

3924 W. Sunset Blvd. • Los Angeles, CA 90029 • Tel 323.804.6885 • www.sunsetjunction.com



Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As co-owners of Treehaus in Atwater Village, we request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

Atwater Village and Silver Lake are vibrant communities in Los Angeles that have the potential to exemplify the concept of a livable city.

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Thank you for your support of Option #3.

Sincerely,

Michelle Pederson & Saralynne Precht
Co-owners, Treehaus

Treehaus
3229B Glendale Blvd
Los Angeles, CA 90039
(323) 230-6776

VIET NOODLE BAR

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of Viet Noodle Bar in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

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Thank you for your support of Option #3.

Sincerely,

Viet Tran
Owner, Viet Noodle Bar

Viet Noodle Bar
3133 Glendale Blvd, Los Angeles, CA 90039
(323) 906-1575

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of Village Tavern in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

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Thank you for your support of Option #3.

Sincerely,

Maurice Rodriguez
Owner, Village Tavern

Village Tavern
3218 Glendale Blvd, Los Angeles, CA 90039
(323) 644-0605

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of Woof Dog Boutique in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

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Thank you for your support of Option #3.

Sincerely,

Jacob Gonzales
Owner, Woof Dog Boutique

Woof Dog Boutique
3172 Glendale Blvd, Los Angeles, CA 90039
(323) 661-7722

With that said, customers ~~out~~ with dogs on leash and children that visit my shop have often inquired about a safer alternative to cross the bridge. My response has always ~~been~~ been "By Car!" It is unfortunate that currently there is NO safe way of crossing the bridge by foot; thus, negatively affecting our business.

Workshop sk

Atwater Village and Silver Lake Businesses
Support Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the owner of Workshop sk in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

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Thank you for your support of Option #3.

Sincerely,



Serena Kojimoto
Owner, Workshop sk

Workshop sk
3129 ½ Glendale Blvd, Los Angeles, CA 90039
(323) 913-1318

Los Angeles Walks
losangeleswalks.org

hello@losangeleswalks.org
323.661.3173
2351 Silver Ridge Avenue
Los Angeles, CA 90039

May 14, 2015

Members of
Board of Public Works
City of Los Angeles
200 North Spring Street Room 361
Los Angeles, CA 90012

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

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

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

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



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2351 Silver Ridge Avenue
Los Angeles, CA 90039

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

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

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

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

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

All the best,

Deborah Murphy, Executive Director
Los Angeles Walks

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



everyone walks in L.A.

Los Angeles Walks
losangeleswalks.org

hello@losangeleswalks.org
323.661.3173
2351 Silver Ridge Avenue
Los Angeles, CA 90039

August 13, 2014

Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell
City of Los Angeles
200 North Spring Street
Los Angeles, CA 90012

RE: Support for Option 3 for Glendale/Hyperion Bridge Project

Dear Mayor Garcetti, Councilmember LaBonge and Councilmember O'Farrell,

As a resident of Silver Lake, as Councilmember O'Farrell's appointee to the Glendale/Hyperion Bridge Project Community Advisory Committee (CAC), as the Founder and Executive Director of Los Angeles Walks and as the Chair of the city's Pedestrian Advisory Committee for 16 years, I encourage you to do the right thing and support Option 3 that provides all users of the bridge complex with safe and comfortable access to a vital connection between the Silver Lake, Los Feliz and Atwater communities. We must have sidewalks on both sides of the bridge as we have buffered bike lanes on both sides and roadways on both sides. **Option 3** is the best compromise solution of the four options presented to the CAC.

The City of Los Angeles has come a long way in the years that I have been a pedestrian advocate of safe streets for all. We now have continental crosswalks across the city along with People Street projects and buffered bike lanes and will soon have the city's first protected cycle tracks on South Figueroa Street, along with a new Mobility Element that calls for new street design standards. We have passed the turning point in street design where we no longer talk about just moving cars as fast as possible on our city streets but we talk about safe and convenient access to all on our streets and even creating Great Streets, Living Streets, New Streets, safe routes to school, safe routes to transit, safe routes to shop and more. We have hired a thoughtful and comprehensive leader for the LADOT, Seleta Reynolds, who will take us to the next level of planning and designing safe streets for all.

Now is the time for all good leaders to come the aid of the residents, business and property owners, visitors, walkers, cyclists and drivers (and many of us are most, if not all, of these, not just one of these) to make the right decision that leads Los Angeles to a safer kinder city. We need a City that is back to the basics, that is



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losangeleswalks.org

hello@losangeleswalks.org
323.661.3173
2351 Silver Ridge Avenue
Los Angeles, CA 90039

forward thinking about active transportation that allows us to have healthier and longer lives, and that is responsive to the communities' desires. The CAC has spoken that we support Option 3 in a 7-3 vote, the community members who have signed over 650 letters and petitions have spoken, the numerous speakers at the October Public Meeting that started the community engagement process for this project have spoken. Even the facts and data have spoken that Option 3 is the best for vehicular movement. Media publications, like Los Angeles Streetsblog, have challenged the City to listen to the people and to listen to the facts and the data, not to the unfounded fears of a few people who are reluctant to accept change. We need change in Los Angeles; the status quo does not work. Streets designed only for cars are in cities that are dying not in cities that are living and planning for the present and the future.

Los Angeles Walks calls for the City of Los Angeles leadership to **adopt Option 3** for the Glendale/Hyperion Bridge Project that includes sidewalks on both sides, buffered bike lanes on both sides, two southbound vehicles lanes and one northbound vehicle with signalized crosswalks across both segments of Glendale Blvd as well as Hyperion Avenue. All drivers, cyclists and pedestrians will thank you for slowing down traffic and allowing the bridge complex to serve all users.

Los Angeles Walks will continue our commitment to safer streets for all and support for infrastructure projects that are smart investments in our active transportation future.

All the best and keep on walking,

Deborah Murphy, Founder and Executive Director
Los Angeles Walks

Attachment: October 28, 2013 Public Hearing Testimony from Deborah Murphy

Cc: Seleta Reynolds, LADOT
Deborah Weintraub, LABOE
LA Walks Steering Committee



everyone walks in L.A.

Bicycle Advisory Committee of the City of Los Angeles

October 7, 2013

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

Re: Glendale Boulevard-Hyperion Avenue Complex of Bridges Improvement Project Initial Study with Proposed Mitigated Negative Declaration/ Environmental Assessment and Programmatic Section 4(f) Evaluation

Dear Ms. Podesta:

The Bicycle Advisory Committee of the City of Los Angeles ("BAC") was established in 1973 "to act in an advisory capacity to . . . the various agencies of the . . . City of Los Angeles in the encouragement and facilitation of the use of the bicycle as a regular means of transportation and recreation." Since adoption of the 2010 Bicycle Plan by a unanimous vote of the Los Angeles City Council, the BAC has also been charged with monitoring the "progress of Bicycle Plan implementation." Policy 3.2.1. We take seriously our obligation to ensure that Los Angeles' elected and appointed officials fulfill their duties to fully implement the Bicycle Plan.

The California Department of Transportation ("Caltrans") and the City of Los Angeles ("City") propose to rebuild the Hyperion Avenue bridge and viaduct over the Los Angeles River and Interstate 5 (the "Hyperion Bridges"), to rebuild the Glendale Avenue bridges over the Los Angeles River (the "Glendale Bridges"), and make other changes such as modifications to freeway ramps to/from Glendale Boulevard to I-5.

Caltrans and the City propose to rebuild the Hyperion Bridge and the Glendale Bridges without providing bicycle lanes on any bridge. Thus, the project fails to safely accommodate those who need to bicycle between (1) Atwater Village, other Northeast Los Angeles communities, and the City of Glendale on the east side of the Los Angeles River; and (2) Hollywood, Silver Lake, and other parts of Los Angeles on the west side of the River.

In an effort to avoid full-scale review of this project under the California Environmental Quality Act ("CEQA") and the National Environmental Policy Act ("NEPA"), Caltrans and the City have prepared the Glendale Boulevard-Hyperion Avenue Complex of Bridges Improvement Project ("Project") Initial Study with Proposed Mitigated Negative Declaration/ Environmental Assessment and Programmatic Section 4(f) Evaluation ("IS/EA"). The IS/EA recognizes that the 2010 Bicycle Plan calls for bicycle lanes on the

Hyperion Bridge, but states without analysis that the Project's refusal to do so nevertheless is "consistent with the [2010 Bicycle] plan because bicyclists can use the shoulder."

The BAC emphatically rejects the assertion that wide shoulders are equivalent to bicycle lanes; they are not. The IS/EA ignores applicable federal, state, and local laws and regulations that require full accommodation of bicyclists, including: the 2010 Bicycle Plan, Caltrans' Complete Streets Policy, and Federal Highway Administration ("FHWA") routine accommodations regulations.

Without bicycle lanes on the Hyperion Bridge and Glendale Bridges, the Project creates significant adverse impacts for bicyclists. Thus, Caltrans and the City must either revise the Project to include bicycle lanes, or prepare a complete Environmental Impact Report ("EIR") and Environmental Impact Statement ("EIS") to fully and fairly evaluate the impact of the proposed project on bicyclists and consider alternatives that would fully accommodate bicyclists in all aspects of the Project.

The Proposed Project Fails to Include Bicycle Lanes on the Hyperion or Glendale Bridges, Both of Which Are Critical Links for Bicyclists Across the Los River and Interstate 5

The Glendale-Hyperion Bridge Complex consists of a network of bridges, streets, and freeway ramps which cross and connect to the Los Angeles River (including the River Bikeway) and Interstate 5. Both Hyperion Avenue and Glendale Boulevard are important links for local and regional bicycling.

The Los Angeles River, Interstate 5, and the steep hills immediately west of Riverside Drive all create substantial physical barriers for bicyclists who need to travel safely between Atwater Village and the rest of Northeast Los Angeles and Hollywood/Silver Lake. The Hyperion Bridge, in particular, allows bicyclists to reach Silver Lake, Los Feliz, and Hollywood without climbing the short, steep hills that must be scaled on Glendale Boulevard or Fletcher Drive. However, Glendale Boulevard is also an important facility for bicyclists. It provides the most direct route between Atwater Village and portions of Silver Lake, Echo Park, Historic Filipinotown, Westlake, and other neighborhoods. Because Glendale Boulevard intersects with, rather than crosses over Riverside Drive, it provides important access to destinations along Riverside Drive that, because of Interstate 5, cannot be accessed easily from the River Bikeway.

Despite the importance of these connections for local and regional bicycling, the Project does not include bicycle lanes on either Hyperion Avenue or Glendale Boulevard.

Caltrans and the City of Los Angeles Cannot Certify the IS/EA if a Fair Argument Can Be Made That the Project Will Create Significant Impacts for Bicyclists

The Project is subject to CEQA, under California law, and NEPA, under federal law, both of which require fair and unbiased review of potential environmental impacts of projects before the project may be approved. Here, Caltrans and the City propose to certify a Mitigated Negative Declaration ("MND") based upon the IS/EA, and therefore to avoid the requirement to prepare a full EIR/EIS.

Of particular relevance here, Caltrans and the City must evaluate whether the proposed project "conflict[s] with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?"

In *Taxpayers For Accountable School Bond Spending v. San Diego Unified School District*, 215 Cal. App. 4th 1013 (2013), the court summarized the legal standard applicable to Initial Studies:

> [T]he [California] Supreme Court has recognized that CEQA requires the preparation of an EIR 'whenever it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impact.' (*No Oil, Inc.* v. *City of Los Angeles* (1974) 13 Cal.3d 68, 75 [118 Cal. Rptr. 34, 529 P.2d 66]; see also *Laurel Heights Improvement Assn.* v. *Regents of University of California* (1993) 6 Cal.4th 1112, 1123 [26 Cal. Rptr. 2d 231, 864 P.2d 502].) Thus, if substantial evidence in the record supports a 'fair argument' significant impacts or effects may occur [and will not be mitigated], an EIR is required and a negative declaration cannot be certified." (*Quail Botanical Gardens Foundation, Inc. v. City of Encinitas* (1994) 29 Cal.App.4th 1597, 1601–1602 [35 Cal. Rptr. 2d 470], fn. omitted.) CEQA "creates a low threshold requirement for initial preparation of an EIR and reflects a preference for resolving doubts in favor of environmental review [(i.e., an EIR)] … ." (*Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1316–1317 [8 Cal. Rptr. 2d 473] (*Sierra Club*).)

In short, Caltrans and the City must prepare an EIR if the refusal to include bicycle lanes conflicts with adopted policies regarding bicycle facilities, and that a "fair argument" can be made, based on "substantial evidence," that the proposed mitigation measure – wide curb lanes – does not reduce the adverse impact on bicyclists to a level of insignificance. Application of this standard compels rejection of the IS/EA.

Federal, State and Local Regulations Require Caltrans and the City to Fully Accommodate Bicyclists on the Hyperion Bridge and Glendale Bridge

Numerous statutes and regulations require full accommodation of bicyclists – including full and fair consideration of the costs and benefits of bicycle lanes – on the Hyperion Bridge and Glendale Bridges.

Federal Requirements

This Project involves the expenditure of federal funds. It therefore requires compliance with the following Federal Highway Administration ("FHWA") regulation:

> The safe accommodation of . . . bicyclists should be given ***full consideration*** during the development of Federal-aid highway projects, and during the construction of such projects. Where current or anticipated . . . bicycle traffic presents a potential conflict with motor vehicle traffic, ***every effort shall be made*** to minimize the detrimental effects on all highway users who share the facility. On highways without full control of access where a bridge deck is being replaced or rehabilitated, and where bicycles are permitted to operate at each end, ***the bridge shall be reconstructed so that bicycles can be safely accommodated*** when it can be done at a reasonable cost. Consultation with local groups of organized bicyclists is to be encouraged in the development of bicycle projects. (23 C.F.R. § 652.5, emphasis added.)

Here, the IS/EA merely contains a conclusory (and inaccurate) statement that a wide shoulder is equivalent to a bicycle lane. Instead of reflecting "full consideration" of bicyclists, it reflects ***no*** consideration of the safe accommodation of bicyclists seeking to travel anywhere other than the Los Angeles River Bikeway. The bridges do not have full control of access, and bicyclists are permitted under California law to operate at each end of each bridge. Therefore, the bridges ***must*** be reconstructed to safely accommodate bicyclists, especially because this can be accomplished at little to no additional cost.

Neither Caltrans nor the City consulted with the Bicycle Advisory Committee during the planning process. To our knowledge, neither Caltrans nor the City consulted with any other bicycle advocacy organization, including the Los Angeles County Bicycle Coalition. The BAC fails to understand how Caltrans and the City can give "full consideration" to the needs of bicyclists without consulting with organizations established precisely for this purpose.

State Requirements

Because of Caltrans' involvement, this Project is subject to the State of California's "Complete Streets" policy, set forth in Deputy Direction DD-64-R1, which has been official Caltrans policy for five years, since October 2008. Because the IS/EA does not even mention, much less discuss, this policy, the environmental analysis is by definition incomplete and inadequate.

The Complete Streets Directive establishes the following policies (with our emphasis):

- "The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and ***recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system***. . . . Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives."
- "The intent of this directive is to ensure that ***travelers of all ages and abilities*** can move safely and efficiently along and across a network of 'complete streets.'"
- The "California Vehicle Code . . . and Streets and Highways Code . . . identify the ***rights of bicyclists and pedestrians***, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. . . . Therefore, the Department and local agencies have the ***duty to provide for the safety and mobility needs of all who have legal access to the transportation system***."

In furtherance of these policies, Caltrans must:

- "***Ensure bicycle, pedestrian, and transit user needs are addressed*** and deficiencies identified during system and corridor planning, project initiation, scoping, and programming."
- "***Ensure projects are planned***, designed, constructed, operated, and maintained consistent with project type and funding program to provide ***for the safety and mobility needs of all users*** with legal access to a transportation facility."

As discussed below, the Project plainly is not designed to meet the needs of bicyclists of all ages and abilities. The IS/EA is therefore deficient.

City Requirements and Policies

"The 2010 [Bicycle] Plan is a comprehensive update of the City's existing Bicycle Plan. …. The 2010 Plan is a part of the Transportation Element of the City's General Plan and is the City's blueprint for meeting the needs of all bicyclists. (Bicycle Plan, ch. 1, p. 17 ("Purpose").) In particular:

> The 2010 Plan is to be used by: the City Council, the Mayor, the City Planning Commission, the Board of Transportation Commissioners, the Board of Public Works, the City's Bicycle Advisory Committee, other concerned governmental agencies … . For City policymakers this 2010 Plan provides: a reference to be used in connection with their actions on various City development matters as required by law; guidance for decisions regarding allocation of funding for bicycle projects and programs; and technical guidance for the development and implementation of facilities.

The 2010 Bicycle Plan explicitly requires the City to "consider bicycle facilities when designing or retrofitting bridges." Policy 2.3.1. Other than the inaccurate, conclusory statement equating shoulders with bicycle lanes, the IS/EA contains no indication that the City considered bicycle lanes on the Hyperion Bridge or Glendale Bridges.

The 2010 Bicycle Plan explicitly includes proposed bicycle lanes on Hyperion Boulevard. The proposed Project therefore conflicts with the transportation element of the City's General Plan.

The 2010 Bicycle Plan calls for bicycle lanes along the entire 4.5 mile length of Glendale Boulevard, from the Glendale City Limit to its southerly terminus at 1st and 2nd Streets, except for the short portion of Glendale Boulevard that crosses the Los Angeles River and Interstate 5. It seems evident that the Bicycle Plan's omission of bicycle lanes from this short stretch of Glendale Boulevard reflects the *existing configuration* of these bridges, rather than a deliberate decision to override the numerous policies requiring full accommodation of bicyclists – *i.e.,* bicycle lanes – on the Glendale Bridges. Rather, the Bicycle Plan, when read as a whole, indicates that the City should seize this opportunity to close a short gap in what otherwise would be a continuous 4.5 mile bicycle lane along the entire length of Glendale Boulevard.

The IS/EA states that, under the Project, both Glendale Bridges "would be restriped to accommodate a 6-foot shoulder." This is wider than the 5-feet that the City of Los Angeles generally requires for a bicycle lane. On the Glendale Bridges, it appears that Caltrans and the City are designing the bridge retrofit so that bicyclists could be fully accommodated, but are flatly refusing to make such an accommodation. This is unacceptable.

Caltrans and the City Arbitrarily Selected Auto-Centric Design Standards

In large part, the failure to include bicycle lanes in the Project appears to stem from a decision by Caltrans and the City to engineer the project for a motor vehicle design speed of 55 mph, far above the appropriate maximum speed of 35 mph on these urban streets. This decision explains why the Project

includes an exceptionally wide and sturdy center barrier and minimum lane widths of 12 feet, far above what is necessary for safe driving on urban streets.

The Project appears to be designed around engineering standards established by the American Association of State Highway and Transportation Officials (AASHTO), which have been roundly criticized for applying freeway-based standards to urban streets and failing to accommodate bicyclists and pedestrians. The FHWA has explicitly approved use of more bicycle- and pedestrian- friendly standards set forth in publications from the National Association of City Transportation Officials (NACTO), which are tailored to urban streets like Hyperion Avenue.[1]

The selection of freeway-oriented design standards is particularly inappropriate here. The portion of Glendale Boulevard immediately north of the Project constitutes part of the Atwater Village Pedestrian-Oriented District;[2] the Silver Lake-Echo Park-Elysian Valley Community Plan includes a policy to "preserve existing pedestrian-oriented commercial areas" along "Hyperion Avenue from Rowena Avenue to Griffith Park Boulevard."[3]

The IS/EA emphasizes the need to protect pedestrians from the "safety hazards caused by high-speed vehicular traffic." The BAC questions why Caltrans and the City therefore do not consider important to discuss or analyze the importance of protecting bicyclists from that high-speed vehicular traffic. Instead, Caltrans and the City have decided to subject bicyclists to even faster vehicle speeds. That does not improve conditions for bicyclists; that makes conditions worse for bicyclists.

The selection of design standards matters a great deal in this case. If a more appropriate motor vehicle design speed is chosen, five feet of the Hyperion Bridge's width need not be devoted to a crash barrier, and lane widths could be reduced to 10 or 11 feet. In that case, there would be ample room for marked bicycle lanes, and full accommodation of bicyclists on the Hyperion Bridge.

A Wide Shoulder Is Not Equivalent To A Bicycle Lane

The Project's 14-Foot Curb Lanes on the Hyperion Bridge May Not Be Shareable

The IS/EA states that the Project will include 14-foot curb lanes on the Hyperion Bridge, and that motor vehicles and bicyclists can share such lanes. There is substantial evidence that this conclusion does not adequately state or analyze the impact to bicyclists of the proposed Project.

The Federal Highway Administration – the source of funds for this project and the source of the requirement that bicyclists be fully accommodated – also funds the Pedestrian and Bicycle Information Center at the University of North Carolina ("PBIC"). The PBIC states that the recommended width of a shareable lane is at least 14 feet, the width of the lane included in the Project. However, the PBIC states that the "measurement should be from the edge line or joint of the gutter pan to the lane line."[4] It appears from the IS/EA that the 14-foot lane is measured from the curb. While the drawings are not detailed, it seems unlikely that the Hyperion Bridge would be constructed without drains or a gutter

[1] See http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_flexibility.pdf
[2] http://cityplanning.lacity.org/complan/othrplan/pdf/atwatertxt.pdf.
[3] http://cityplanning.lacity.org/complan/pdf/SlkCPTXT.pdf, at pages III-17 & III-18.
[4] See http://www.bicyclinginfo.org/engineering/facilities-widelanes.cfm (retrieved October 7, 2013).

pan. In any event, it is not clear from the IS/EA that Caltrans or the City appropriately applied the 14-foot shareable lane standard.

Moreover, the IS/EA ignores the fact that portions of the Hyperion Bridge have a long grade that would enable bicyclists to pick up speed in the downhill direction. It also ignores the City's practical inability to keep curbs free of debris on streets like Hyperion. The PBIC states that a 15-foot width is preferred for a shared curb lane "where extra space [is] required for maneuvering (*e.g.* on steep grades) or to keep clear of . . . obstacles." In short, the IS/EA fails to explain how Caltrans and the City determined that, in this particular context, a 14-foot curb lane is shareable.

Bicycle Lanes Provide Important Safety Benefits to Bicyclists and Motorists

In general, the lack of exposure data – how many bicyclists ride on particular streets and how the number of bicyclists changes when infrastructure is added – has made it difficult to determine whether bicycle lanes improve safety for bicyclists. However, at least two recent studies show that marked bicycle lanes make street safer for bicyclists.

A comprehensive study of bicycle collisions resulting in emergency room visits found that marked lanes on major roads without curb parking, such as the Hyperion Bridge, provide a significant safety benefit over unmarked roadways such as those proposed by Caltrans and the City. (Teschke, *et al*. Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study. *American Journal of Public Health*: December 2012, Vol. 102, No. 12, pp. 2336-2343.) Another study of bicycle lanes in New York City found no increase in the number of bicycle collisions after the installation of bicycle lanes, *despite the increased number of bicyclists*. (Chen, *et. al.* Evaluating the Safety Effects of Bicycle Lanes in New York City. *American Journal of Public Health*: June 2012, Vol. 102, No. 6, pp. 1120-27.) Thus, the authors suggested that bicycle lanes actually reduced the collision risk.

Observations of bicyclist and motorist behavior on streets with marked bicycle lanes explain why they are considered to offer safety benefits. The NACTO Bikeway Design Guide states that bicycle lanes:

- Create separation between bicyclists and automobiles;
- Increase predictability of bicyclist and motorist positioning and interaction; and
- Visually remind motorists of bicyclists' right to the street.

More simply, when there is a striped bicycle lane and a narrow travel lane, both bicyclists and motorists "know their place" and generally adjust their speeds to stay in their marked lanes, rather than weaving about in a wide curb lane. That is why the City of Los Angeles chose to enact a Bicycle Plan calling for installation of bicycle lanes and has implemented many miles of connected bicycle lanes – instead of relegating cyclists to the shoulder.

The Vast Majority of Bicyclists and Potential Bicyclists Prefer Bicycle Lanes

A shared lane is not equivalent to a bicycle lane. That might be true for experienced bicyclists who are comfortable riding in mixed-flow lanes, but is most certainly not true for the vast majority of existing and potential bicyclists who clearly prefer well-defined bicycle lanes. All of the policies cited above require Caltrans and the City to accommodate all bicyclists.

"Goal One" in the 2010 Bicycle Plan is to "increase the number and types of bicyclists who bicycle in the City." Good bicycle planning recognizes that bicyclists fall into various categories based on their experience and skill level, which translates into their comfort level riding on various types of bicycle facilities.

At pages 36-37, the 2010 Bicycle Plan uses the Federal Highway Administration's "A. B and C" categorization of bicyclists. Advanced Category "A" riders "are typically comfortable riding with motor vehicle traffic." However, even many advanced riders are not comfortable sharing a lane with motor vehicles on a roadway with a design speed of 55 mph – as Caltrans has stated is the case with the Hyperion Bridge. Basic Category "B" adult riders "prefer designated facilities such as bicycle lanes or wide shoulder lanes on busier streets." Children or Category C riders generally require "well-defined pavement markings between bicycles and motor vehicles.

The Southern California Association of Governments ("SCAG") is the federally-recognized Metropolitan Planning Organization charged with developing a Regional Transportation Plan ("RTP") for six Southern California counties. SCAG's 2012 RTP includes an Active Transportation Component describing (as does the City of Los Angeles Bicycle Plan) three categories of bicyclists[5]:

(1) Fully-Confident Cyclists, who are confident sharing lanes with traffic in almost all conditions. These make up about 1% of the population. (Again, we note that many otherwise fully-confident cyclists will not ride on a roadway with a design speed of 55 mph.)
(2) Enthused and Confident Cyclists, who "prefer using designated bicycle facilities" and who "comprise the majority of the tremendous growth in commuter cycling in Portland after investments were made in bicycling infrastructure." These make up about 7% of the population.
(3) Interested But Concerned Cyclists, who "make up the majority of cyclists." "They would ride if they felt safer on the roadways" and "***if cars were slower*** and less frequent." "These riders tend to use sidewalks, school grounds, parks, ***bicycle lanes***, and Class I bicycle paths as their preferred riding environments." "Older teenagers also fall into this group." These make up about 60% of the population.

In short, by designing the Hyperion Bridge for a speed of 55 mph, the Project will accommodate only a tiny fraction of bicyclists. That falls far short of complying with policies requiring Caltrans' and the City's best efforts to accommodate all bicyclists.

The IS/EA acknowledges that the Project fails to accommodate bicyclists of all ages and skill levels by stating, with respect to both bridges, that "bicycle use on the roadway is primarily used for transportation as a commuter route of the local transportation system." The IS/EA provides no evidence to support that assertion. Moreover, even if the statement were true, it would prove nothing more than that the existing bridges – lacking bicycle lanes – discourage all but the most confident cyclists. The IS/EA's statement can fairly be read as an admission that the lack of bicycle lanes – something the IS/EA proposes – ***discourages*** all but the most confident and expert cyclists.

[5] SCAG's RTP is at http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_ActiveTransportation.pdf.

The IS/EA states that a large share of the pedestrians on the Hyperion Bridge appear to be students who attend John Marshall High School on the south side of the bridge, but who live on the north side of the bridge in Atwater Village (page 2-41). It is therefore logical to assume that Marshall High students represent a significant portion of potential bicyclists. The City, State, and Federal governments have policies of encouraging walking and bicycling to school.[6] The Hyperion Bridge in particular should be designed to accommodate high school age bicyclists. The IS/EA's failure to analyze or discuss significant impacts on this important population makes the document legally inadequate.

Sidewalks on Hyperion Avenue Cannot Substitute for Bicycle Lanes

Because the IS/EA admits that the post-Project roadways on the Hyperion Bridge and Glendale Bridges will accommodate only a tiny minority of highly-confident bicyclists, the IS/EA seems to implicitly argue that other bicyclists can be accommodated on the bridges' proposed sidewalks. However, the new sidewalks cannot accommodate bicyclists.

First, the proposed sidewalks are far too narrow to be shared by bicyclists and pedestrians, particularly on the Hyperion Bridge where bicyclists can travel very quickly in the downhill direction.

* * *

The Bicycle Advisory Committee regrets that this letter is necessary. We would have preferred for Caltrans and the City to consult with BAC and LACBC during the design process to develop a project that truly meets the needs of Los Angeles' bicyclists. Caltrans and the City should revise the Project to include bicycle lanes on the Hyperion Bridge and the Glendale Bridges. Should they choose to take that path, the BAC looks forward to working with Caltrans and the City to revise the Project. In the alternative, BAC believes that the IS/EA fails to adequately analyze the adverse impacts on bicyclists, and requests that Caltrans and the City prepare an EIR/EIS.

Respectfully,



Jeff Jacobberger
Chair, Bicycle Advisory Committee
of the City of Los Angeles, for the unanimous Committee

cc: Office of the Mayor
Department of Public Works
Department of Transportation

[6] See http://www.saferoutesinfo.org/

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May 15, 2015

Mr. Kevin James, President
Los Angeles Board of Public Works
200 N. Spring Street
Los Angeles, California, 90012

Glendale Blvd-Hyperion Avenue Complex of Bridges Improvement Project

Honorable Public Works Commissioners:

The Los Angeles County Bicycle Coalition (LACBC) was one of the original organizations to push for a more people-oriented bridge starting in the fall of 2013. In fact, we were so early to provide comments that we failed to consult our pedestrian partners before developing a concept that is very similar to the staff recommendation (i.e. Option 1). *As a result, my name is on a letter proposing a cross section that LACBC no longer supports.* Some may perceive this as moving the goalposts for this project, but actually it was a result of participating in the process with an open mind. This letter is to explain the evolution of our position and identify specific areas of concern for additional study.

LACBC Supports Option 3 to Preserve Both Sidewalks and Install New Bike Lanes

After we raised our objections in late 2013 alongside many others from the community, Councilmember Mitch O'Farrell convened a Citizens Advisory Committee that was tasked with reviewing alternatives for the bridge and making a recommendation that reflected the best available traffic and safety data and community input. We were pleased to participate in this process and appreciate the Councilman's leadership in convening the committee. Over a year-long process, we did just that: analyzing traffic volumes, bicycle and pedestrian counts, collision history, and other relevant information. Meanwhile, volunteers went out into the community to talk with stakeholders about their priorities for the bridge.

What changed my mind about what was possible on the bridge were new traffic simulations demonstrating that a lane reduction would have no negative impact on traffic congestion. At the same time, pedestrian use—particularly high school students walking to Marshall—was higher than I anticipated. Also, the collision history showed an elevated rate of speed-related crashes at the base of the bridge in Atwater Village where drivers failed to slow down upon entering the business district. These factors convinced me that Option 3 was the right choice on the merits and I voted with the majority of the committee to recommend Option 3.

As volunteers talked with residents and business owners and shared this information with the community, Option 3 was the overwhelmingly preferred option. This is reflected in the hundreds of letters and over 1,000 petition signatures in support of Option 3. I believe that most Angelenos are

open to change when presented with accurate and unbiased information—and that is precisely what we saw with our outreach for this project.

Since 2013, the context for this decision has also evolved. Last October, LADOT released a strategic plan setting a goal of eliminating all traffic deaths and serious injuries—injuries like we've seen on the bridge in collisions between cars and bicyclists—by 2025. And this spring, Mayor Garcetti released his Sustainable City pLAn, which among many worthwhile goals calls for doubling the share of trips taken by walking, biking and transit and reducing travel by automobile. So, it is not we that have moved the goalposts, but the City's leadership that is embracing a bold vision of Los Angeles's future.

It is my hope that the Board of Public Works approaches this decision with the same open mind I did, considers the facts presented, weighs the choices against the City's goals and selects the alternative that best provides for the needs of people walking, biking and driving. LACBC believes that best choice is Option 3.

LACBC Supports Enhanced Bike Lanes Across Hyperion Viaduct

In order to increase bicycle ridership as called for in the Mayor's Sustainable City pLAn, LACBC recommends designing new bicycle facilities, wherever feasible, to meet "8 to 80" guidelines so that people of all ages and abilities feel safe and comfortable riding on city streets. We support Councilman O'Farrell's efforts to enhance the proposed bike lanes as much as possible to achieve this ideal.

We understand that the two constraining factors limiting a fully protected bike lane are, first, limited width to install a bike lane of adequate width and the necessary protective barrier and, second, the lack of pedestrian accommodations on the south side of the bridge to discourage walking in the protected bike lane. Both of these conditions are resolved by Option 3.

LACBC supports exploring all applicable innovative bikeway designs, including protected and/or raised bike lanes, and recommends further study and input from the City's Bicycle Advisory Committee to ensure the best possible facility design. This decision is functionally integral to the success of the project and should not be rushed.

We also note that any bike lane on the bridge must connect safely and comfortably to the existing bike lanes on Glendale Boulevard through Atwater Village, requiring complicated intersection design and possible signalization through the merge at the base of the bridge. We believe that these design issues should be conceptually resolved before project approval to ensure adequate minimum quality.

Remaining Questions Should Be Resolved Before Project Approval

Our partners have raised valid questions requiring further study about the project's compliance with the Americans with Disabilities Act, CEQA and City policies. We hope that these issues can be adequately addressed before project approval so as to avoid unnecessary risks to the project's

timeline and funding later on in the process. This bridge project is too critical for reasonably foreseeable issues to not be addressed up front.

Since our involvement began in late 2013, LACBC recognizes that the nature of this project has significantly improved. The City is no longer considering freeway-like designs and is instead choosing among options that are all improvements over the status quo. We express our deep appreciation for City staff and Councilmembers O'Farrell and LaBonge for the progress made so far. However, this bridge is intended to last for the next 100 years and we owe it to future generations to design a bridge that is "great," not just "good enough."

Thank you for your consideration of these comments. Should you have any questions, I can be reached at (213) 629-2142, ext. 127.

Sincerely,



Eric Bruins
Planning & Policy Director

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October 3, 2013

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

Glendale Boulevard-Hyperion Avenue Complex of Bridges Improvement Project
Compliance with Complete Streets Policy & 2010 Bicycle Plan

Dear Ms. Podesta,

The Los Angeles County Bicycle Coalition (LACBC) has grave concerns about the proposed project to modernize the Hyperion Ave viaduct without safe accommodations for bicyclists. Bridges are critical linkages in any transportation network and should be designed with a clear purpose of connecting communities, but instead of connecting the vibrant walkable and bikeable communities of Silver Lake and Atwater Village, the proposed project would construct a freeway-like viaduct that perpetuates unsafe conditions and isolates Angelinos from the community destinations they would like to access on foot and by bike. Such a project has no place in present-day Los Angeles and is incompatible with City, State, and Federal policy.

2010 City of Los Angeles Bicycle Plan

The 2010 Bicycle Plan, a chapter of the City's Transportation Element, sets long-term objectives for development of the City's multimodal transportation system. LACBC led the charge for the plan's adoption and is a careful steward of its implementation. As the proposed project's life is longer than the Bicycle Plan's horizon, consistency with the Bicycle Plan is a relatively simple determination of whether the project provides the facilities identified in the Bicycle Plan or not. In this case, the Bicycle Plan calls for bike lanes on Hyperion Avenue and a bike route on Glendale Boulevard. The proposed project, however, only includes the bike route on Glendale with no accommodations on Hyperion Avenue.

LACBC explicitly acknowledges the proposed improvements to access to the LA River Bike Path. The new ramp completing the interchange with Glendale Boulevard in particular is long overdue and a valuable contribution to the City's bikeway network. However, this improvement does not supplant the even more critical need to provide east-west connectivity across the LA River and 5 Freeway. That connectivity can only be provided by Hyperion Avenue. LACBC rejects the IS/EA's assertion that the project is consistent with the 2010 Bicycle Plan without such accommodation on Hyperion Avenue. Furthermore, this inconsistency with the 2010 Bicycle Plan is a significant impact under CEQA on both Land Use and Planning and Traffic and Transportation/Pedestrian and Bicycle Facilities. The IS/EA is also deficient for failing to distinguish between the operational characteristics of bicyclists and pedestrians, or analyzing required widths for shared-use facilities.

Caltrans Complete Streets Policy (DD-64-R1)

As this project includes a portion of the State highway system and is subject to Caltrans's delegated NEPA authority, Caltrans staff reviewing the project are responsible for adherence to Deputy Directive-64-R1 (Complete Streets), which "views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California" and calls on all agency staff to provide "for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system."

This policy reflects a clear intent not just to include elements that benefit bicycling and walking, but to actually provide for the mobility needs of bicyclists and pedestrians. A bridge project that does not provide safe accommodation across the entire span of the project cannot be deemed to be consistent with this policy, despite local access improvements on one end of the project area. A bridge modernization spanning from Atwater Village to Silver Lake must also provide for the safe and convenient mobility of pedestrians and bicyclists between the two communities.

FHWA Routine Accommodations Policy (23 C.F.R. § 652.5)

The proposed project is majority federally funded through the Highway Bridge Program and subject to Federal-aid highway regulations, including (emphasis added):

The safe accommodation of pedestrians and bicyclists should be given full consideration during the development of Federal-aid highway projects, and during the construction of such projects. The special needs for the elderly and the handicapped shall be considered in all Federal-aid projects that include pedestrian facilities. Where current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, ***every effort shall be made*** *to minimize the detrimental effects on all highway users who share the facility. On highways without full control of access* ***where a bridge deck is being replaced or rehabilitated, and where bicycles are permitted to operate at each end, the bridge shall be reconstructed so that bicycles can be safely accommodated*** *when it can be done at a reasonable cost.* ***Consultation with local groups of organized bicyclists is to be encouraged in the development of bicycle projects.***

LACBC calls on the project to safely accommodate bicycles in a dedicated facility as provided in the City's Bicycle Plan and consistent with State and Federal policies cited above.

Bicycle and Pedestrian Facilities Must Be Safe, Convenient, and Comfortable

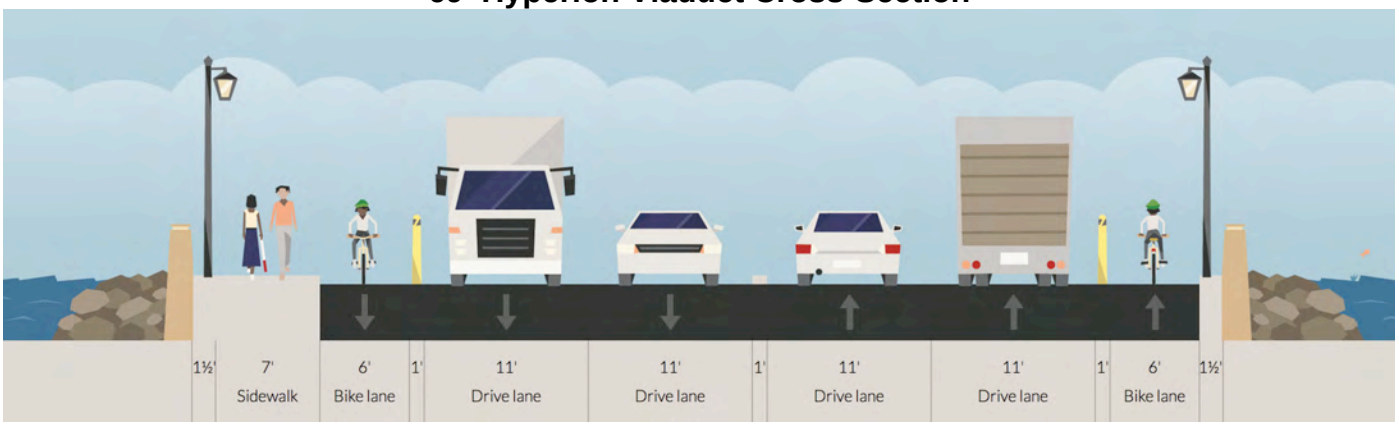
The policy imperative to include bicycle and pedestrian facilities is clear, but it is not sufficient to squeeze in minimum facilities in a City that intends to encourage bicycling and walking as modes of transportation. The project must be reimagined to achieve the appropriate prioritization of modes within available right-of-way. Special care must be taken when design assumptions for one mode imperil the safety and comfort of another. Specifically, a reduction in design speed to that

appropriate for a city street will not only provide a safer facility for all users in and of itself, but also leave adequate width for enhanced facilities for bicyclists and pedestrians.

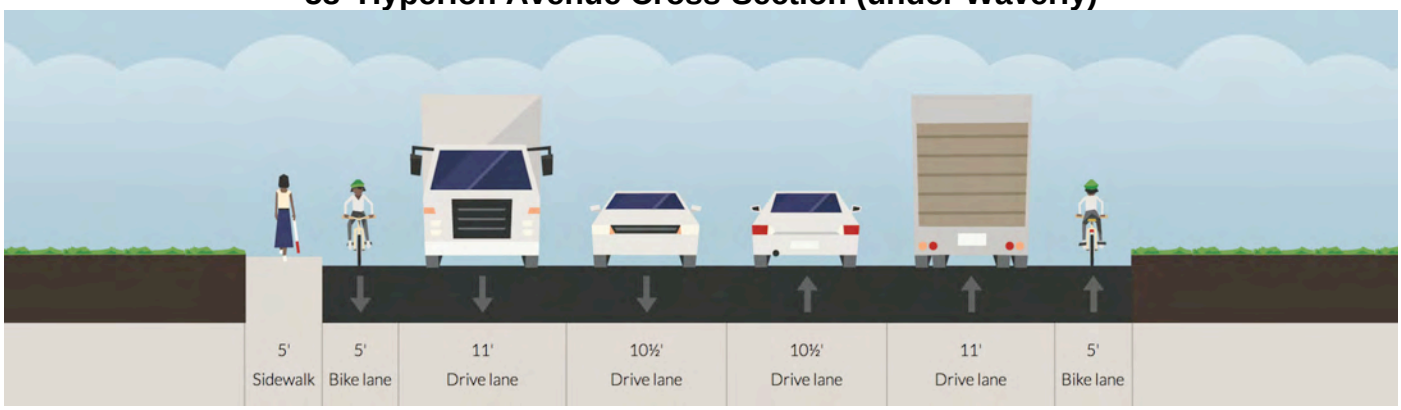
At a lower design speed, freeway-scale safety countermeasures are no longer appropriate. Removing the median crash barrier, not super-elevating turns, and striping urban lane widths will provide a calmer traffic environment that does not encourage motorists to pick up speed before entering the communities on either end of the viaduct. Community stakeholders consistently reiterated the need for such calming during project scoping. Super-elevating the roadway would lock in the proposed cross-section and preclude the future reallocation of right-of-way. The median crash barrier would also prevent emergency vehicles from navigating around backed up traffic. If absolutely necessary, a less intensive median treatment, such as Qwick Kurb®, can provide a similar deterrent to head-on collisions with a narrower profile, leaving more width for bicycle and pedestrian facilities while still allowing for emergency vehicle access.

LACBC believes the following cross-section is more appropriate for multimodal travel across the viaduct:

69’ Hyperion Viaduct Cross-Section



58’ Hyperion Avenue Cross-Section (under Waverly)



Additional Safety Measures for Pedestrians and Bicyclists

Special attention must also be given to either end of the span to ensure safe approaches for pedestrians and bicyclists to the facilities on the viaduct. The existing merge at the east end of the bridge complex is particularly hazardous in its current configuration. Adding bicycle lanes to the viaduct will necessitate advanced design to assist bicyclists transitioning from Hyperion Avenue to Glendale Boulevard and vice versa.

At this same location, enhanced pedestrian crossings are necessary to allow pedestrians to safely cross often high-speed traffic. The proposed project does not provide access to the single-side Hyperion Avenue sidewalk from the south side of Glendale Boulevard. This configuration would require pedestrians to choose among walking several blocks out of their way, taking a circuitous route, or braving high-speed traffic without a crosswalk.

A crosswalk spanning both Glendale Boulevard and Hyperion Avenue at the east end of the bridge complex would remedy these safety issues for both pedestrians and bicyclists. This crosswalk should be signalized and have refuge areas in the gore points between the merges. If designed well, this treatment would allow confident bicyclists to merge with traffic while giving less-confident bicyclists an opportunity to stop at a refuge and use the crossing to resume travel. Innovative treatments such as a bicycle left turn pocket could assist bicyclists merging from westbound Glendale to westbound Hyperion.

A Complete Streets Approach is Warranted and Feasible

If the above suggestions are incorporated, this rehabilitation project can leave a legacy that both respects the structure's historical significance and modernizes the viaduct to meet future travel needs. The current viaduct is the greatest barrier to safe bicycle and pedestrian access across the 5 Freeway and LA River. LACBC implores the City to implement its Bicycle Plan and provide its residents with safe and convenient transportation options in this critical transportation corridor.

Thank you for your consideration of these comments. I am available to discuss these concerns at your convenience.

Sincerely,



Eric Bruins
Planning and Policy Director

Friends of Griffith Park
P.O. Box 27573
Los Angeles, CA 90027-0573
friendsofgriffithpark.org

May 8, 2015

Gary Lee Moore
Chief Engineer
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
1149 S. Broadway, Suite 700
Los Angeles, CA 90015-2213

Dear Mr. Moore,

Friends of Griffith Park wishes to follow up on its letter of October 24, 2013, concerning the Hyperion Bridge. This Bridge is an important route for many travelling to and from Griffith Park. As stated previously, it's important that renovation plans do not prioritize automobile traffic at the detriment of other transit modes.

We are grateful that our and others' concerns were addressed through the creation of three new options for renovation of the bridge. FOGP strongly favors option #3, the only option that provides bike lanes and sidewalks on both sides of the bridge. The other options fall short of providing safe, efficient ways across the bridge for people walking, biking, and driving.

Especially in keeping with the spirit of the Los Angeles River Revitalization, option #3 supports transportation congruent with passive recreational activities along the River, and also encourages pedestrian and biking to our parks and other nearby destinations.

Sincerely,

Gerry Hans
President
gerry@friendsofgriffithpark.org

cc: Councilmembers Mitch O'Farrell, Councilmember Tom LaBonge,
LADOT General Manager Seleta Reynolds

democrats for **n**eighborhood **a**ction
PO Box 27607 Los Angeles, CA 90027-0607

February 16, 2015

Ms. Seleta Reynolds
General Manager
Los Angeles Department of Transportation
100 S. Main St., 10th Floor
Los Angeles, CA 90012

RE: Glendale Boulevard – Hyperion Avenue Complex of Bridges Improvement Project
Support for Option 3

Dear Ms. Reynolds –

Democrats for Neighborhood Action (DNA) has been the Los Angeles County Democratic Party charted grassroots club representing Silver Lake, Los Feliz and Atwater Village since 1992. We are organized to advocate for progressive candidates and issues that we believe advance and improve our community

As such, we have been interested in the LA Department of Public Works Bureau of Engineering seismic retrofit and improvement project for the Glendale Boulevard – Hyperion Avenue Bridge re-design. The bridge is a key part of our local infrastructure that links our communities together. We believe, as city councilmember O'Farrell wrote in November 2013 to the CalTrans Division of Environmental Planning, that the bridge *"is an integral thoroughfare for vehicles, pedestrians and bicycles and should continue to serve all multimodal needs".*

Accordingly the DNA Steering Committee has *unanimously* endorsed Option 3 over Option 1a. We believe Option 3 supports Complete Streets that addresses the needs of motorists, pedestrians, and cyclists. Combining pedestrians and cyclists together on a sidewalk – as Option 1a does – is not safe for pedestrians and cyclists, nor is it a leading practice in mobility design.

We look forward to one day enjoying a safer bridge for our motorists, pedestrians and cyclists that ties our neighborhoods together and improves access to our increasingly amazing river. Thank you for your leadership in this matter.

Kind Regards,

Christopher C. Boutelle
President, Democrats for Neighborhood Action

An Open Letter to Mayor Garcetti, and Councilmembers La Bonge, O'Farrell

August 12, 2014 EnrichLA



EXPERIENTIAL L
EASY IN THE G
RANGER PROG
MAKES IT HAPP

August 12, 2014

Dear Mayor Garcetti, Councilman La Bonge, and Councilman O'Farrell,

We are EnrichLA and we are a community wellness nonprofit organization. In addition to building edible school gardens, we also collaborate with community members to advocate for legislation that will improve the quality of life for the people of Los Angeles. A recent campaign that we have been involved in is regarding the Glendale-Hyperion Bridge. EnrichLA supports option 3, which offers the safest, most walkable and bike friendly option for members of the

Marshall Environmental starts a new vegetable garden

Watering & Wiggly Worms at Sullivan PreK

Heads up! Starting Classes at

community.

Funding has been approved to retrofit this bridge. The city took note of the vocal opposition to the original design and responded by creating a Citizens Advisory Committee that would meet and weigh the pros and cons of newly available options. We applaud the city for recognizing the importance of having community members making informed decisions about what is best for their city. The city presented technical studies to analyze options 1, 2, and 3. Each option has variations in their scope, but only option 3 includes bike lanes, buffers, and sidewalks on both sides. These differences will improve livability, promote walking and biking, and increase safety of all bridge travelers.

Not only does option 3 address safety concerns of bridge travelers, but according to traffic reports, which state that traffic volumes have been flat since 2001, the reduction of the existing 2 northbound car lanes to 1 northbound car lane will not dramatically increase traffic. In fact, under the city's predicted delays for 2040, if current conditions remained, total delay would be 115 seconds in 2040, versus 130 seconds with the proposed plan of 3 car lanes, 2 bike lanes, 2 pedestrian sidewalks, and a cross-walk over Hyperion. *"Solely on the criteria of delays to drivers, the city's own analysis predicts that a 3-car-lane*

Dominguez High

Wilshire Park Garden Workday a Huge Success!

Tree Trimming

Apple Tasting & Garden Exploring at Sixth Ave

Hollenbeck Yields Great Strawberries

Fuzzy flowers at Sullivan

Tasting, drawing and discovering the parts of the plant @ Montemalaga

April 18 volunteer day @ Wilshire Park

Parts of the

configuration will work best." (Linton, 2014)

Over 650 residents of the direct community impacted by this decision signed a petition in favor of option 3. This petition was presented to Council member O'Farrell. Dedicated advocates for the cause, including Don Ward, Matthew Mooney, Kathryn Savage, Angelica Garza, and others, reached out to these residents to hear their concerns and share with them the different options for this bridge. The support for option 3 was overwhelming.

The Community Advisory Committee, which was created by the city to give community members a voice, also voted in favor of option 3. This makes option 3 the most attractive option. It is incumbent on you to respect the CAC's decision.

The Los Feliz Neighborhood Council and the Silver Lake Neighborhood Council both voted to support option 3.

We ask that you immediately support option 3, which is the best option to improve livability in the City of Los Angeles.

Sincerely,
EnrichLA

Attachments:

Plant Scavenger Hunt | 6th Ave

Spring at ALC

Intro to Garden at 6th Ave

Spring Break Gardening at Sullivan PreK

Searching for Bugs @ Foster

Spirals in Nature @ Foster

The Fibonacci Sequence @ Bryson

I Eat a Rainbow Everyday! At 6th Ave Elem

Worms!! At Sullivan PreK

Graphic rendering of proposed bridge design.

Sources:

"*Glendale-Hyperion Bridge Traffic Projections Favor Bike Lanes Options,*" Streets Blog LA, 8/4/2014 http://la.streetsblog.org/2014/08/04/glendale-hyperion-bridge-traffic-projections-favor-bike-lanes-option/

"*Los Feliz and Silver Lake Chime in on Hyperion Bridge*," Los Feliz Ledger, http://www.losfelizledger.com/article/los-feliz-and-silver-lake-chime-in-on-hyperion-bridge/

Eating the Rainbow @ Montemalaga

Respecting the soil at Los Feliz Charter For The Arts

All About Seeds at Glassell Park

Vine Unicorns Know How to Compost

Updates from Wilshire Park

Bugs and Flowers in Full Bloom at Carson-Gore

5 Senses with Sullivan PreK

Water Cycle at 6th Ave

Spring Cleaning and Blooming at Lexington



EnrichLA

What does is mean to adapt? > Montemalaga finds out.

Wilton Place Presents: What Kind of Caterpillar!??!!??!

Learning the Parts of the Plant at West Vernon Elementary

Parts of the Plant with 6th Ave

Avalon Gardens Growing and New Painted Plot Numbers

A New Garden at Rio Vista Elementary!

Seed Lesson at Sullivan PreK

Name that part! @

SILVERLAKE COMMUNITY CHURCH

2930 HYPERION AVENUE, LOS ANGELES, CALIFORNIA 90027 323.663.3151

October 7, 2014

Dear Mayor Garcetti, Councilmember LaBonge and Councilmember O'Farrell:

Subject: Support for Option 3 for Hyperion

I support option 3 for Hyperion because it provides safety for cyclists and pedestrians, primarily students from the local High School. The bridge should be designed to bridge Silverlake with Atwater - both our communities would benefit from option 3 as the design for the bridge, as many of our residents walk and ride their bicycles.

Being as connected to the community as we are I have also heard from many who said they'd walk or ride more if they felt safer. Option 3 would provide this safety.

I personally drive the bridge multiple times per week, and feel that removing a lane would only serve to make it safer for everyone, drivers included.

Please consider safety for pedestrians, students, and cyclists as you move forward.

Sincerely,

Patti Hollis, Office Manager

4 October 2014

Dear Mayor Garcetti, Councilmember LaBonge and Councilmember O'Farrell,

Subject: Please Support Option 3 for the Glendale/Hyperion Bridge Project

I am writing to ask you to please support Option 3 for the Glendale/Hyperion Bridge project.

My wife & I have been pastoring a local church in Silver Lake for the past couple years, & many of the people in our community utilize the bridge regularly. Our church is full of vibrant, loving & caring individuals who have a heart for the people of Silver Lake & the surrounding areas, and I know many of them would strongly appreciate making the bridge safer for pedestrians & cyclists.

I fully support the removal of one travel lane. We believe that this will not negatively impact traffic or the neighborhood. Rather, I feel people will adjust and most likely quite a few will now feel comfortable getting out of their cars the next time they go on a short trip in the neighborhood. It will improve our neighborhood.

In your decision making process, please think of the children who walk that bridge to and from school, the parents who push strollers across the bridge, the elderly who walk the bridge regularly as well, and everyone who exercises and transports themselves across the bridge.

In short, my wife, myself & our congregation are so passionate about the people of Silver Lake & we care deeply for their well being. We see a neighborhood that is so unique & special & are excited for its future, and I believe option 3 will only aid in the positive development of this great community.

Thank you for taking the time to read this letter.

Very sincerely,



Jake Sweetman

From: "Sloane, David" <dsloane@price.usc.edu>
Subject: Reference: Glendale Blvd-Hyperion Avenue Complex of Bridges Improvement Project
Date: May 13, 2015 at 10:56:34 PM PDT
To: "Elinor.Mondok@lacity.org" <Elinor.Mondok@lacity.org>, "Fernando.Campos@lacity.org" <Fernando.Campos@lacity.org>, "Geraldine.Rodriguez@lacity.org" <Geraldine.Rodriguez@lacity.org>, "Heather.Repenning@lacity.org" <Heather.Repenning@lacity.org>, "Kevin.James@lacity.org" <Kevin.James@lacity.org>, "Matt.Szabo@lacity.org" <Matt.Szabo@lacity.org>, "Mike.Davis@lacity.org" <Mike.Davis@lacity.org>, "Monica.Rodriguez@lacity.org" <Monica.Rodriguez@lacity.org>, "Shelley.Wong@lacity.org" <Shelley.Wong@lacity.org>, "Teri.Schmidt@lacity.org" <Teri.Schmidt@lacity.org>

Commissioners,

I read this evening about the Board of Public Works' design proposal for the Hyperion/Glendale Bridge that would create only one walkway over the bridge. I believe that such a decision is a major mistake. Major infrastructure should be planned for a century of use. Los Angeles is not moving toward faster and more abundant car travel but instead a multi-modal future where bicyclists, walkers, transit users and drivers share the road. This image should remind us of the city during its early rapid and successful period of growth (prior to the highway revolution of the postwar period), not nostalgically but as an alternative to simply feeding the autocentric beast that has diminished the quality of life in many Los Angeles neighborhoods. I support an alternative option that creates a bridge for every Angeleno, that diminishes the chances a walker, bicyclist or driver will be injured or killed, and will still serve to connect our neighborhoods together.

I am unable to attend your hearing because I have to participate in USC's Commencement, but I feel strongly you need to make a decision that helps us move into a new, better transportation future.

Thank you,

David C. Sloane, PhD
Professor
Price School of Public Policy
University of Southern California
650 Childs Way, LA, CA 90089-0626
dsloane@price.usc.edu
213-740-5768
Website: davidcsloane.com

From: Mark Vallianatos <mvalli@oxy.edu>
Subject: Glendale Blvd-Hyperion Avenue Complex of Bridges Improvement Project
Date: May 14, 2015 at 7:49:24 AM PDT
To: Elinor.Mondok@lacity.org, Fernando.Campos@lacity.org, Geraldine.Rodriguez@lacity.org, Heather.Repenning@lacity.org, Kevin.James@lacity.org, Matt.Szabo@lacity.org, Mike.Davis@lacity.org, Monica.Rodriguez@lacity.org, Shelley.Wong@lacity.org, Teri.Schmidt@lacity.org
Cc: Deborah Murphy <losangeleswalks@gmail.com>

Dear members of the Board of Public Works,

I write to strongly recommend that the Board adopt option/ exhibit 3 for the Glendale Blvd-Hyperion Avenue Complex of Bridges Improvement Project to ensure that this infrastructure reflects public support for (and legal requirements for) complete and safe streets.

I am a resident of Northeast Los Angeles who sometimes uses these bridges as a pedestrian, cyclist and motorist. I look forward to enjoying a safer, multi-modal structure in the future. I also teach a course on Transportation and Streets at Occidental College. I used the impending redesign of this project as a case study in my 2014 course. I intend to share this project once again as a case study in my class in the fall of 2015. I hope the students will get a chance to learn how the process worked and a multi-modal project safe for pedestrians, cyclists, drivers and transit riders was approved.

I will assign Report 1 of May 15, 2015 from the Bureau of Engineering to my students as a cautionary tale. Reading the data and findings from this report, one discovers that a vehicle lane removal will not negatively impact traffic and that the public overwhelmingly supports exhibit 3 with two sidewalks. The data supports option 3. Public input supports options 3. State complete street law and the City's soon to be adopted mobility element support option 3.

The recommendation to eliminate a sidewalk rather than build option 3 therefore seems to be an obvious error. The justification given, that current pedestrian counts do not warrant two sidewalks, is logically weak and morally bankrupt. This is 2015, not 1955. **It is no longer acceptable to do a pedestrian count based on inadequate infrastructure and then use a low count as an excuse to not improve the infrastructure.**

I look forward to assigning to my students the decision by the Board of Public Works to reverse the obviously flawed recommendation in the staff report and build a project that protects all users and symbolizes the progress that the City of Los Angeles has made to embrace complete, safe and great streets.

Best wishes
Mark

May 14, 2015

Re: Hyperion Bridge

To The Various Interested Parties:

My name is David Marsh. I live in Silverlake just a block or so from Ivanhoe Elementary. I am disabled. I walk with a cane but sometimes for short trips, like accompanying my son to Ivanhoe School, I ride my stand-up, four wheel electric scooter. I also frequently go to Atwater to the Starbucks at Glenfeliz and Glendale and work out at Metro Fitness, just a stone's throw south of there. I once took my scooter for such a visit but was terrified that a car would sideswipe me as I was going over the Hyperion Bridge. That was the first and last attempt at that environmentally inspired venture.

I would like to again take a scooter trip to these two places - if it was safe. My scooter is about the width of a wheelchair, so if I had a safe bike lane or sidewalk across the bridge, that would make it possible. Whereas I can use either a bike lane or sidewalk, those in wheelchairs are obviously limited to the sidewalk.

If there is a sidewalk on both sides, that makes it feasible for the disabled. If there is only a sidewalk on one side, I would recommend that a pedestrian crosswalk be installed on both sides of the bridge. In my mind the crosswalk should modeled after the pedestrian crosswalks on Brand Boulevard in Glendale. In places, such as the below picture, they are installed exclusively for pedestrians and not necessarily at intersections. The pedestrian pushes a button, activating a red flashing light for cars to stop. The crosswalk is not only marked by bold painted lines, but has flashing lit buttons in the street to ensure drivers stop.

Sincerely, David Marsh



To the members of the Los Angeles Board of Public Works,

Please accept this message as public comment on the item on Friday's meeting, 5.15.15, regarding the Glendale-Hyperion Bridge. I am a resident of Los Feliz and a member of the Los Feliz Neighborhood Council and support Option 3 for a number of reasons. That said, I wanted to raise an issue that concerns me as the city considers its path forward for the important bridge retrofit using primarily federal money.

Specifically, the National Environmental Protection Act (NEPA) includes provisions related to Environmental Justice, that are not a component of the CEQA or local law. NEPA guides us to consider adverse impacts that disproportionately fall on low-income communities, communities of color, and other historically disadvantaged communities.

A retrofit that only provides pedestrian access along the northern side of the bridge will disproportionately impact the community to the south of the bridge, which would have to walk an additional half-mile in order to access the sole sidewalk spanning the bridge. While some may consider all of Atwater to be fairly uniform in different racial, ethnic, and economic demographics, in fact this is not so. According to the 2013 American Community Survey of the U.S. Census, there are a number of ways in which the census tracts in Atwater to the north of Glendale Blvd (Tract #1883) and to the south of Glendale Blvd (Tract #1871.01) differ:

- Percent Hispanic/Latino:
- - 1883: 31%
- - 1871.01: 45%

- Eligible Population in the Labor Force:
- - 1883: 73%
- - 1871.01: 65%

- Median Income per Resident (Income per Household divided by average Household size):
- - 1883: $31,107
- - 1871.01: $28,666

- Bachelor's Degree:
- - 1883: 43%
- - 1871.01: 33%

- Population 25+ years with High School Degree:
- - 1883: 92%
- - 1871.01: 84%

- Foreign-Born:
- - 1883: 33%
- - 1871.01: 43%

- Population 65+ years old:
- - 1883: 17%
- - 1871.01: 19%

For the record, it is the residents of Census Tract 1871.01 who have the most to lose in terms of access on foot with the city's preference toward a retrofit option that eliminates a southern sidewalk from the bridge. And all this in order to maintain two lanes of car traffic in both directions, despite the city's own studies showing that there is no demonstrated need for two lanes.

To reduce access on this bridge for people walking because not many choose to do so now under currently inhospitable conditions would perpetuate a structural disadvantage for a community that is already poorer, more minority, less educated, and less employed than even those on the other side of Glendale Blvd, who would have direct access to a means to cross the bridge on foot.

It would not only be unwise for the City to run the risk of violating NEPA as it pertains to environmental justice, it would be the wrong thing to do because we deserve better. Atwater deserves better. Silverlake and Los Feliz deserve better. Los Angeles deserves better.
Please do the right thing and reconsider the Option 3 which is supported by so many members of the impacted communities.

Thank you,
Luke Klipp
Resident of Los Feliz

---
email: lukehklipp@gmail.com
phone: (415) 203-3102

From: Elaine Blair <elaineblairmail@gmail.com>
Subject: Glendale Blvd-Hyperion Avenue Complex of Bridges Improvement Project
Date: May 14, 2015 at 1:28:03 PM PDT
To: Elinor.Mondok@lacity.org, Fernando.Campos@lacity.org, Geraldine.Rodriguez@lacity.org, Heather.Repenning@lacity.org, Kevin.James@lacity.org,Matt.Szabo@lacity.org, Mike.Davis@lacity.org, Monica.Rodriguez@lacity.org, Shelley.Wong@lacity.org, Teri.Schmidt@lacity.org
Cc: hello@losangeleswalks.org

As a resident of Atwater Village I was dismayed to learn that the newly released proposal for the Glendale-Hyperion Bridge has pedestrian sidewalks on only one side of the bridge.

We need safe, wide SIDEWALKS ON BOTH SIDES OF THE BRIDGE to connect Atwater and Los Feliz and make the bridge truly pedestrian accessible. Our community and our businesses will greatly benefit from a FULLY PEDESTRIAN BRIDGE. Please do not squander this opportunity to make a real, lasting city improvement!

Yours sincerely,
Elaine Blair

From: Carole Real <carole5678@gmail.com>

Date: May 14, 2015 at 4:11:11 PM PDT

To: Elinor.Mondok@lacity.org, Fernando.Campos@lacity.org, Geraldine.Rodriguez@lacity.org, Heather.Repenning@lacity.org, Kevin.James@lacity.org,Matt.Szabo@lacity.org, Mike.Davis@lacity.org, Monica.Rodriguez@lacity.org, Shelley.Wong@lacity.org, Teri.Schmidt@lacity.org

Cc: hello@losangeleswalks.org, Susanna <pinkyracer@mac.com>

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

Please support Option 3, which will give us walkable sidewalks and bike lanes! As a 15 year resident of Silver Lake, and a homeowner, who has recently started cycling for all my transportation within Atwater Village, Silver Lake and Los Feliz, I feel it would be a terrible mistake to back an improvement project that doesn't properly address walkers and cyclists. Cycling is the future and our infrastructure needs to be friendly to people on foot and on bike. We need to be able to have accessible routes between Silver Lake and Atwater Village. If we don't address this now, we will regret it. Please support Option 3!

-Carole Real

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

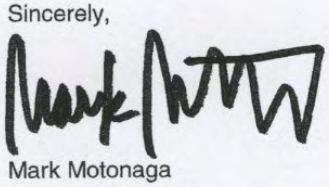
I would like to express my support for Option three for the Hyperion Bridge project. As a resident of Atwater and Silver Lake business owner, I believe that enhancing and creating a more pedestrian and bike friendly crossing between Atwater and Silver Lake is important to the future livability of the neighborhood if we are to evolve as a vibrant place to live and work.

As a current automobile commuter, I cross the bridge every weekday morning and evening. I know that vehicular access times will be reduced into the Atwater neighborhoods from Hyperion with Option 3 but I feel that not improving the pedestrian and bike access is short sighted and a bad investment in the neighborhood. Part of our neighborhood's evolution will be to become a more pedestrian/bike friendly community. As our neighborhood becomes more populous it will be more vital to boost and invest in local ways of circulating without a car.

I currently walk the Hyperion Bridge every weekend morning and find the current sidewalk and lack of crosswalks and bike lanes sub-standard. Option 3 will invest in this vital infrastructure given this is once in a lifetime renovation. Maintaining sidewalks on both sides of the bridge, adding bike lanes and providing pedestrian crosswalks are all vital to us who live in the neighborhood.

Thank you for considering my thoughts in your deliberations and I hope you will understand how important this decision is to our neighborhood.

Sincerely,



Mark Motonaga

Atwater, CA 90039

Date: Thu, Nov 13, 2014 at 12:38 PM
Subject: I Support a Walkable Hyperion Bridge

To the Atwater Village Neighborhood Council, Councilmember O'Farrell and Councilmember LaBonge,

I am an Atwater Village resident and homeowner writing to urge your support for Option 3 of those being considered for the Hyperion Bridge Project.

As I understand the proposal, Option 3 will provide 3 travel lanes, protected bicycle lanes, and 2 sidewalks. Option 3 is the only one that keeps both sidewalks which I believe is necessary in a livable community. It would also provide safety to people on bicycles. It provides a functional bridge connecting two of the most fabulous neighborhoods in L.A. - Atwater and Silverlake.

I understand the arguments against this proposal and respect those who are concerned about changing what exists today. I drive over the bridge back and forth to work and have paid extra attention to the traffic and congestion situation over the past few months as the proposals have been discussed. I am not concerned that this will negatively impact life or business in Atwater Village, but will have exactly the opposite effect. I look forward to no longer being afraid for the high school kids walking to and from Marshall or the cyclists traveling to and from Silverlake.

Option 3 will help us to continue building our fabulous city in a fashion to embrace the present and future and will help to make Atwater Village an even more walkable and welcoming community than it already is.

Thank you for your consideration,

Lara Pranger
Atwater Village, CA
former member of AVNC

Date: Thu, Nov 13, 2014 at 12:13 PM
Subject: Glendale/Hyperion Complex of Bridges Project

To whom this may concern,

Sadly I am unable to attend the meeting tonight with regards to the discussion on the Bridge project for Glendale/Hyperion.

I wanted to express my absolute support for option 3 - 3 travel lanes, protected bicycle lanes, 2 sidewalks

I have to small children and part of my love for living in Atwater Village is being able to walk to the local shops. Without sidewalks on this new bridge then I will become another car on the already busy roads that will have to make an unnecessary journey to my local grocery stores. We need to be promoting more foot traffic and bicycle traffic, NOT car traffic.

Please push for these 2 sidewalks, us parents need to be able to push strollers and walk with small children to and from Atwater and Silverlake, make this an easier option for us committed to reducing our carbon footprint by walking and or cycling and not those that are adding to this already over polluted neighborhood

Thank you for reading,

Katie Thompson
Tyburn St, 90039

Date: Thu, Nov 13, 2014 at 3:07 PM
Subject: Fwd: Glendale/Hyperion Complex of Bridges Project

To All Concerned,

I am writing to voice my strong support for "Option 3" for the Glendale/Hyperion Complex of Bridges.

As a mother to two young children, safety is my main concern. My daughter, Willa, goes to preschool at The Little Village, which is adjacent to the current bridge on Glendale Blvd. Option 3 is clearly the safest and most inclusive of the three options.

I am the co-founder of the Atwater Village Moms' Group, which has grown to include mothers from Eagle Rock to Hollywood. Although I cannot speak for all 665 of our members, I can say that every single person in our group who has spoken about this issue is in support of Option 3 and is against Option 1. Option 1 and Option 2 would make it legitimately impossible to cross the bridge with a stroller and would do little to fix the safety issues we currently face.

As a Commissioner of the City of Los Angeles, and as the former Co-Chair of the Atwater Village Neighborhood Council, I support our Mayor's vision for a more inclusive, less car-heavy city. As we look forward to the future, we should be looking for ways to make it easier for people to travel without their cars. Option 1 will lock at least two generations into driving their cars over the river. Option 3 gives people the opportunity to drive OR walk OR ride, and to do so safely.

Atwater Village is an incredible community, and part of the reason it's so incredible is because it's one of the few places in our great city that is truly walkable. We should be encouraging more walkability, more connectivity, more community.

I encourage the Atwater Village Neighborhood Council to remember all of the families who will be impacted by this, and I ask them to choose Option 3.

With best wishes,

Leonora Gershman Pitts
Eagle Rock, CA

Date: Thu, Nov 13, 2014 at 2:56 PM
Subject: Glendale/Hyperion Complex of Bridges Project

Greetings,

This letter is in regards to the rebuilding of the Hyperion Bridge. I fully and completely support option 3.

As a resident of Atwater Village, and a mother of a 4 year old who has already let me know she never wants to own a car when she grow up, and only wants to ride her bike. I feel strongly that option 3 is the safest most responsible option to choose for our children and community.

We as a family go on a lot of bike rides as well as long walks with our dog. We truly enjoy the neighborhood of Atwater, but have never felt safe to cross the Hyperion Bridge by bike or by foot. At the moment we can only do this by car. My daughter would love for us to ride our bicycles to the Silverlake Reservoir, or to the Dog Park, even Pinkberry. But I keep telling her it is not safe. This isn't a ideology that I would like to instill in her, that it isn't safe to ride your bicycle out and around our community. Especially since she is already showing signs of being an environmentally responsible child, which I believe our new generation is leaning toward.

Please support our new generation to lead a healthier life, and live in a healthier environment, free of having to only use our cars. Please allow us to raise our children in a safe and kid friendly neighborhood, with the ability to explore by foot or bike. Option 3 is the definitely the best solution for our children and community.

Thank you for your time.

All my best,

Stefanie Lain
Resident of Atwater Village
Costume Designer & Stylist
310 497 4743
www.stefanielain.com

Date: Thu, Nov 13, 2014 at 11:33 AM
Subject: Glendale/Hyperion Complex of Bridges Project

I understand that there is going to be a discussion on approving a Community Impact Statement regarding the Glendale/Hyperion Complex of Bridges Project in support of Option 1 in the Neighborhood Council Board meeting this evening.

I am writing to say that I support Option 3, and would be very disappointed if one of the sidewalks was eliminated, as is proposed in Option 1. It's important to me and my family that we have safe access to Silver Lake via the bridge walking with a stroller, running or cycling.

Mindy Eiermann

3131 Glenmanor Pl
Los Angeles, CA 90039

Date: Thu, Nov 13, 2014 at 12:06 PM
Subject: Letter in support of the Glendale/Hyperion Bridge Complex family accept

Dear Council Members,

I am unable to attend the Atwater Village city council meeting tonight, but wanted to send this letter so that my voice could be heard. I am an Atwater Village resident, active community member and mom. I travel back and forth every day over the bridge and most of the time, it exclusively from Atwater to Silverlake, whether it be to my son's preschool or grocery shopping. We are a one car family (which reduces traffic and carbon emissions), and everything else about living in Atwater Village makes it possible to be a one car family-accept when it comes to getting to our sister neighborhood, Silverlake where many of our necessities, and the necessities of other A.V. residents lie.

I have pushed my son's stroller up over the bridge and crossed in dangerous traffic many times wishing it could be safer and easier. I would ride my bike to Silverlake in a heartbeat if it was safer. Prior to living in Atwater Village we lived in Amsterdam where biking is the main form of transportation. A secured bike lane that attached A.V to Silverlake would make biking in Atwater Village so much more accessible to all and reduce our traffic and carbon footprint. Most of the journeys over the bridge are short car rides which could be eliminated by a safe passage for bikes, strollers and walkers.

I hope you will strongly consider Option3 three as it is a step forward and will make Atwater Village accessible to all and help bring us into the future

Best,
Michelle Silver
Atwater Village Resident

Date: Thu, Nov 13, 2014 at 11:57 AM
Subject: Community Impact Statement regarding the Glendale/Hyperion Complex of Bridges Project

Although unable to attend tonight's meeting, I would like to lodge my support for option number 3 (Option 3 - 3 travel lanes, protected bicycle lanes, 2 sidewalks).

My zip code is 90039.

Renee Dubie van Beever

Date: Thu, Nov 13, 2014 at 5:03 PM
Subject: Glendale/Hyperion Complex of Bridges Project

I understand there will be a Neighborhood Council Board meeting tonight regarding the Glendale/Hyperion Complex of Bridges Project. And I am writing to say that I support Option 3, and oppose Option 1. It's important to me and my family that we have safe pedestrian access to Silver Lake via the bridge walking with a stroller, running or cycling. In fact, I feel that it should be a neighborhood priority to provide even more options for safe pedestrian access to the other side of the 90039 area.

I remember when I first moved to Los Angeles after living in multiple cities that value and encourage walkability and public transit. I had heard the rumors about the quintessential car culture of Los Angeles, but also the history of the Silver Lake, Los Feliz, Glendale Blvd area which provided safe and reliable transportation to residents in the Red Cars of the Glendale Line until 1959. I wondered if I might be able to live in Los Angeles but walk to everything that I needed. I wondered if I might find a neighborhood that felt like a community, in which I might meet and talk with my neighbors for no good reason, except that they were walking this way, and I was walking the other.

I started searching for neighborhoods online, and I came across a New York Times article that revealed to the pathological walkers of that other city that Los Angeles wasn't as impersonal and soulless as they suspect: http://www.nytimes.com/2007/04/08/travel/08surfacing.html. The article "No Wheels? No Problem" was about Los Feliz, and I moved there for a year. Then my wife and started to look for a place still near Griffith Park that might be more affordable and even more walkable, as we planned on starting a family. Atwater Village seems the crown jewel of the Eastside in this regard and many others. We have everything we need, on this side of the river, and just over it along Hyperion and south of the Silver Lake reservoir. The Glendale /Hyperion bridges support this sense of true community and convenience. Not only should the pedestrian pathways on them be preserved, but they should be expanded.

James Collins
3131 Glenmanor Place
Atwater Village, CA 90039

Date: Thu, Nov 13, 2014 at 2:30 PM
Subject: I SUPPORT OPTION 3

Thank you for your email notice of the meeting tonight. Unfortunately, I am leading a group of amazing women learning to ride better in LA called Women on Wheels. We won't go into Atwater. In fact, there isn't a great safe way into Atwater by bike. Did you know that?

I live on Madera Ave. I was hit by an oncoming car while waiting for a pedestrian to cross the intersection at Fletcher and Larga. Fletcher has consistently been rated one of the WORST streets for safe riding and walking. Too bad since the river path is there. Los Feliz has turned into a nightmare because of the shopping center and the 5 freeway and it is avoided if possible for safety reasons. Too bad since the river path is there. Now you will be making a decision on Glendale Blvd. This is a chance to make Atwater enjoyable, safe, healthy and welcoming. We are not a freeway for people passing through. WE ARE A NEIGHBORHOOD. I want people to bike to Kaldi, to bike with me safely to Trader Joe's (because we all know how much of a headache parking there is!), to head to the Red Car river path entrance underneath the bridge, to enjoy the new Sunnynook park they put in, and to get my dry cleaning at Gebhardt's without harm. These are why I choose to remain in Atwater Village as a resident.

Please, PLEASE make the decision for people and not for cars.
Please make the decision with me, an 8 year Madera Ave resident in mind.
Please make the choice for Option 3.

Siobhan Dolan
3112 Madera
PS. Mariachi for the tree lighting? Awesome!!

Subject: save the sidewalk on Hyperion bridge - OPTION 3

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

As a resident of Atwater Village, I'm writing to ask that you please choose Option 3 for Hyperion Bridge.

Option 3 is the only option that preserves both of the sidewalks. We must have a sidewalk on both sides of the street everywhere in our community, especially on Hyperion Bridge. It is the primary connector between Silver Lake and Atwater Village -- we need to be able to walk across it easily. Furthermore, Option 3 would include buffered bike lanes on both sides of the bridge, safely connecting cyclists to the L.A. River bike path and Rowena bike lanes.

I fully understand that one travel lane heading downhill into Atwater will be removed.

Thank you for supporting Option 3.

Very sincerely,

ARLENE GAPIN

Subject: save the sidewalk on Hyperion bridge - OPTION 3

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

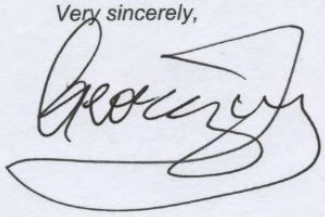
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Very sincerely,



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I fully understand that one travel lane heading downhill into Atwater will be removed.

Thank you for supporting Option 3.

Very sincerely,

Joseph Gregson

local - I'd opt for lane reduction on both sides

3257 Inglewood Terrace
LA, CA, 90039

Subject: save the sidewalk on Hyperion bridge - OPTION 3

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I fully understand that one travel lane heading downhill into Atwater will be removed.

Thank you for supporting Option 3.

Very sincerely,

Nathanael Green

Subject: save the sidewalk on Hyperion bridge - OPTION 3

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I fully understand that one travel lane heading downhill into Atwater will be removed.

Thank you for supporting Option 3.

Very sincerely,

SCOTT CARLSON

I LIVE NEARBY. I'D LIKE TO HELP SAVE THE SIDE WALK!

29 September 2014

Support Option 3 - Please Save the Sidewalk on Hyperion bridge

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

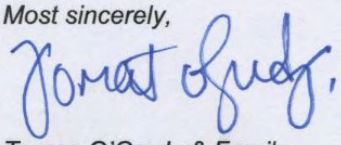
I am a property owner in Atwater Village and I am writing to you today to ask that you please recommend Option 3 for Hyperion Bridge.

It is extremely important that we have sidewalks on both sides of the bridge. My children would like to be able to walk across the bridge to get to Atwater Village to see their friends and shop. They would primarily use the south sidewalk. We absolutely cannot lose a sidewalk.

In addition, property values are directly linked to the walkability of a neighborhood. I want to see Atwater Village continue to become more walkable. It makes the neighborhood safer and benefits everyone. I have heard from countless people in the neighborhood that they also feel it is imperative that the sidewalk on both sides of the bridge be preserved.

Thank you for supporting Option 3.

Most sincerely,



Tomas O'Grady & Family

3157 Silver Lake Blvd
Atwater Village, CA 90039

24 September 2014

Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the Assistant Manager at Wells Fargo in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

Studies conducted in cities all over the United States are showing that businesses thrive in communities where it is easy to travel through the community on a human-scale, such as via walking and bicycling.

Atwater Village and Silver Lake are vibrant communities in Los Angeles that have the potential to exemplify the concept of a livable city.

Los Angeles has the opportunity to design a livable, multi-modal Hyperion Bridge, which benefits our local economies by providing safe, convenient and enjoyable movement between and within our communities.

Preserving a sidewalk on both sides of Hyperion Bridge and installing wide, buffered bicycle lanes are crucial to attaining safe and convenient access to our neighborhoods. The reduction of a single travel lane heading downhill into Atwater will calm speeding and make Atwater Village a much more accessible and enjoyable place to live, work and shop.

Thank you for your support of Option #3.

Sincerely,

Jeremiah Haskell
Assistant Manager, Wells Fargo in Atwater Village

1 October 2014

Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the Assistant Manager of Heartbeat House in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

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Thank you for your support of Option #3.

Sincerely,

Megan Rose Greene
Assistant Manager, Heartbeat House

I am in full support of option #3!
Keep the sidewalk, I'm a driver
and losing a travel lane will be ok.
Employee + Resident Heartbeat House Tanita Ligons

24 September 2014

Option #3 for Hyperion Bridge

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As an employee of Boho Upcycle in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

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Thank you for your support of Option #3.

Sincerely,

Kiley Hannon
Employee, Boho Upcycle in Atwater Village

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As an employee of Out of the Closet in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

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Thank you for your support of Option #3.

Sincerely,



Employee, Out of the Closet in Atwater Village

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As the Assistant Manager of Out of the Closet in Atwater Village, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

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Thank you for your support of Option #3.

Sincerely,



Jesus Alvarez
Assistant Manager, Out of the Closet in Atwater Village

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

As an employee of Trader Joe's in Silver Lake, I request that you support Option #3 for Hyperion Bridge. A more pedestrian and bicycle-friendly Hyperion Bridge will benefit all in the community, particularly businesses.

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Thank you for your support of Option #3.

Sincerely, Savannah Macias

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely, Fernanda León

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely, JAMES LEE



Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely, James Burbank



Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Michelle Landers

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Jennifer Diaz Jennifer Diaz

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Employee, Trader Joe's in Silver Lake

Tatiana Aguilera

Tatiana M. Aguilera

9/29/14

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Employee, Trader Joe's in Silver Lake

Aaron Mendez

9/29/14

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Mark Martinez

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely, Collin Chute

Collin Chute

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely, Efren Hernandez

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Natalie Kelly

Natalie Kelly

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Sincerely,



Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely, Jack Hutchings

Jack Hutchings

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely, LILA ALVARADO - Lila Alvarado

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Steve Umana

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Marcus Harnell

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

GIBRAN M. FLANDERS

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Sincerely,

Kelvin T. Hughes

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Nekasha Schultz

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Sincerely,

MATTHEW RATHBUN

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
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Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Lauren Hill

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

EAlvaro
Edward Alvaro
Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely, LYDIA FOTHERGILL

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Chris Neal

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Daniel Sharp

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Justine Barrera

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

NICK VIZCAINO

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,
Evelin Banuelos
Evelin Banuelos
Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,
Ema Tuennerman
Ema Tuennerman
Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,
Mario Michell

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Mark Marren
Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Clark Skelton

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Gabriel Hart

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

ARTHUR FALCON

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Sincerely,

Nancy Jacobs Nancy Jacobs

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

DAVID NATALE

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Sincerely,

KELLY KNOWLES

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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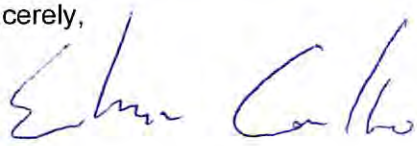
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Thank you for your support of Option #3.

Sincerely,



Employee, Trader Joe's in Silver Lake

Evelyn Coelho

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
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Sincerely,

David White

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Irene Gonzales

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Quincey Jacobs
Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Julia Hernandez

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Diana Santos

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
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Thank you for your support of Option #3.

Sincerely,

Joe Feeney

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Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Jesse Rodriguez

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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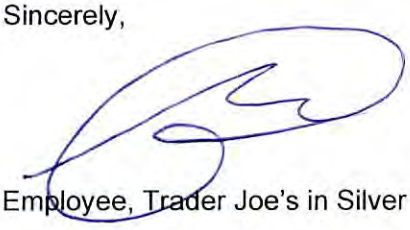
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Employee, Trader Joe's in Silver Lake

Greg Radisich

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Sincerely,

W. I. Norgaard

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
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Thank you for your support of Option #3.

Sincerely,

JKK

Jason Keith

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

THIAGO WINTERSTEIN

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Diana Lazarte

DIANA LAZARTE

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Jasania Barnes

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

J. Destiche

Employee, Trader Joe's in Silver Lake

JAMES DESTICHE

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely, FELIX Gonzalez

Employee, Trader Joe's in Silver Lake



To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Employee, Trader Joe's in Silver Lake

Rick Melendez

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Sincerely,

Employee, Trader Joe's in Silver Lake

Blake Lynch

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Employee, Trader Joe's in Silver Lake

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Thank you for your support of Option #3.

Sincerely,

Employee, Trader Joe's in Silver Lake

PAUL VANEK

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely, María Elena Bernal
Ma. Elena Bernal

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Kenny Nakamura

Employee, Trader Joe's in Silver Lake

To: Mayor Eric Garcetti
Councilmember Tom LaBonge
Councilmember Mitch O'Farrell

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Thank you for your support of Option #3.

Sincerely,

Employee, Trader Joe's in Silver Lake

Mariana Nakamura



Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 2/8/14

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: Kiley Hannon Stakeholder Status: Works in Atwater

Address: 5636 La Mirada Ave #210 LA, CA 90038

E-mail address: lovekileyrose@gmail.com

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* a reconfiguration of the I-5 NB off ramp to exit at the Victory Memorial flag pole, with a traffic signal allowing for left turns to Riverside Drive.

PLEASE CIRCLE YOUR PREFERENCE

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Comments: Cyclists + pedestrians should have their own space. Many people get around w/o cars in this neighborhood. Thanks! ☺

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 2.8.15

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Name: SARALYNNE PRECHT Stakeholder Status: business owner

Address: 3229½ Glendale Blvd LA CA 90039

E-mail address: contact@treehaus.biz

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Comments: I'm ok with reducing the lanes down to 3 total for everyone's safety. Bikers & pedestrians need safe access. Separate buffered cyclist lanes are a must.

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date 1/13/15

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Name: MARC KLEINER Stakeholder Status: MORTGAGE - RESIDENT

Address: 3179 HYPERION BLVD LA CALIF 90039

E-mail address: KLEINERMAN@GMAIL.COM

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Comments: AS A BUSINESS OWNER WE WOULD LIKE TO SEE A MORE BICYCLE FRIENDLY COMMUNITY.

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
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Date: 2/8/15

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Name: Brian Barbosa Stakeholder Status: Resident

Address: 3911 Brunswick Ave. LA CA 90027

E-mail address: bbarbosa8@gmail.com

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Comments: I've been commuting this path for over 7 years... a decent bike lane would be great.

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/16/15

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Name: Yumi Lifer Stakeholder Status:

Address: 1706 Bel Aire Dr. Glendale CA 91201

E-mail address: yumilifer@hotmail.com

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Comments: Prioritize pedestrian and bicyclists' safety

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: _____

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Name: Joel Gotschalk Stakeholder Status:

Address: 422 Roads End Sq. Glendale, CA 91205

E-mail address: joeliban@gmail.com

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Comments: Safety first! Bikes should be included & made a priority on the bridge

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Name: Kevin Akopian Stakeholder Status:

Address: 351 W Palmer Ave, Glendale CA 91204

E-mail address: efreek@gmail.com

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Comments: Safety!

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Government Relations Committee
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Comment Card with Option 1A

Date: 2/8/15

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Name: Mel Tomlin Stakeholder Status: Community Interest

Address: 2482 Micheltorena St LA 90039

E-mail address: melovision@gmail.com

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Comments: Please make Exhibit 3 the new plan for the Hyperion Bridge!! I bike here all the time for shopping and my husband bikes to the office in Burbank. We need a safer route for bikes and pedestrians!

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Government Relations Committee
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Date: FEB 2, 2015

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Name: HEATHER LINDQUIST Stakeholder Status: OWNER

Address: 3576 DOVER ST, LA CA 90039

E-mail address: — NA —

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Comments: WE HAVE BICYCLISTS IN THE FAMILY!

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Date: Feb 6 2015

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Name: Michelle Silver Stakeholder Status: Resident

Address: 3769 Glendale Blvd

E-mail address: michellesilverbrokers@gmail.com

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Comments: We are a one car-family, better for the environment, we'd love to have a safe way to get around on bike and foot.

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/18/15

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: Savannah Kilner Stakeholder Status: Neighborhood

Address: 342C W. Cheny Chase Dr.

E-mail address:

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*a radar activated speed sign posted next to a 35 mph speed limit sign at the base of the bridge in Atwater Village
*ADA compliant sidewalk(s), with the inclusion of ADA compliant sidewalk(s) under the Waverly Bridge
*no physical median barrier separating opposing traffic
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PLEASE CIRCLE YOUR PREFERENCE

Exhibit 1: would maintain the four 11' wide motor vehicle lanes, one 5' wide sidewalk, two 5' wide bike lanes, and a median 4' wide (with a narrowing of all lanes under Waverly Dr. [10.5' – 5' – 4' – 2']).

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Comments:

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: Feb 8, 2015

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Name: Sandra Ohlfest Stakeholder Status: Resident Homeowner

Address: 3122 Glenmanor Place

E-mail address: Moviemd666@SBCGlobal.net

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Comments: Anything that supports less cars + more walkers + bikers I am all for.

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Government Relations Committee
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Comment Card with Option 1A

Date: 1/18/15

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Name: MARIA MARTIN Stakeholder Status: resident

Address: 4028 Perlita Ave Apt 8

E-mail address: MARIA.MARTIN181@gmail.com

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Comments:

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Date: 1/18/2015

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Name: Alex Mikolevine Stakeholder Status: Resident

Address: 2525 Kenilworth L.A. 90039

E-mail address: Mikolevine@gmail.com

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Comments:

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 2/8/2015

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: MONICA BLAIR Stakeholder Status:

Address: 3414 Appleton St., Los Angeles CA 90039

E-mail address: moeblair@yahoo.com

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Comments: Please keep the historical integrity.

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Government Relations Committee
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Comment Card with Option 1A

Date: _____

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Name: Jeffrey Orlinski Stakeholder Status: Resident

Address: 4132 Bruins St 90039

E-mail address: japhysrad@gmail.com

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Comments: 3 lanes good. Four lanes bad.

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Date: 1/18/15

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Name: Matthew Ashford Stakeholder Status: Member at Bikram Yoga

Address: 8614 1/4 Occidental Blvd #1 L.A., CA 90026

E-mail address:

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Comments:

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1-18-14

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: MARK MAIER Stakeholder Status: RESIDENT

Address: 2804 NEWELL ST

E-mail address:

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Comments: GOOD

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/28/2015

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: [illegible] Stakeholder Status: RESIDENT

Address: 1241 [illegible]

E-mail address: [illegible]@sbcglobal.net

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Comments:

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Date: 1/23/15

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Name: Natalie Dixon Stakeholder Status:

Address: 833 San Pascual Ave LA CA 90042

E-mail address: natalie.at.fur@gmail.com

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Comments: As an avid cyclist I feel like the Hyperion Bridge has been a problem for a long time. Improving the bridge will improve the safety of cyclists, and also encourage the economy of Atwater Village, making visiting easier.

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Comment Card with Option 1A

Date: 1/23/15

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: Eric Brunt Stakeholder Status:

Address: 833 San Pascual Ave LA CA 90042

E-mail address: natalie.at.fur@gmail.com

Each exhibit would include:
*a pedestrian activated signalized crosswalk, across Glendale Boulevard, at the base of the bridge in Atwater Village
*a radar activated speed sign posted next to a 35 mph speed limit sign at the base of the bridge in Atwater Village
*ADA compliant sidewalk(s), with the inclusion of ADA compliant sidewalk(s) under the Waverly Bridge
*no physical median barrier separating opposing traffic
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* a reconfiguration of the I-5 NB off ramp to exit at the Victory Memorial flag pole, with a traffic signal allowing for left turns to Riverside Drive.

PLEASE CIRCLE YOUR PREFERENCE

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Comments:

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
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Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 2/8/15

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Name: Natalie Dixon Stakeholder Status: works in Atwater

Address: 833 San Pascual Ave

E-mail address: natalie.at.fun@gmail.com

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Comments: I feel like adding proper bicycle lanes to the bridge will increase my safety + improve my business.

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Name: Melissa Disharoon Stakeholder Status: Resident

Address: 3739 Brunswick Ave, LA, CA 90039

E-mail address: msdisharoon@mac.com

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Name: Lenny Potash Stakeholder Status: home owner

Address: 3720 Edenhurst Av., LA 90039

E-mail address:

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Comments: Option 3 seems much safer than bicycles sharing a sidewalk.

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Name: Elizabeth Jimenez Stakeholder Status: Resident

Address: 3706 Brunswick Ave Cal 90039

E-mail address:

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Comments:

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Government Relations Committee
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Date: 2/6/15

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Name: MARK LINDQUIST Stakeholder Status:

Address: 3516 DAVOR ST.

E-mail address: M@harvestmoonstudio.com

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Name: JUHI H TICKTICK Stakeholder Status: Work

Address: 722 S LOS ANGELES

E-mail address: FRIDAY.JUHI@GMAIL.COM

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Comments:

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Name: GARY LAKE-SCHAAL Stakeholder Status: HOME OWNER

Address: 3036 ATWATER AVE.

E-mail address: glakel@gmail.com

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Comments: DOESN'T NEED TO SUPPORT HIGH TRAFFIC

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Name: Jesus Gallegos Stakeholder Status: Works in AV

Address: 1249 Glendale Blvd Apt A

E-mail address: jesus.gallegos4141@gmail.com

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Comments:

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Date: 2-7-15

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Name: Sean Meredith Stakeholder Status: community interest

Address: 4511 Finley Ave #10 LA 90027

E-mail address: seanm@track16.com

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Comments: 1A. My daughter walked across Hyperion at Rowena for 5 years and it's unsafe. Option 1A is not a safe option. At that grade pedestrians and bikes should'nt be sharing such a narrow space.

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Name: WILLS BREWER Stakeholder Status: COMMUNITY INTEREST (WORK)

Address: 2332 RIVERSIDE DR 90039

E-mail address:

Each exhibit would include:
*a pedestrian activated signalized crosswalk, across Glendale Boulevard, at the base of the bridge in Atwater Village
*a radar activated speed sign posted next to a 35 mph speed limit sign at the base of the bridge in Atwater Village
*ADA compliant sidewalk(s), with the inclusion of ADA compliant sidewalk(s) under the Waverly Bridge
*no physical median barrier separating opposing traffic
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* a reconfiguration of the I-5 NB off ramp to exit at the Victory Memorial flag pole, with a traffic signal allowing for left turns to Riverside Drive.

PLEASE CIRCLE YOUR PREFERENCE

Exhibit 1: would maintain the four 11' wide motor vehicle lanes, one 5' wide sidewalk, two 5' wide bike lanes, and a median 4' wide (with a narrowing of all lanes under Waverly Dr. [10.5' – 5' – 4' – 2']).

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Comments:

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 2-8-15

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: Gina Quattrochi Stakeholder Status: work

Address: 2552 Ewing St 90039

E-mail address: gquattrochi@gmail.com

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Comments:

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Date: 02/03/15

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Name: LEONARDO ANTONIO Stakeholder Status: COMMUNITY INTEREST (WORK)

Address: 300 S. SANTA FE L A 90027

E-mail address: lionagu81@hotmail.com

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Comments:

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Date: 2-8-15

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Name: GABRIEL GUY Stakeholder Status: RESIDENT

Address: 3819 Valleybrink Rd, 90039

E-mail address: gabrielguy@gmail.com

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Comments: Giving bicyclists + pedestrians consideration would maintain Atwater's neighborhood feel and walkable, cyclable feel.

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Government Relations Committee
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Comment Card with Option 1A

Date: 8 February 2015

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Name: Andee Flynn Stakeholder Status: homeowner/resident

Address: 3783 Glenfeliz Bl lover of Atwater

E-mail address: andeeandjohn@gmail.com

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Comments: People who don't live in Atwater are commuting over bridge not locals.

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: FEB 9TH 2015

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: DARIN HOLLINGS Stakeholder Status: HOMEOWNER

Address: 3673 GLEN FELIZ

E-mail address: DARIN@HOLLINGS@MAC.COM

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Comments: I BIKE TO WORK –

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Comment Card with Option 1A

Date: 2-8-2015

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Name: Vivian Whitfield Stakeholder Status: resident

Address: 3358 Glenhurst Ave.

E-mail address: noracecaron@gmail.com

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Comments: bike lanes just make me feel more comfortable

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Name: Emily Haskell Stakeholder Status: home owner

Address: 3312 Sunnynook Dr 90039

E-mail address: emilyshea@yahoo.com

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Comments: The bridge is too dangerous as it is.

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Date: 02·09·2015

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Name: Wendy Donnelly Stakeholder Status: home owner

Address: 3625 Glenfeliz Blvd LA CA 90039

E-mail address: timwendyd@gmail.com

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Comments: Bridge doesn't need 2 lanes both ways – But it does need a safe pathway for peds & bike riders –

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Date: 2/8/15

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Name: DAVID TSENG Stakeholder Status: OWNER

Address: 3829 GLENFELIZ BLVD

E-mail address: TANDRPROPERTIES@Hotmail.com

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Comments: I prefer more room for bicyclists.

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Name: Aaron Lawrence Stakeholder Status: Homeowner

Address: 3138 Glenmanor Pl.

E-mail address: aaronlawrence@gmail.com

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Comments:

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AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 2-9-15

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Name: Blaze James Stakeholder Status:

Address: 3134 Glenmanor PL LA 90039

E-mail address: Mrblazejames@icloud.com

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Name: James Collins Stakeholder Status: homeowner

Address: 3131 Glenmanor Pl.

E-mail address: jamescollins@gmail.com

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Comments: I have written Mitch, and we have been vocal at the Neighborhood Council meetings. Thank you for your consideration.

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Name: Mindy Eiermann Stakeholder Status: home owner

Address: 3131 Glenmanor Pl.

E-mail address: mindyeiermann@gmail.com

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Name: Miriam Oropeza Stakeholder Status: Visitor in Atwater Village

Address: 397 Glendale Blvd LA 90039

E-mail address:

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Name: Jay Tanner Stakeholder Status: Business Owner

Address: 3407 Glendale Blvd.

E-mail address: jayrowantanner@yahoo.com

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Name: Mike Stakeholder Status: Work

Address: 3197 Glendale Blvd LA CA 90039

E-mail address:

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Name: Anna O'Connell Stakeholder Status: Work

Address: 3197 Glendale Blvd, Atwater Village, CA 90039

E-mail address:

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Comments: Bicyclists need to feel safe on the road.

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Name: Claudia Champ-Valido Stakeholder Status: Work

Address: 3195 Glendale Blvd, LA. 90035

E-mail address:

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Date: 1/18/2015

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Name: Raechel Torres Stakeholder Status: resident

Address: 4400 Edenhurst Ave. Los Angeles CA

E-mail address: raechel_torres@yahoo.com

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Name: Shannan Hough Stakeholder Status: Resident

Address: 1636 Lemoyne St LA CA 90026

E-mail address: Shannanhough@yahoo.com.

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Comments:

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Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/18/2015

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Name: KAMHI MOSHE Stakeholder Status: Resident

Address: 3168 Waverly Dr.

E-mail address:

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Name: Nicole Monk Stakeholder Status: Resident

Address: 4400 Edenhurst Ave

E-mail address: monk.nicole@gmail.com

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Name: TRAVIS WADDELL Stakeholder Status: RESIDENT

Address: 3338 ROVENA AVE APT B

E-mail address: TRAVISRWADDELL@gmail.com

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Name: Chelsea Beck Stakeholder Status: homeowner/ped.

Address: 2320 Reservoir St. LA CA 90026

E-mail address: chelsearbeck@gmail.com

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Name: Michael Gwyn Stakeholder Status: resident

Address: 3701 Garden Ave Los Angeles, CA 90039

E-mail address: Michael@Michaelgwyn.com

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Name: ZACHARY HAMILTON Stakeholder Status: RESIDENT

Address: 3536 GARDEN AVE #2 LA CA 90036

E-mail address: ZAKHAMILTON@YAHOO.COM

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Name: SAM PHILLIPS Stakeholder Status: Resident

Address: 370 W. AVE 43 90065

E-mail address:

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Name: Olia Lamak Stakeholder Status: Resident

Address: 2487 Ingledale Terrace, CA, CA 90039

E-mail address: olialamak@gmail.com

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Name: Jens Lindgren Stakeholder Status: Resident

Address: 6530 Pollard St, 90042

E-mail address: jens@jenslindgren.com

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Name: FRANCOIS GHEBALY Stakeholder Status: Resident

Address: 3371 TYBURN ST

E-mail address: GHEBWEB@GMAIL.COM

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Comments: IT WOULD BE IMPORTANT TO FURTHER DEVELOP THE BIKE LANES ON HYPERION BRIDGE

Atwater Village NEIGHBORHOOD COUNCIL

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AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/18/15

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: SANDY GIP Stakeholder Status: RESIDENT

Address: 3112 MADERA AVE

E-mail address: THESANDYPANTS @YAHOO.COM

Each exhibit would include:
*a pedestrian activated signalized crosswalk, across Glendale Boulevard, at the base of the bridge in Atwater Village
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Name: SIOBHAN DOLAN Stakeholder Status: RESIDENT of 7 YEARS

Address: 3112 MADERA AVE

E-mail address: MSVDOLAN2002@YAHOO.COM

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Comments: Please make our wonderful neighborhood SAFE for all!

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Name: Valerie VUAGNAT Stakeholder Status: Resident / Homeowner

Address: 4148 Brunswick Avenue

E-mail address: Vdefet@hotmail.com

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Comments: I would like a bike friendly Atwater

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Name: SIMON WHITE Stakeholder Status: RESIDENT/HOMEOWNER

Address: 2508 LAKE VIEW AVE, 90039

E-mail address: LS1@ME.COM

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Comments: It's important to have adequate provision for pedestrians & bikes ~~as~~ to help incentivise people to walk / ride!

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Government Relations Committee
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Date: 1/19/15

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Name: Alex Walton Stakeholder Status:

Address: 4310 Finley Ave #12 LA, CA 90027

E-mail address: WALTONTV@gmail.com

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Date:

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Name: James Stolpe Stakeholder Status: resident

Address: 3836 Edenhurst Ave

E-mail address:

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Name: EVAN BACHES Stakeholder Status:

Address: 3400 LA CLEDE, LOS ANGELES, CA 90039

E-mail address: ebaches@gmail.com

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Comments: Would love to cross the bridge safely on my bike!

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Name: [illegible] Stakeholder Status: Home owner

Address: [illegible]

E-mail address: [illegible]

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Date: 1/6/15

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Name: [illegible] Stakeholder Status: [illegible]

Address: [illegible]

E-mail address: [illegible]

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Name: JESSE PENWARDEN Stakeholder Status: RESIDENT

Address: 3618 EDGEMONT AVE

E-mail address: RICHARD.PENWARDEN@YAHOO.COM

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Comments:

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
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Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: _____

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Name: Dawn Cocoran Stakeholder Status: Work

Address: 2351 Langdale Ave.

E-mail address: the guard590@yahoo.com

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Name: Andrew Arreola Stakeholder Status:

Address: 3537 Garden Ave Apt 7 CA CA 90039

E-mail address: andrew.arreola2@gmail.com

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Name: Rose Romero Stakeholder Status: Fur Owner

Address: 3229 1/2 Glendale Blvd.

E-mail address: furhairgallery@gmail.com

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Name: Michelle Pedersen Stakeholder Status: treehaus owner

Address: 3229 B Glendale Blvd LA, CA 90039

E-mail address: contact@treehaus.biz

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Date: 1/16/15

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Name: Maurice Rodriguez Stakeholder Status: Village Tavern (owner)

Address: 3216 Glendale Blvd, L.A. CA 90039

E-mail address:

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Name: Chris Slater Stakeholder Status: Resident

Address: 2731 Kray Ave. LA, CA 90039

E-mail address: chrisgslater@gmail.com

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Name: Louise Milligan Stakeholder Status: neighborhood resident

Address: 2731 Knox Ave Los Angeles 90039

E-mail address: lou.stoll@gmail

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Name: Shaun Brown Stakeholder Status: work in AT

Address: 548 S Spring St #907

E-mail address: shaunjason@gmail.com

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Comments: green bike lanes consistent w/ DTLA/Santa Monica

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Name: Nick Richert Stakeholder Status: Resident

Address: 2923 Asbury St.

E-mail address: Nickrichert@hotmail.com

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Comments: I'm ok with reducing a travel lane, because it's more important to have bicycle lanes and two sidewalks.

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Name: Jeff Gunn Stakeholder Status: Renter

Address: 3417 Atwater Ave Los Angeles CA 90039

E-mail address: gunnzilla_fx@mac.com

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Comments:

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/18/15

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: Jenn Reifsnider Stakeholder Status: Business owner

Address: 512 S. Mariposa Burbank 91506

E-mail address: jennifer.reifsneider@gmail.com

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Government Relations Committee
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Name: Severine Mueller Stakeholder Status: resident

Address: 3777 Dover Street Los Angeles CA 90039

E-mail address: Severeen@yahoo.com

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Comments:

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AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Marris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/18/14

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Name: Jason Orr Stakeholder Status: Resident

Address: 2252 Silver Ridge Ave LA 90039

E-mail address: jasonnorr@gmail.com

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 01/25/15

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Name: RHIANNON KURE Stakeholder Status: RESIDENT

Address: 3240 Ingledale Terrace, LA, CA 90039

E-mail address: KURE.ANNIE@GMAIL.COM

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Comments: BAD IDEA FOR PEDESTRIANS & BIKERS TO SHARE SPACE! NEED BOTH TO BE SEPARATE & SAFE!

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/24/2015

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: ARISTIDES VIDES Stakeholder Status: RESIDENT / 18 years

Address: 3251 INGLEDALE TERRACE

E-mail address: t808vide5@[redacted]gmail.com

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Comments: ITS ALL ABOUT EQUALITY!

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Government Relations Committee
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Comment Card with Option 1A

Date: 1.18.15

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Name: lisa Gungor Stakeholder Status: resident /cyclist

Address: 3201 Garden Ave

E-mail address: lisagungor@gmail.com

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Comments: My whole family bikes, we would absolutely love a bike lane, we have been scared to bike for the lake of bike lane

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Date: 01-18-15

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Name: Mark Joseph Davey Stakeholder Status: resident

Address: 3100 Riverside Drive, Apt. 451, Los Angeles, CA 90027

E-mail address: markjosephdavey@yahoo.com

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Name: Don Moser Stakeholder Status: Home Owner

Address: 4112 Garden Ave. Los Angeles CA 90039

E-mail address: donmoser@roadrunner.com

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Date: 1/18/15

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Name: ShanaLutker Stakeholder Status: business

Address: 3043 ROSSLYN ST LA CA 90065

E-mail address: SL@ShanaLutker.com

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Government Relations Committee
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Date: 1-16-15

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Name: Kelly Moore Stakeholder Status: Work in Atwater

Address: 215 1/2 N Ave 52 Highland Park CA 90042

E-mail address:

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Comments:

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/18/15

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: MICHAEL TESSLER Stakeholder Status: RESIDENT

Address: 3531 FERNCROFT RD. APT 5, LA 90039

E-mail address: EMTESSLER@GMAIL.COM

Each exhibit would include:
*a pedestrian activated signalized crosswalk, across Glendale Boulevard, at the base of the bridge in Atwater Village
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Name: ORPHIUS JONES Stakeholder Status: WORK AT BOB WHAT

Address: 3720 San Fernando Rd. Glendale CA 91204

E-mail address: orphiusjones@yahoo.com

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Name: Allison Saunders Stakeholder Status: Resident

Address: 3618 Edenhurst Ave

E-mail address: madlin[illegible]1013@gmail.com

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Date: 2/18/15

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Name: Emily Dale Stakeholder Status: teach private lessons in Atwater

Address: ~~[illegible]~~ 545 Lincoln Ave

E-mail address: emily@emilydale.com

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Comments: Bicycle lanes are so important to reach the LA river!

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Name: Bernie Kusar Stakeholder Status: Resident

Address: 4000 Sequoia st Apt. 1 Los Angeles CA 90039

E-mail address: Bernema@gmail.com

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Date: 1.18.15

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Name: Cheryl Martens Stakeholder Status: Resident + Home owner

Address: 3203 Glen Feliz Pl

E-mail address: cgarm16@aol.com

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Government Relations Committee
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Date: Jan. 18 2014

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Name: Jordana Hammeke Stakeholder Status: The Great Escape Club-owner

Address: 3197 Glendale Ave, Atwater Village, CA 90039

E-mail address: info@thegreatescapeclub.com

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Comments: I'm OK with reducing a travel lane in order to have a safer bridge. I support bike lanes.

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Name: Deena Selenow Stakeholder Status: Resident

Address: 3950 Los Feliz Blvd, 90027

E-mail address: DeenaSelenow@yahoo.com

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Comments: I lived in Brooklyn for 9 years before coming out here and rode my bike everyday. I'm terrified to ride a bike out here due to how people drive. I miss biking safely!

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Name: CELINE ALVAREZ Stakeholder Status: RESIDENT

Address: 3806 DE LONGPRE AVE

E-mail address: celinelisealvarez@gmail.com

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Comments: I WOULD RIDE MY BIKE MORE.

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Name: Karan Doherty Stakeholder Status: RESIDENT/Homowner

Address: 3449 Perlita Ave, L.A., CA 90039

E-mail address: Karand@me.com

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Exhibit 2: would have a road diet of three lanes of traffic (two uphill at 11' wide and one downhillat 12' wide), a single elevated sidewalk on the uphill side of the bridge at 7' wide, two 5' wide bicycle lanes with 3' wide buffers, and a median 6' wide (with a narrowing of all lanes under Waverly Dr. [10.5'/11' – 6' – 4' with 3' – 6']).

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Comments: I'm fine with losing a lane. Pedestrian + Bicyclist access is very important to this neighborhood

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/18/15

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: Patrick R. Cleary Stakeholder Status: Resident

Address: 3231 Madera Ave

E-mail address: P_cleary@yahoo.com

Each exhibit would include:
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*ADA compliant sidewalk(s), with the inclusion of ADA compliant sidewalk(s) under the Waverly Bridge
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Comments: Favor separate paths for bikes & pedestrians. Unsafe otherwise. 1A is a false compromise.

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Name: Stuart Nichols Stakeholder Status: Resident - Former
↳ Car Driver
↳ Customer

Address: 3340 Sunnynook Drive (Former)

E-mail address: nichols_stuart@hotmail.com

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Comments: Former resident of 7 years - Still come to Atwater weekly for shopping, restaurants, etc. Exhibit 3 would be a great benefit to the community. Lose the car Lanes.

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Name: SEAN BONNER Stakeholder Status: ATWATER HOMEOWNER

Address: 3744 LEGION LANE

E-mail address: SEAN@SEANBONNER.COM

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Comments: BIKES ON SIDEWALKS IS DANGEROUS TO BOTH. BIKES BELONG ON THE STREET IN BIKE LANES.

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Name: Tony Barletta Stakeholder Status: Resident

Address: 3650 Los Feliz Blvd. #56

E-mail address: ajbarletta@gmail.com

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Comments: I bike over this bridge every day and would appreciate not being terrified every time. Please select Exhibit 3.

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Date: 1/18/15

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Name: Marina Cheng Stakeholder Status:

Address: 3210 Perlita, LA CA 90039

E-mail address: mscheng47@gmail.com

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Comments:

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Date: 01/18/2014

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Name: MASSART Pauline Stakeholder Status: LA resident

Address: 4148 Brunswick

E-mail address: paulinemassart@gmail.com

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Comments: We need more safety for bikers!

1A.

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Name: IAN SPENCER Stakeholder Status:

Address: 1501 SCOTT AVE

E-mail address: IAN0FLA@GMAIL.COM

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Comments: I USE MY BIKE TO ATWATER)
NEED SAFE PASSAGE !!!

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Name: AUSTIN RHODES Stakeholder Status: ATWATER VOTER

Address: 3809 HOLLYPARK PL

E-mail address: RHODES@HEISTPROJECTS.COM

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Comments: I USE THAT AWFULLY DANGEROUS SIDEWALK OFTEN AND WOULD LOVE TO SEE IT IMPROVED

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Name: Eric Deschamps Stakeholder Status:

Address: 3449 Perlita Ave

E-mail address: ericdeschamps@me.com

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Comments: The walkability of Atwater is commercially important!

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Name: RACHEL GLETTNER Stakeholder Status:

Address: 422 ROANS END ST.

E-mail address: rachel.glettner@gmail.com.

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Comments: BIKE RIDER, WE NEED SUPPORT CYCLIST AND MAKE IT SAFE FOR ALL.

Atwater Village NEIGHBORHOOD COUNCIL

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Email: Board@AtwaterVillage.org
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www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/18/15

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Name: Lyston Brace Stakeholder Status: Resident

Address: 1425 N. Kingsley

E-mail address:

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Name: Vincent Richards Stakeholder Status: Resident

Address: 3950 Los Feliz Blvd.

E-mail address: Vincentrichards@me.com

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Name: Sola Steinbuck Stakeholder Status: Resident

Address: 1831 N. New Hampshire Ave

E-mail address:

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Comments: I drive but would like to not be scared to ride my bike over the bridge

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Name: Kevin Beaty Stakeholder Status:

Address: 3213 Perla Ave Los Angeles CA 90039

E-mail address: KCRomeus@yahoo.com

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Comments: I want a safe Bike & walking side walk over the Freeway.

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Name: FRED FERRARI Stakeholder Status: HOMEOWNER

Address: 3160 ATWATER AVE

E-mail address: lucidnomad@gmail.com

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Comments: HOMEOWNER & BICYCLE COMMUTER. WE NEED MORE BIKING LANES EVERYWHERE.

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Name: Randy Stauffer Stakeholder Status: resident

Address: 3216 Ingledale Ter LA CA

E-mail address: rastauffer@earthlink.net

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Comments: as a cyclist and homeowner this can only improve environment and safety for ALL!

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Name: Maggie Muir Stakeholder Status: Resident

Address: 3100 Riverside Dr Apt 418 LA, CA 90027

E-mail address: Maggiemuir71@gmail.com

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Comments: I love the idea of safely biking to Silverlake!

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Name: Corey Bridwell Stakeholder Status: Resident

Address: 3535 Madera Ave, LA, CA 90027

E-mail address: CoreyBridwell@me.com

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Comments: I'd like to get to Silver Lake safely on my bike.

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Name: JOSE R. DE LA TORRE Stakeholder Status: RESIDENT

Address: 4271 VENDOME #3 CUSTOMER

E-mail address: rustamj4720@yahoo.com

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Name: Paul Hastings Stakeholder Status: Resident homeowner

Address: 2583 Riverside Terrace LA, CA 90039

E-mail address: paul@rad.la

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Comments: That bridge is the only way to get from Trader Joe's to Tacos Villa Corona and I would like to do it by bike.

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: _____

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: JASON STEWART Stakeholder Status: RESIDENT

Address: 4102 GARDEN AVE LOS ANGELES, CA 90039

E-mail address: BIGGJEANS@GMAIL.COM

Each exhibit would include:
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Comments: I RIDE THE BRIDGE OFTEN AND AM FORCED TO USE THE SIDEWALK FOR MY SAFETY.

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AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 17 Jan 2015

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Name: Peter Chevedko Stakeholder Status: Resident/Homeowner

Address: 1915 Hollywight Ave LA CA 90027

E-mail address: peterchevedko@gmail.com

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/19/15

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Name: Josh Bell Stakeholder Status: Resident

Address: 3744 Griffith View Dr. LA, CA 90039

E-mail address:

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Date: _____

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Name: Annette Lanzaroth Stakeholder Status: _____

Address: 354 Riverdale dr, Glendale CA 91204

E-mail address: AntLanzaroth@gmail.com

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Comments:

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/18/15

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Name: Doug Lussenhop Stakeholder Status: Shopper

Address: 2050 ROME DR. 90065

E-mail address: Lussenhop@gmail.com

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Comments: I ride my bike often in Atwater and more bike Lanes would be great.

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Name: A. SAMPSON Stakeholder Status: NEIGHBOURHOOD

Address: GAINSBOROUGH AVE, LOS FELIZ, 90027

E-mail address: thehope@me.com

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Comments:

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Date: 1/19/15

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Name: Katy Dennler Stakeholder Status: Los Feliz resident, bridge user, Farmers Mkt customer, frequent Atwater visitor

Address: 1954 N Kenmore Ave

E-mail address: Katykates@yahoo.com

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Comments: Putting pedestrians and bikes in same lane makes no sense. Dangerous. I want a bike lane for safety – this is why I don't ride to atwater. Its not safe now, It's ~~feel~~ fine to lose a lane. It'll keep it safer by slowing drivers down. As it is now, its very dangerous.

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Government Relations Committee
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Comment Card with Option 1A

Date: 1/8/2014

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Name: Dan Stromberg Stakeholder Status: Frogtown Resident

Address: 3010 N Coolidge

E-mail address: Chilibeanpaste@gmail.com

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Comments: Neighborhoods want the option of riding a bike in the thier community. Neighborhoods with a bike friendly routes enhance value & appeal to Los Angeles

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Comment Card with Option 1A

Date: 1/18/15

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Name: Arneen Monahan Stakeholder Status: Bridge user

Address: 501 Porter St Glendale

E-mail address: Arneen.Monahan@Gmail.com

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Comments: Or there are already too many car lanes. Bikers need a lane.

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Name: Anna Logan Stakeholder Status: Bridge Rider

Address: 923 Elder Ct

E-mail address: anna-logan@sbcglobal.net

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PLEASE CIRCLE YOUR PREFERENCE

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Comments: Want to Safely get on bike lanes to Silver Lake and west side of River bikes on sidewalk is stupid & D

Atwater Village NEIGHBORHOOD COUNCIL

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Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/14/2015

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Name: Rob Poynter Stakeholder Status:

Address: 502 Rose Dr LA, CA 90065 Customer / car driver

E-mail address: rpoynter@gmail.com

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Comments: I'm a car commuter in full support of losing a lane for safer streets for all.

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Date: 1/10/15

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Name: Thomas Biddle Stakeholder Status: bike commuter

Address: 4565 Auburn Pl

E-mail address: tbiddy@sbcglobal.net

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Comments: I bike on this bridge every week – prefer bikelanes and the current option.

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Name: Loretta Allison Stakeholder Status: Atwater Villasl Business owner @ Farmers market

Address: 1038 Montrose Ave

E-mail address: MOTORCHOCA @ yahoo.com

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Name: Olivia Smith Stakeholder Status: Customer, pedestrian

Address: 4843 Townsend Ave., Los Angeles CA 90041

E-mail address: smith.oliviataylor@gmail.com

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Comments: Stop voting against progress! Bikes + pedestrians are the future of LA.

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Name: Abigail Genzuk Stakeholder Status: Driver

Address: 1220 Scenic Dr Glendale 91205

E-mail address: abbie.genzuk@gmail.com

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Comments: I drive over the bridge and support option 3.

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Name: Juan Alderete Stakeholder Status:

Address: 801 N Ave 63 L.A. 90042

E-mail address: juan@pedalsandeffects.com

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Comments: Itecho en Highland Park

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Name: Anne Alderete Stakeholder Status:

Address: 801 N. Avenue 63, Los Angeles, CA 90042

E-mail address: anne.alderete@gmail.com

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Comments: I live in Highland Park but bike in Los Feliz, Atwater often

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Name: Manny Colindres Stakeholder Status: Customer

Address: 3023 Tatum St. LA, CA. 90065

E-mail address: Mandu1ome@aol

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Name: Dylan Bean Stakeholder Status:

Address: 4810 Lincoln Ave, Apt. D LA, CA 90042

E-mail address: dylan.r.bean@gmail.com

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Name: KAREN CAU Stakeholder Status: Resident

Address: 1027 W. Angeleno Ave. #107, BURBANK, CA 91506

E-mail address: KAREN.O.CAU@GMAIL.COM

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Exhibit 1: would maintain the four 11' wide motor vehicle lanes, one 5' wide sidewalk, two 5' wide bike lanes, and a median 4' wide (with a narrowing of all lanes under Waverly Dr. [10.5' – 5' – 4' – 2']).

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Comments: Exhibit 3

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/18/15

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: Eric Andrews Stakeholder Status:

Address: 732 Olmsted dr Glendale CA 91202

E-mail address: e_andrews@mac.com

Each exhibit would include:
*a pedestrian activated signalized crosswalk, across Glendale Boulevard, at the base of the bridge in Atwater Village
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Name: Windy Gustafson Stakeholder Status:

Address: 732 olmsted Dr. Glendale CA 91202

E-mail address: WindyKg@yahoo.com

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Name: Anne Elyse Kahane Stakeholder Status:

Address: 257 Isabel St, Los Angeles, CA 90065

E-mail address: aekahane@gmail.com

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Name: LISA HUBBARD Stakeholder Status:

Address: 1921 Chilton Dr, Glendale 91201

E-mail address: lahubbard1@gmail.com

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Comments:

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Date: 01/18/2015

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Name: Adler Benjamin Stakeholder Status: Resident

Address: 4148 Brunswick Av

E-mail address: benjamin.nadlermedia@gmail.com

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Comments:

57

Atwater Village NEIGHBORHOOD COUNCIL

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Name: JUDY KAMESON Stakeholder Status: STOPPER

Address: 725 SOLANO AVE

E-mail address: JK@plainair.com

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Name: Christa Kitchen Stakeholder Status:

Address: 3506 Dahlia Ave Silverlake

E-mail address:

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Comments:

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Name: Marc CASTAGNOLA Stakeholder Status: Resident

Address: 3216 Ingledale Terrace LA CA 90039

E-mail address: Mcastagnola@sprintmail.com

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Comments: Support 3 lanes + 2 bike.

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Name: MICHAEL JENKINS Stakeholder Status: RESIDENT

Address: 765 N RIDGEWOOD PL LOS ANGELES, CA 90038

E-mail address: MIKE.JENKINS18@GMAIL.COM

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Comments: BIKING ON SIDEWALKS IS HOW PEOPLE GET HURT.

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Name: Nevrik Gevrikyan Stakeholder Status: Business Owner

Address: 3200 Los Feliz Blvd L.A., CA 90039

E-mail address: nevrik@velo-studio.com

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Exhibit 3: would have a road diet of three lanes of traffic (two west bound and one east bound each 11' wide), two elevated sidewalks at 5' wide, two 5' wide bicycle lanes with 2' wide buffers, and a median 6' wide (with a narrowing of all lanes under Waverly Dr. [10' – 5.5' – 5' with 1.5' – 4']).

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Comments: We support bike lanes for cyclists toward bike paths or even for commuting.

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
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Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/18/15

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: Carolina Rhodes Stakeholder Status: ~~Resident~~ concerned parent

Address: 3709 Hollypark Pl LA, CA 90039

E-mail address: gokitchi@gmail.com

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Comments: please slow the traffic down for the sake of pedesteians and children

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Date: JAN 15, 15

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Name: CARLOS MEDINA Stakeholder Status: HOMEOWNER

Address: 3020 MAXWELL ST CA CA 90027

E-mail address: CARLOSV98@HOTMAIL.COM

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Comments:

I SUPPORT EXHIBIT 3

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Date: 1/15/15

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Name: ELIZABETH RICHARDSON Stakeholder Status: RESIDENT

Address: 2294 PONDA VISTA DR LA 90027

E-mail address: elsema3@aol.com

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Comments:

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Name: Christopher C. Boutelle Stakeholder Status: Homeowner, Rental Property owner

Address: 1722 Hollyvista Ave, Los Angeles, CA 90027-4626

E-mail address: GRP45@AOL.Com

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Comments: Option 1A Boutelle

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Name: DENIS CAGNA Stakeholder Status: RESIDENT

Address: 3020 MAXWELL ST

E-mail address: d_cagna@sbcglobal.net

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Comments: I BIKE THE BRIDGE 2x/WEEK (TO GO INTO ATWATER FOR YOGA) AND STRONGLY SUPPORT SEPERATED BIKE LANES. MIXING PEDESTRIANS AND BIKES TOGETHER JUST DOESN'T WORK. PLEASE SUPPORT EXHIBIT (OPTION) 3.

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Name: Jared Shavelson Stakeholder Status: Employee of business

Address: 2918 St. George St., LA, CA, 90027

E-mail address: Jaredshavelson@gmail.com

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Comments: I work in Atwater and have to drive the 1.5 mile commute just because there is no safe route for bikes to take. I want buffered bike lanes.

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Name: John Zepf Stakeholder Status: Business

Address: 538 CLIFTON ST. LA CA 90031

E-mail address: jczepf@gmail.com

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Comments: I would ride more with protected lanes. Thanks.

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Name: SPENCER COFFEY Stakeholder Status: RESIDENT

Address: 3056 GLENDALE BLVD LOS ANGELES, CA 90039

E-mail address: SPENCERALLENCOFFEY@GMAIL.COM

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Comments: I THINK THIS WOULD IMPROVE SAFETY FOR EVERYONE

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Name: Tony Garcia. Stakeholder Status: Resident

Address: 111 E. Chestnut St

E-mail address: joselove5@aol.com

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Comments: I ride a bike to commute/work/school and a bike lane would make me feel more comfortable and safe

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Name: S. Huzegrovic Stakeholder Status: resident

Address: 3056 Glendale Blvd.

E-mail address: N/A garbosnobean@gmail.com

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* a reconfiguration of the I-5 NB off ramp to exit at the Victory Memorial flag pole, with a traffic signal allowing for left turns to Riverside Drive.

PLEASE CIRCLE YOUR PREFERENCE

Exhibit 1: would maintain the four 11' wide motor vehicle lanes, one 5' wide sidewalk, two 5' wide bike lanes, and a median 4' wide (with a narrowing of all lanes under Waverly Dr. [10.5' – 5' – 4' – 2']).

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Comments: I walk on the bridge and wish to make the Hyperion bridge safer for all residents, walking or biking.

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavont; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1.13.15

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: Julia Nordstrand Stakeholder Status: Resident

Address: 908 N Oxford Ave

E-mail address:

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Comments: Cyclists need at least one safe route from Los Feliz to the river paths

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Name: JOHN LAPOINTE Stakeholder Status: EMPLOYEE

Address: 3216 LOS FELIZ

E-mail address:

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Comments:

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Date: 1/13

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Name: Dion Perez Stakeholder Status: employee

Address: 3216 Loz feliz blvd

E-mail address:

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: Jan 18, 15

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Name: ECHO TESCHER Stakeholder Status: resident

Address: 3154 - Glenmanor Pl.

E-mail address: lftyechoes@hotmail.com

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Comments:

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: Jan 18, 2015

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Name: Amory King Stakeholder Status: Resident

Address: 4000 Sequoia St Apt

E-mail address:

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Comments: Pro - bike lanes

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Government Relations Committee
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Comment Card with Option 1A

Date: 1/14/15

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Name: Daren Johnston Stakeholder Status: Resident

Address: 3370 Glendale Blvd. #39880

E-mail address:

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Comments: Thank You

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Date: 1/18/15

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Name: Meaghan Boeing Stakeholder Status: Resident

Address: 3370 Glendale Blvd #39880

E-mail address:

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Name: TREVOR BRADE Stakeholder Status: JACKNIFE (OWNER)

Address: 3149 GLENDALE BLVD, LA, CA 90039

E-mail address: JACKNIFERECORDS@GMAIL.COM

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Name: Michael Bauer Stakeholder Status: Dune Restaurant

Address: 3143 Glendale Blvd

E-mail address: themichaelbauer@gmail.com

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Comments: I love safe biking!

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Name: MARIA TROLONIS Stakeholder Status: RESIDENT

Address: 3371 TYBURN ST. LA, CA 90039

E-mail address: MARIAVT@GMAIL.COM

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Comments: PLEASE ALLOW MT BIKES AND PEDESTRIANS TO USE THE BRIDGE SAFELY, BY GIVING EACH IT'S OWN LANE.

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/18/15

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: WILL EMERY Stakeholder Status: RESIDENT

Address: 2826 AVENEL ST. APT #4

E-mail address: WILLEMERYFILM@GMAIL.COM

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Name: Tom Malloy Stakeholder Status: Home Owner

Address: 3234 Glendale

E-mail address: Smalloyt@sbcglobal.net

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Name: Ron Delegal Stakeholder Status: Home

Address: 3229 Drysdale terr.

E-mail address:

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Government Relations Committee
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Comment Card with Option 1A

Date 01-24-15

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Name: MARGARET CANTO Stakeholder Status: owner

Address: 3682 EDENHURST AVE LA 90039

E-mail address:

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Name: James Mercer Stakeholder Status: homeowner

Address: 3703 edenhurst ave 1a 21.

E-mail address: mercer@artcenter.edu

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Comments: needs of bike riders lacking for safer commute

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Name: Kit Pennebaker Stakeholder Status: ~~Resident~~ Resident

Address: 3831 Edenhurst Ave

E-mail address: Kitpennebaker@gmail.com

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Comments:

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Name: LARA FELIX Stakeholder Status: RESIDENT

Address: 3725 EDENHURST AVE LA CA 90039

E-mail address: DATUHAN@YAHO.COM

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Comments: PUT BIKE LANE ASAP.

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Name: Jennifer Chang Stakeholder Status: homeowner

Address: 3461 Gardenside Ln

E-mail address: changinator@hotmail.com

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Name: Omar Gomez Stakeholder Status: resident

Address: 3454 Gardenside ln Los Angeles CA. 90039

E-mail address: ———— o ————

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Comments: We need this!!!

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Name: MELISSA LOVOY Stakeholder Status: RESIDENT

Address: 3474 GARDENSIDE LANE

E-mail address: mail@lakeboutique.com

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Comments:

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 01/24/15

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: Sax Eno Stakeholder Status: Homeowner

Address: 3735 Edenhurst Ave. Los Angeles, CA 90039

E-mail address: saxeno@yahoo.com

Each exhibit would include:
*a pedestrian activated signalized crosswalk, across Glendale Boulevard, at the base of the bridge in Atwater Village
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AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1-23-15

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: PAMELA MARCH Stakeholder Status: HOME OWNER & NEIGHBOR

Address: 3719 EDENHURST AVE LOS ANGELES, CA 90039

E-mail address: GOPAM@MAC.COM

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Comments:

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Government Relations Committee
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Comment Card with Option 1A

Date: 1/24/15

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Name: Sarah Schwab Stakeholder Status: Neighbor-Home-owner

Address: 3719 Edenhurst Ave.

E-mail address:

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Government Relations Committee
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Comment Card with Option 1A

Date: 1/25/15

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Name: Chris Sapon Stakeholder Status: Homeowner

Address: 3340 Sunnynook Dr. LA, CA 90039

E-mail address: cmsapon@yahoo.com

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: Jan. 25, 2015

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: SUZANNE WINTERS Stakeholder Status: homeowner

Address: 3720 EDENHURST AVE. L.A., CA 90039

E-mail address: suzannederusha@gmail.com

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Government Relations Committee
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Name: Brittney Kvasas Stakeholder Status: resident

Address: 3836 Edenhurst Ave

E-mail address:

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Comments: I support the bike lanes & keeping the historical architectural integrity of the bridge by use of using a lane as a bike lane-reducing traffic to 3 lanes

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Comment Card with Option 1A

Date: 1/15/15

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Name: Vincent Willems Stakeholder Status: Customer / Bike Rider

Address: 4843 Townsend Ave. LA CA 90041

E-mail address: VincentWillems@gmail.com

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Comments:

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Date: 1-15-2015

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Name: Adrienne Harrick Stakeholder Status: recreation + Shopping

Address: 2154 Redrock Ct

E-mail address: adrienne harrick @ hotmail . com

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Comments: safety for walkers + bicycle riders come first.

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: January 15, 2015

Please submit any comments by February 10, 2015 - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: MALCOLM S. GORDON MA Stakeholder Status: SHOP IN ATWATER

Address: 2801 GLENDOWER AVE., L.A., CA 90027

E-mail address:

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Comments:

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Date: 1/15/15

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Name: CAROL A. GORDON Stakeholder Status: WE ENJOY THE ATWATER RESTAURANTS IN VILLAGE

Address: 2801 GLENDOWER AVE LA CA 90027

E-mail address: thecarolynngordon@gmail.com

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Exhibit 2: would have a road diet of three lanes of traffic (two uphill at 11' wide and one downhill at 12' wide), a single elevated sidewalk on the uphill side of the bridge at 7' wide, two 5' wide bicycle lanes with 3' wide buffers, and a median 6' wide (with a narrowing of all lanes under Waverly Dr. [10.5'/11' – 6' – 4' with 3' – 6']).

(Exhibit 3): would have a road diet of three lanes of traffic (two west bound and one east bound each 11' wide), two ~~elevated~~ sidewalks at 5' wide, two 5' wide bicycle lanes with 2' wide buffers, and a median 6' wide (with a narrowing of all lanes under Waverly Dr. [10' – 5.5' – 5' with 1.5' – 4']).

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Comments: WE WANT TO ENCOURAGE WALKING + BIKING RATHER THAN TRAVELING BY AUTO

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date Jan 18, 2015

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: FRITZ TURNER Stakeholder Status: Railroad

Address: 3135 WELDON AVE

E-mail address: fritztw@GMAIL

Each exhibit would include:
*a pedestrian activated signalized crosswalk, across Glendale Boulevard, at the base of the bridge in Atwater Village
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Comments:

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/18/15

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Name: LEO ROSENBERG Stakeholder Status: PATRON

Address: 1551 ECHO PARK AVE UNIT #218 LA, CA 90026

E-mail address: leopoldallen@gmail.com

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Comments: People should have a viable & safe option to travel between neighborhoods without a car.

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Date: 1/18/15

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Name: John Benson Stakeholder Status: SILVER LAKE RESIDENT

Address: 2641 IVANHOE DR. LA CA 90039

E-mail address: senorbenson@me.com

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Comments:

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Name: Chris Wienke Stakeholder Status:

Address: 1121 E. Harvard St., Glendale, CA

E-mail address:

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Comments:

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Date: 1/18/15

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Name: Monica Harper Stakeholder Status: patron

Address: 1360 S. Figueroa St.

E-mail address: mbhdesigns@gmail.com

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Comments: Will move here if the bike lanes open

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Date: 1/18/15

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Name: Mark Smith Stakeholder Status: Atwater customer +

Address: 4781 College View Ave LA 90041

E-mail address: mhs@markhaskellsmith.com

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Comments: slower + safer traffic!

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Government Relations Committee
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Comment Card with Option 1A

Date: _____

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Name: HARRIS SAMUELS Stakeholder Status: DRIVER, CUSTOMER

Address: 4638 TOLAND WAY, LOS ANGELES, CA 90041

E-mail address: Meganmillet@hotmail.com

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Comments: DRIVE through almost Daily. No problem with shrinking down a downhill lane for bike & pedestrian safety.

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Government Relations Committee
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Comment Card with Option 1A

Date: 1/29/2015

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Name: Ben Warwas Stakeholder Status: I ride my bike there

Address: 5417 Lemon Grove AVE #5 LA CA 90038

E-mail address: ben@byben.us

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Comments: This will improve life for everyone in Los Angeles.

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Government Relations Committee
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Date: 1-19-15

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Name: Graham Hyde Stakeholder Status:

Address: 1706 Bel Aire Dr

E-mail address: grahamhyde@hotmail.com

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Comments: Please prioritize safety and safe lanes

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Name: [illegible] Stakeholder Status:

Address: 5815 W. Sunset Blvd

E-mail address: [illegible]

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Comments: MAKE IT HAPPEN!

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 19 January 2015

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: Jamie Goodwin-White Stakeholder Status: patron

Address: 10853 Wenburn Avenue LA 90024

E-mail address: goodwin-white2@geog.ucla.edu

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/18/15

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Name: Jonathan White Stakeholder Status: patron

Address: 10853 Weyburn Avenue Los Angeles 90024

E-mail address: j.white@truereligion.com

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/16/2014

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Name: HARRISON SCHMIT Stakeholder Status: PATRON / CYCLIST

Address: PO BOX 234 EASTSOUND, WA, 98245

E-mail address:

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Comment Card with Option 1A

Date: 1/17/15

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Name: Andrea Skala Stakeholder Status: Shopper

Address: 200 E Broadway Apt 518

E-mail address: skala1aj@gmail.com

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Date: 1/18/15

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Name: Joshua McBride Stakeholder Status: Shopper

Address: 4320 Lockwood Ave Los Angeles, CA 90029

E-mail address:

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Government Relations Committee
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Comment Card with Option 1A

Date: 1/8/15

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Name: JIMMY SEPULVEDA Stakeholder Status:

Address: [illegible] GARDEN AVE L.A., CA 90039

E-mail address:

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Name: [illegible] Stakeholder Status: Resident

Address: 37[illegible] Glendale Blvd

E-mail address: [illegible]@yahoo.com

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Name: MARIA BELL-MART Stakeholder Status: RESIDENT

Address: 3617 HYPERION AVE

E-mail address: MARIABELLMART@GMAIL.COM

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Date: 1-18-2015

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Name: ENRIQUE FELIX Stakeholder Status: RESIDENT

Address: 3871 N EDENHURST LA LA CA 90039

E-mail address:

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Comments: I WOULD BE A GREAT THING FOR SAFETY REASONS, IF WE WOULD GET THIS APPROVED. THANK YOU

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Date: 16 Jan 2014

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Name: Rafael Calleros Stakeholder Status: resident

Address: 4615 Los Feliz Blvd #1 90027

E-mail address:

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Comments: LOL

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
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Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/6/15

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Name: M Cofello Stakeholder Status: Atwater Super Cyclist

Address: 433 Bruce Rd

E-mail address: [illegible]@yahoo.com

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Date: 1/18/15

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Name: Richard Margulies Stakeholder Status: Patron

Address: 453 Holland Ave Los Angeles 90042

E-mail address: RMARGULIES@gmail.com

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Date: 1/8/15

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Name: [illegible] Stakeholder Status: Stake

Address: 320 E Broadway #5 Glendale, CA 91205

E-mail address:

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Name: Paul Clements Stakeholder Status: Commuter on Hyperion

Address: 3723 Brilliant Place Los Angeles Ca

E-mail address:

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Comments: I travel across the Bridge everyday and I am not opposed to restriping a lane here in order to make it safer

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Name: CHARLES DRAGON Stakeholder Status: SURROUNDING RESIDENT ATWATER RESIDENT

Address: 1065 SARGENT AVE

E-mail address: 1065 SARGENT AVE

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Comments: THIS IS ALREADY A DANGEROUS BRIDGE, AND IMPORTANT ROUTE FOR CYCLISTS AND PEDESTRIANS. BIKE LANES

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Name: MICHAEL D. JONES Stakeholder Status: SILVERLAKE RES / PATRON OF AREA

Address: 1009 SANBORN AVE LOS ANGELES, CA 90029

E-mail address: mjones06@gmail.com

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Name: Alyssa Cashmarian Stakeholder Status: Other

Address: 125 N Hayworth Ave Apt 111 LA 90048

E-mail address: acashmarian@gmail.com

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Name: RICHARD PATUEW Stakeholder Status: NEIGHBORHOOD RESIDENT

Address: 1828 W/ NAONA. BLVD. #4 90027

E-mail address: JUNKBEJUNK@GMAIL.COM

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Name: Jessica Golden Stakeholder Status: resident

Address: 300 Riverside Drive #451, Los Angeles CA 90027

E-mail address: jhgolden16@gmail.com

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Name: Aylen R. Dimailig Stakeholder Status: Shops

Address: 451 Normandie Pl. Apt. 6 Los Angeles, CA 90004

E-mail address: apdimailig@gmail.com

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Comments:

Atwater Village NEIGHBORHOOD COUNCIL

3371 Glendale Blvd.
Unit 105, Los Angeles, CA 90039
Email: Board@AtwaterVillage.org
Phone: 323 230-3406
www.AtwaterVillage.org

AVNC Officers: Co-Chairs: Torin Dunnavant; Courtney Morris • Treasurer: Julia Mewbourne • Secretary: Karen Knapp

Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/19/15

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: JC D. Calso Stakeholder Status: Shops

Address: 1662 Waterloo St. Los Angeles, CA 90026

E-mail address: jdcalso93@gmail.com

Each exhibit would include:
*a pedestrian activated signalized crosswalk, across Glendale Boulevard, at the base of the bridge in Atwater Village
*a radar activated speed sign posted next to a 35 mph speed limit sign at the base of the bridge in Atwater Village
*ADA compliant sidewalk(s), with the inclusion of ADA compliant sidewalk(s) under the Waverly Bridge
*no physical median barrier separating opposing traffic
*a pedestrian/bicycle bridge across the Los Angeles River utilizing the existing Red Car pylons
* a reconfiguration of the I-5 NB off ramp to exit at the Victory Memorial flag pole, with a traffic signal allowing for left turns to Riverside Drive.

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Comments:

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/18/2015

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Name: DAVID BAILEY Stakeholder Status: CYCLIST/CUSTOMER

Address: 1109 EL PASO DR, LOS ANGELES, CA

E-mail address: DSBAIL-76@YAHOO.COM

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Comments:

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: 1/10/15

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: Henry Myers Stakeholder Status: Neighborhood Resident, Ride the Bridge all the time.

Address: 3783 effingham place LA 90027

E-mail address: alonsomyers@gmail.com

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Comments: I Bike to Atwater every sunday and AM Afraid to use Hyperion without Bike lanes – it's very Dangerous. The Bridge should be for all residents, not just Cars.

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Government Relations Committee
Glendale/Hyperion Bridge Improvement Project
Comment Card with Option 1A

Date: Jan 18, 2015

Please submit any comments by **February 10, 2015** - e-mail to: sergio@atwatervillage.org and shirley.lau@lacity.org (subject line "Glendale/Hyperion Bridge") or mail to: AVNC – Glendale/Hyperion Bridge (to the address above)

Name: Rebecca Prusinowski Stakeholder Status: Silverlake resident

Address: 3107 Fernwood Ave Atwater shopper

E-mail address: rebeccasapt@gmail.com

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Date: 1/12/15

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Name: Jesse Costello Stakeholder Status: local cyclist/Atwater shopper

Address: 311 N. Fairview St.

E-mail address: jcostello@gmail.com

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Comments: Would love to see a more family-friendly and bicycle friendly lane!

Hyperion Bridge Project

Support for Option 3 - 732 signatures

collected by: LACBC in December of 2014

Name	Email	Address	Zip Code
Mary Abler	mary.abler@gmail.com	416 S Grand View St	90057
Jill Aguilar	jillaguilar@gmail.com	746 E Kensington Rd	90026
Daniel Aguilar	daniel5884@gmail.com	4039 Velma Ave	92611
Hyginus Aguiluz	hyginus.aguiluz@lausd.net	4420 La Clede Ave	90039
David Ahrendtsd	davidahrendts@me.com		90027
Lauren Akins	laopendialouge@gmail.com		90027
Marisa Alcaraz	marisa.ann.alcaraz@gmail.com		90026
Daniella Alcedes	dalcede71@gmail.com	20591 Via Verde	91724
Yvonne Allen	miuziklur@yahoo.net	2542 El Sol Ave Fountain	92708
Jose Alonso	alonso9998@gmail.com	1602 E 49th St	90011
Abraun Alvarez	app6la@gmail.com	1800 W Temple St	90026
Sofia Alvarez	fiaalvarez@gmail.com		90026
Alba Alves	albalves@netzero.net		
Sadiyya Ameena	sadiyyaameena@gmail.com	152 Douglas St	90026
Allison Amon	aamon@chelsea.com	2388 Kenilworth Ave	90039
Mike Amron		3209 Marathon	90024
Tyler Anderson	boco303@gmail.com	4937 Baltimore St	90042
Joanna Andrade	ga.gabriela1@yahoo.com	12504 Rush St	91733
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Spencer Cross	spencercross@gmail.com	117 N Mountain View Ave	90026
Freddy Cruz	duckynk@yahoo.com	3616 Floral Dr	90063
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CREATE A LIVABLE HYPERION BRIDGE WITH SAFE, CONVENIENT ACCESS FOR ALL - OPTION 3

"We the undersigned urge the BOE, LADOT, Mitch O'Farrell and Mayor Eric Garcetti to enhance and restore the Hyperion Bridge into a world-class livable, multi-modal neighborhood treasure allowing access for all to walk, bike and drive between the communities of Silver Lake and Atwater. Please include a signalized crosswalk on the east base (Atwater side) of the bridge across all lanes, two ADA-compliant sidewalks on BOTH sides of the Hyperion bridge deck, two bike lanes, one traffic lane downhill (heading into Atwater) and two traffic lanes uphill (heading into Silver Lake)."

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3400 LARGA

CREATE A LIVABLE HYPERION BRIDGE WITH SAFE, CONVENIENT ACCESS FOR ALL - OPTION 3

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Brian DeLeeuw	4005 Monroe St., #5 90029	brian.deleeuw@gmail.com
Renetta Amador	2814 Waverly Dr. #4 90039	invincibechica@gmail.com
SARAH PHILLIPS	2814 waverly Dr #4 90039	sarahk.phillips@yahoo.com
LEO MENDOZA	2850 RIVERSIDE DR (323) 522 3020	
Britt Warner	1315 Hollydale Dr.	msbrittwarner@yahoo.com
Esther Sung	1700 Lynton St. South Pas 91030	
Rev. Dak Ultimak	2121 N. San Fernando Rd #7	rev.dak@straycouches.com

CREATE A LIVABLE HYPERION BRIDGE WITH SAFE, CONVENIENT ACCESS FOR ALL - OPTION 3

"We the undersigned urge the BOE, LADOT, Mitch O'Farrell and Mayor Eric Garcetti to enhance and restore the Hyperion Bridge into a world-class livable, multi-modal neighborhood treasure allowing access for all to walk, bike and drive between the communities of Silver Lake and Atwater. Please include a signalized crosswalk on the east base (Atwater side) of the bridge across all lanes, two ADA-compliant sidewalks on BOTH sides of the Hyperion bridge deck, two bike lanes, one traffic lane downhill (heading into Atwater) and two traffic lanes uphill (heading into Silver Lake)."

NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Kelly Cruz	150 n. Catalina St LA, CA 90004	
Reuben Olivas	3511 Atwater Ave #3 LA CA 90039	olivas99@hotmail.com
Oscar Molina	3517 Larga Ave LA CA 90039	
Leticia Nuñez	3230 Perlita Av. L.A Cal 90039	
Albertina Medina	3515 Larga ave 90039	
Bertha Molina	3517 Larga Ave CA 90039	
Angie Yanez	3506 Larga ave 0039	
Michael Berger	3305 Perlita Ave 90039	
Johannah Berger	3461 Larga Ave LA CA 90039	
Alex Buono	3460 Larga Ave LA CA 90039	alexbuono@me.com

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Perla Salvador	3445 Larga Ave L.A. 90039	
Rico Lzpid	3445 1/2 Larga Ave. L.A. 90039	
Rosendo Rivera	3417 LARGA AVE APT 1 90039	
Adonis Ortiz	3417 Larga Ave Apt #4 90039	
Yolanda Arias	3417 Larga AVE #4 90039	
Paul Trinh	3406 Larga Ave 90039	
Cesar Villa	3211 Tyburn St 90039	
OSCAR L. VICAB	3267 TYBURN ST. 90039	
Marcia Uriel	3267 Tyburn st. 90039	
Jaeger Smith	3260 tyburn st. LA 90039	

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Michelle Pedersen	2582 Lake View Ave LA, CA 90039	
SARA LYNNE PRECHT	271 W. Providencia Ave Burbank, CA 91502	
Natalie Dixon	833 San Pascual, LA 90042	
Jeannie Mrowicki	524 N Lake St., LA 90026	
Jeremiah Haskell	10135 Hillhaven Ave Tujunga CA, 91042	
Parsha Der Avanesian	1910 DERMONT RD. GLENDALE, ~~CA~~ 91202	
Hakop Mankejan	419 Bethany Rd Burbank, CA 91504	
Piper Gaspelin	3357 Mallena Ave - ZACA 90039.	Owner of Atwater Village Farm
JOE STONES	90039 3512 GARDON AVE. LOS ANGOLES CA.	
JUAN CARLOS NERI	3733 BOYCE AV LOS ANGELES CA 900039	EMPLOYEE AVF

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Cecil Bartzatt Ramil Bautista	3423 Glenhurst Ave. L.A. 90039	
	3428 Glenhurst Ave 90039	
DARREN FOSTER	3437 GLENHURST AVE	
Terri Parker	3503 Glenhurst Ave	
Aart Röst	3447 Glenhurst Ave	aart.röst@gmail.com
Jeff Rurn	3571 Glenhurst Ave	fatboyslim1999@yahoo.com
Natalie Farrow	3511 Glenhurst Ave	Verveine12@gmail.com
Joe Santa Maria	1906 Clinton St 90026	
Scheherezade Arkuszewski	2650 Glendale Blvd. 90039	scheherezade@hotmail.com
Maciek Arkuszewski	2650 Glendale Blvd 90039	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
ERICK PEREZ	0832 KESWICK ST 91352	
Bobola Famuyibo	4010 Los Feliz #10, Los Angeles CA 90027	
Ana Herrera	3226 Bover PL LA CA 90039	
Luis Dias	1574 E. 48TH Pl. LA 90011	
JAMES BADKOUBEI	1624 CAPISTRANO AVE. GLENDALE 91208	
Josie Molina	6650 Franklin Ave #901 CA CA 90028	
Patty Garcia	6205 Woodman Ave. Van Nuys 91401	
Beat Pilgreen	3810 LAVELL DR 90065	
Deo Saravata	17951 LUDLOW ST GRANADA CA 91344 HILLS	
Paul Lopez	325 N. Windsor Blvd.	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Briana Johnson	7017 Milton Ave. Whittier CA	
Manny Vasquez	6241 Palm Ave whittier CA, 90601	
Kim Ranz	13310 Hadley Ave #3 Whittier CA 90601	
Johnny Lee	1217 N. Edgemont. St. #105 LA, 90029	
Ayla Stern	1958 S Robertson Bl #7 Los Angeles, CA 90034	
MATTHEW GLYSSON VELO STUDIO	3454 GLENMURST AVE LOS ANGELES, CA 90039	
VARDAN DEMIRCHIAN VELO STUDIO	3200 Los Feliz Blvd. Los Angeles, CA 90039	
Alex Dash	13578 Rye. St Sherman Oaks, CA 91423	Elevated sidewalk & bike lane, at least a 2-foot buffer
Eban Lehrer	3931 Legion Lane Los Angeles, CA. 90039	
JOE MATIAS	3216 LOS FELIZ BLVD LA, CA 90039	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Mariana Vilchis	6650 Beeman Ave N. Hollywood CA 91606	
Gerson Aviles	5417 Fernwood, Ave Los Angeles CA 90027	
Thomas M. Benson	1660 N. Wilton Pl. #308 LA, CA 90028	
TRAVIS VALENTINE	544. North Morada ave west covina CA 91790	T.VALENTINE @aol.com
GARRETT GARCIA	9631 ECKERAC CRE Panorama Valley CA 91402	
Bernard Labansat	8327 ARTSON St 91770 ROSEMEAD CA	bernielabansat@gmail.com
Lisa Ramirez	3324 NORTH Kelburn Rosemead CA 91770	IJRUN@yahoo.com
Lydia Albarico	249 N Euclid ave. #111 Pasadena, CA, 91101	lydia.albarico@gmail.com
Marlene Lavis	12611 Citrus St. La Habra, CA 90631	
Demi Gonzalez	2257 las Vegas ave Pomona CA 91767	demi91767@gmail.com

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Joseph Nuñez	7317 Live Oak Lane Cudahy, CA 90201	
CHRIS ~~[illegible]~~ SAYES	211 N FAIRFAX AVE, LOS ANGELES, CA, 90036	
CATHERINE WALSHAK	222 COLUMBIA AVE LOS ANGELES, CA 90026	
Gordon Heupel	12425 Heritage Spgs Dr Santa Fe Spgs, CA 90670	LACycle24@gmail.com
David Ruiz	4930 Navarro St #203 LA, CA 90032	davidruiz624@yahoo.com
Isabel Ruiz	4930 Navarro St. #203 LA, CA 90032	isaruiz1203@yahoo.com
~~[illegible]~~ Maria Garcia	1124 N. Hoover St. LA CA 90029	
Brad Adams	2131 Clinton St.	RoadRunnerBags@gmail.com
Bryan Möller	20956 E. Orts St. Compton, CA 90222	bryan@la-bike.org
Aislinn Glennon	1217 N Edgemont St #105 LA, CA 90029	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Eric Tricoche	14135 Francisquito Ave. Baldwin Park, CA 91706	theprestige1389@gmail.com
Chris Redwine	8737 Cedros Panorama City CA 91402	
GERRY TROWBRIDGE	4546 STERN AVE. LA 91423	
Lac Vuong	1050 N. Normandie Ave Apt #4	L_Vuong@live.com
Elizabeth Aragon	11129 San Miguel Ave. #C South Gate CA 90280	
RANDY SLONE	2050 RIDGELEY Dr. LOS ANGELES, CA 90046	
Justin Adams	2131 Clinton St. Los Angeles	RoadRunner1395@gmail.com
Jesus Diaz	580 North Figueroa St. Los Angeles, CA 90012	diazmadridjesus@gmail.com
Diana Maldonado	1602 Murchison St LA, CA 90033	
Leticia Zavaleta	6711 Pluska Ave. #C Huntington Park CA. 90255	
Carlos Figueroa	6325 Gentry St. Hp CA 90255	

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Abel Cardona	14661 Purdy st Midway City CA 92655	lilspideyboy32@yahoo.com
Luis Jimenez	3120 walnut st Huntington park CA, 90255	f.y.b27497@gmail.com
Jonathan Nuñez	826 1/2 W. 58th street Los Angeles ca 90037	Jonathan.nunez826@yahoo.com
Angel sanchez	721 S. Mariposa. Ave Apt # Los Angeles ca 90005	Sanchezangel3198@yahoo.com
Miguel Avalos	4938 Elizabeth st Cudahy CA 90201	Miguelavalos170@Gmail.com
Gilbert Dos	1120 E 66 st Los Angeles CA. 90001	
Gavriel Dorian	200 S. Hamel Dr. Beverly Hills, CA	gavriel d@gmail.com
NIKO Roder	8618 glona ave north hills, CA 91345	Nicolleroder2 live.com
JOHN AWNEDI	681 W 21 St. SAN PEDRO CA. 90731	JAWNEDI @ YAHOO.COM
Sim Lee	2652 POTRERO AVE #21 EL MONTE 91733	CSIM610@GMAIL.COM

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HARUNA MADONO	3120 ROWENA AVE, APT 2	
Susannah Jauber	1326 DOUGLAS ST. LA, CA 90026	
KATIE BENNETT	3255 DESCANSO DR LA, CA 90026	
RICHARD W SAVAGE	12135 VALLEY SPRING LN #1 STUDIO CITY, CA 91604	
Louis A. Deliz	Milan, Italy	
Clarke Miranda	6911 KEOKUK AVE LA 91306	
Justin Galbreath	3759 Lockland Dr 90008	
Henry Mejia	1255 w. 40th pl. Los Angeles CA	
Jonathan Mejia	1459 W. 36th St. L.A. CA.	
Raul Gutierrez	1616 W. Jefferson Blvd #5	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Luis	91205	I'm A Runner
Arthur Pielli	4402 Los Feliz Blvd Apt. 16	sweetpeafan101@hotmail.com
Jim Canosa	3553 Dove St LA	
Katie Williams	3400 W. Olive Ave, Burbank CA 91505	
Omar Castillo	365 Myrtle Glendale CA 91203	omarsito79@live.com
Paul Chen	2634 Kansas Ave, SM, CA 90404	yzchen@ucla.edu.
Jordan Ellison	4343 Mammoth Ave #11 Sherman Oaks, CA 91423	jellison1@hwemail.com
John Ellison	4343 Mammoth Ave #11 Sherman Oaks, CA	
Mark Thurm	10859 Kling Street, 91602	
NAN SAVAGE HEALY	12354 SARAH ST. S.C. 91604	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Darren Mahoney I Bike from Altadena to Atwater & back	3087 Olive Ave Altadena CA 91001	eacc.mm@gmail.com
Carrissa Thompson	628 E Elk Ave Glendale, CA 91205	carrissamorin@gmail.com
Brandon Kelly	4444 Avocado St. Los Feliz, CA 90027	Brandon@ambitousfilm.com
David Brown	328 Colony Circle 90027	justdavidbrown@ owner of Gmail.com
Heather Heath	5424 Franklin Ave #105 LA 90027	
RICHARD SAVAGE	17400 BURBANK BL #112 ENCINO 91316	RSAVAGE716@AOL.COM
Lynda Thompson	2060 B. Av de los Arboles D317 Thousand Oaks CA 91362	LTOGFX@earthlink.com
MELVYN GETTLEMAN	12637 HATTERAS ST. NO. HOLLYWOOD, CA 91607	MGETTLEMAN@YAHOO.COM
Danielle Cooper	1128 Larrabee St W Hollywood CA 90069	—
ANNIE H. KIM	1128 Larrabee St. 1 W HOLLYWOOD CA 90069.	—
Adeylise Tadesse-Heath	6949 Laurel Canyon Blvd North Hollywood 91605	—

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Robert Barkulis	160 S virgil #353 Los Angeles CA 90004	A Runner's Circle employee Atwater
Lindsay Berkebile	1215A Carlton dr Glendale 91205	A Runner's Circle employee Atwater
JOHN LAPOINTE	3205 LOS FELIZ BLVD, #11-113, LOS ANGELES, CA 90039	A Runner's Circle employee Atwater
JIM WILLIAMSON	207 W LOMITA 91214	
ANDRE SILVA	27428 RINGSIDE LN VALENCIA CA 91354	REGULAR RUNNER/CYCLIST IN ATWATER VILLAGE
James Hoffert	PO Box 7775 #58846 San Francisco, CA 94120	Atwater Cyclist
Barnavi Valdez	6051/4 Buena Vista Ter. Los Angeles CA 90042	barnavivaldez203@yahoo.com.
Dino Perez	3216 Los Feliz Blvd LA CA 90039	dino@arunnerscircle.com
Kevin Risiglione	5152 sepulveda #184 91403	Kyuubi@gmail.com
GIOVANNI RAMIREZ	14209 CALVERT ST VAN NUYS 91401	GIO_RAMIREZ87@YAHOO.COM

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Anna C. Beltz	3354 La Clede Ave Los Angeles, CA 90039	
Kevin Reagan	3518 Carnahan Ave L.A., CA 90026	
LEO ABRAHAM	1738 ½ Dillon CA CA 90026	
Amy Clarke	1026 N Rampart Blvd LA CA 90026	
Stacey Nelson	1042 Sanborn Avenue Los Angeles CA 90029	
Joel Socol	4322 Willowbrook Ave Los Angeles, CA 90029	
Ian Markell	3362 Hamilton Way Los Angeles, CA 90026	
Nathan Carballo	978 Hyperion Ave Los Angeles, CA 90029	
ELIZABETH BROWNE	5400 WEST BLVD. LOS ANGELES, CA 90043	
Ben Phelps	1628½ Edgecliffe Dr Los Angeles, CA 90026	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Brian Glover	2018 Griffith Park Blvd #306 LA, 90039	glover2946@RoadRUNNER.com
SUZANNE CAMPANA	1609 MALTMAN AVE LA CA 90026	SUZCampana@gmail.com
JOAN CAMPANA	1609 Maltman Ave LA, CA 90026	info@monkeyinthekitchen.de
Gary Park	1055 W. 7th St, #2888 Los Angeles CA 90017	Vcellopark@yahoo.com
PRISCILA RUIZ	1339 1/2 BATES AVE LA, CA 90027	
JACKIE MONZON	1339 1/2 Bates Ave La Ca 90027	
RJ Dugan	3201 Hamilton Way #3 LA, CA 90026	DuganR@gmail.com
Cynthia Rodriguez	836 Sanborn Ave. #101 Los Angeles, CA 90029	Cynthia Rodriguez
J. NORDBERG	Quintero ST. LA CA 90026	jnordberg825@gmail.com
Sandra Gray	3084 Belden LA 90068	

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Brian Gibbs	West 63rd St La Ca 90056	Briandogibbs@gmail.com
Daryl Muldrow	2323 W 16th Street # 7 LA CA 90057	DarylMuldrow.info@Gmail
CHARLES HERMAN-WURMFELD	1532 MICHELTORENA LA CA 90026	RADICALSTORY@GMAIL.COM
Silvestro Rubino	965 N Vendome #205 La Ca 90026	chicagostaringartist@yahoo.com
Julie Choe	1523 Griffith Park 90026	Juliannjulie@gmail
ENRIQUE LABANSAT	1523 GRIFFITH PARK 90026	
Ed Sales	1167 Hyperion Ave LA CA 90029	none
Vanessa	1400 Golden Gate Ave. #B	vanessa@cicle.org
Katie	1001 Tiverton Ave LA CA 90024	

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Steven Hopkins	1131 Sanborn ave 90029	
Matt Jensen	3152 Madera Ave 90039	
Parker Tolitzn	2179 Commonwealth Ave. 90027	

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Aaron Sosnick	2243 East Live Oak Drive Los Angeles, CA 90068	
Laura Dolinsky	2040 Whitley Ave Apt A LA CA 90068	
Marshall HS Student Carlos Figueroa Jr	3522 Larga Ave Los Angeles CA 90039	
Idrissa Morehouse	3036 Glendale 90039	Spectrboy@Yahoo.com
Kwangsik Lee	15115 S. raymond ave Gardena, CA 90247	
David Futernick	4633 ½ Prospect Ave Los Angeles, CA 90027	
Natasha West	3100 Riverside Dr. Los Angeles, CA 90027	
DANIEL Corona	425 W. Lexington Dr. 91203	
Jeelan Howard	90039	
SERGIO REYES	2734 Glenview AV LA CA 90039	

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"We the undersigned urge the BOE, LADOT, Mitch O'Farrell and Mayor Eric Garcetti to enhance and restore the Hyperion Bridge into a world-class livable, multi-modal neighborhood treasure allowing access for all to walk, bike and drive between the communities of Silver Lake and Atwater. Please include a signalized crosswalk on the east base (Atwater side) of the bridge across all lanes, two ADA-compliant sidewalks on BOTH sides of the Hyperion bridge deck, two bike lanes, one traffic lane downhill (heading into Atwater) and two traffic lanes uphill (heading into Silver Lake)."

NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Alan Hedrington	3364 Largo Ave 90039	dralanhedington@gmail.com
Celestine T Lazo	3301 Largo Ave 90039	
~~[illegible]~~		
Rachael Davis	1128 Lafayette St San Gabriel CA 91776	
Paul Wyderka	3531 Ferncroft Rd Los Angeles, CA 90039	
Eric Lee	2030 Estes Rd LA, CA 90041	
Joseph Gregson	3257 INGLEDALE LA CA 90039	Josephgregson@ibt Mail.com
Cecilia Vijil	3114 Peralta Ave LA CA 90039	
Megan Bomba	3013 Glenhurst Ave 90039	
Andy Cassidy	1518 Edith St. 94703	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Jean Inman	126 N. Everett St. #3 Glendale, CA 91206	
ELI SENTMAN	1108 CA BOICE DR Glendale, CA 91205	elis000@yahoo.com
Daily Folkoyon	6833 Woodman Ave VAN NUYS	
VAZGEN MARGARIAN	25803 VALENCIA AVE 91204	VASKENB@YAHOO.COM
Ninoshka Ned	3720 San Fernando Rd	ninoshkaella@yahoo
Luis Gomez	3720 San Fernando Rd Apt 2 Glendale Ca 91204	Gomezluis@yahoo.com
Tom Renault	765 Hyperion Ave LA CA 90029	
Emily Murray	765 Hyperion Ave 90029	
LATIFA OUADOU	4193 Hollywood drive 90027	
ROBERT BENTLEY	3370 LARGA AVE 90039	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Sharon Isaac	3640 Crestmont Ave, 90026	
LAURA PEYER	3201 GLENDOWAT AVE	
Shawn B. Manejc	3504 Hollydale Dr. 90039	~~Sbmaneja~~ Sbmaneja@gmail.com for Marshall
Stephanie Cartner	3134 Greenwood Rd. 90065	
Eric Lanphoul	1624 Silverwood terrace 90026	
Lorena Esquerra	3503 Hollydale Dr 90039	
Catalino Martinez	3531 Ferncroft Dr 90039	
Loc Bui	3527 Ferncroft Dr 90039	
Monica R. Salcedo	3448 FERNCROFT Rd 90039	
DAVID SCHIFFELBEIN	3439 FERNCROFT RD. 90039	

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Jacob Gonzalez	3172 Glendale Blvd Los Angeles, CA 90039	
Sarah Kalin	5640 Franklin Ave LA, CA 90028	
Sasha Perry	951 N Oxford CA CA 90029	
Esmeralda Garcia	1124 N. Heaver St. LA, CA 90029	
KYLA J. PURTELL	746 S. NORMANDIE #404 LA CA 90005	
Shamare Morijon	11109 Otsego St. Apt# 304 N. Hollywood CA 91601	
Kora Colasuonno	4838 Radford Ave. Valley Village CA 91607	
Sofia Mas	3120 Rowena Ave Los Angeles CA 90027	
Lisa Phillips	3905 Division St CA CA 90065	
Jennifer Robinson	839 Grant St Santa Monica CA 90405	

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Pedro S. Rufon	3428 Ferncroft Rd 90039	
VINCE DORAZI	3421 FERNCROFT RD 90039	STONYATT1@GMAIL.COM
Albert Murrill	3122 Cesitas Av 90039	Albert Murrill@gmail.com
Carlos Cruz	2965 Tyburn st 90039	
Bonita Cruz	2965 Tyburn st 90039	
Clint Dunn	3402 Greenward Rd La. Ca. 90039	Deezer28@gmail.com Walk Southbound everyday
JOHN BUSTOS	2964 TYBURN ST L.A 90039	
Renato Anglo	3434 Greenward rd LA 90039	
CYNTHIA VENEGAS	3506 1/2 GREENWARD ILD LA 90039	LVENEGAS7@ROADRUNNER.COM
BARBARA LASS	3527 GREENWARD RD LA 90039	—

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JAMIE ENGELMAN	1015 CRESTHAVEN DR 90042	
STEVIE LEVINE	4358 WILLOW BROOK AVE 90029	
ARTURO AGUILAR	3327 GLENHURST AVE 90039	PONCHO PANTERA 49@GMAIL HOTMAIL
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Vera Popel	1809 Gardena Ave, 91204	
Andrei Popel	1809 Gardena Ave, 91204	
Javorn Phy	425 Sdano Ave, 9012	
DON SUGGS	2960 GLENDALE BLVD 90039	
Andrea Richards	3040 Angus St. 90039	
Jennifer Getzinger	3437 Hollydale Dr. 9039	

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Bret White	3436 Ferncroft Rd 90039	CONTACT: CenteredBalance@gmail.com
JODK BERRY	3432 FERNCROFT RD 90039	
Lori Cooper	3423 Ferncroft Road LA CA 90039	lori.coop@gmail
JEREMY REARDON	2936 TYBURN ST LA CA 90039	CONTACT ~~BRIDGE~~ DEGGEND 323) 426-9430
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Romeo Mendoza	3522 GREENSWARD RD LA CA 90039	—
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Jean L. De la Vega	3531 Ferncroft Rd. #1 LA, CA 90039	
Shelly Vanegas	2344 Fercroft ST 90039	

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Elena Magulq	3531 Hollydale LA CA 90039	ermags424@yahoo.com
SCOTT WEBBER	3516 HOLLYDALE DR. LA CA 90039	
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JOANN KISSELL	3442 HOLLYDALE. L.A. CA 90039	
JOHN CHRISTOPHER	3403 GLENHURST AVE	JOHNANDMICHELLE@MSN.COM
DIRK PHILLIPS	3411 GLENHURST AVE	
Steven Skendzel	3417 Glenhurst Ave.	cxnthestive@aol.com
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Oni Lazarus	2971 Finch St. LA 90039.	onilazarus@yahoo.com
Carey Maust	5068 Franklin Ave, LA 90027	Carey.maust@gmail.com

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Salvador Rueda	LA Ca 90039 3515½ Greenswood Rd	—
Jackie Ponce	3567 Greenswood Rd Los Angeles	
Stephanie Mercado	3028 Glendale Blvd LA, CA	mercados_18@yahoo.com
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August Mclaughlin	3438 Glenhurst Ave Los Angeles, CA 90039	
Rick Cuta	3301 Hollydale DR. L.A., CA 90039	
Mary Otero	3508 Glendower 90039 CA	
Anne Gordon	4122 Romaine St LA CA 90038	
Erlberto Reyes	4120 Romaine St LA CA 90038	

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Tim Jennings	3419 Greenwood Rd. Los Angeles, CA 90039	—
Julie Maan	3419 Greenwood Rd LA, 90039	
Ashley Kemper	1634 Rodney Dr. Los Angeles, CA 90027	redsplenders@hotmail.com
Hayley Betterton	Burbank 1240 N Beachwood	
CARLA MARTINS	3536 IDAHO AVE Dr.	
Tigran Hayrapetyan	124 Olive st #G. Glendale CA.	
Hovhannes Vanyan	417 N Kenwood, Glendale, CA	
Arsen Petrosyan	211 Magnolia Ave, Glendale CA	
Abigail Feria	3056 glendale blvd. Glendale CA	—
LANCE VIQUEIRA	1068 TYBURN ST LA CA 90026	

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Robin Ramos	4105 Clayton Ave. 90027	
Niesha Trout	2320 Moss Ave 90065	
JOHN VU	2024 NORWALK AVE. LOS ANGELES, CA 90041	jhvu74@yahoo.com
Angelica Garza	4045 Glenalbyn Drive 90065	garzapi@yahoo.com
Arturo Parra	3440 Casitas Ave LA. 90039	
Cristofer Jarrera	" " "	
FAITH CRAWFORD	3433 MADERA AVE #1 LA CA 90039	
Robert Villarreal	3534 Longa Ave Employee	Jilly paint Employee
Kathleen Nichols	5006 Eaton St LA 90042	Katmc70@gmail.com
Bart Rademaker	5006 Eaton St LA 90042	bartrad63@gmail.

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JEN BRITTAIN	3908 Leeward Ln LA, CA 90039	" "
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[illegible]	91039	
[illegible]	1122 E. RALEIGH ST. GLENDALE, CA 91205	cdoneresky@msn.com
Alexander Tzavalas	90027	
Ashley Fleming	90027	
Brian Fox	90039 3026 Castas	~~[illegible]~~ BrianRFox@gmail.com

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Erica Meredith	7259 Willoughby Ave LA, CA 90046	
Daniel Rizzotto	1340 N McCadden PL #7 Los Angeles, CA 90028	
Sarah E. Solomon	3506 1/2 Greenswood Rd Los Angeles, CA 90039	
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	2249 DUANE ST. #4 LA CA 90039	bpdznnelly@gmail.com
	624 East Joyce Burbank Ca 91310	Jeff@jeffshelby.com
	2744 Tyler Pl LA CA 90065	stevenck4@gmail.com
JOSE ARCE Hernandez	3009 Gracia St LA. Ca. 90039	jangl321@aol.com
	3009 Gracia St LA CA 90039	

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Dennis P. Keene	3291 LARGA AVE Los Angeles CA 90039	cell Phone (323) 793-1929
Eduardo Tunstad	315 S. Pacific Ave #13 Glendale, Ca 91204	cell (818) 679-6174
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Jennifer Stratton	1325 N Screenland Dr Burbank Ca 91505	tgrilly@hotmail.com
JIM KENNEDY	3923 RENEE LOS ANGELES, CA 90039	
	2962 Ingledale Terrace 90039	
Yohei Shikano	46. Mt. Washington Pl. LA CA 90065	3

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Yasmin Dessem	2945 Finch St. Los Angeles, CA 90039	yasmind@gmail.com
Carmen Garcia	515 Wintrop Dr Alhambra CA 91803	
Angelo Rooi	3430 GREENSWARD RD. LA 90039	
Cynthia Catania	PO Box 39571 LA 9N39	
Bryan Sheffield	3181½ Glendale Blvd 90039 Los Angeles	
~~Wendy Stinzel~~ Emily Berkey	3181 42 Glendale Blvd ~~Los Angeles CA 90039~~ 1140 N Ogden Dr West Hollywood CA 90046	
Alex Beatschie	3443 ~~Hollywood~~ Hollydale DR Los Angeles, CA 90039	
Robert Caballero	~~4043~~ 1801 Franklin Ave Los Angeles CA 90028	
Nancy Lawrence	1801 Franklin Ave Los Angeles CA 90028	

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Logan Kirk	3918 Sanca Ave LA CA 90039	
Cles Bacon	4523 W. Avenue 42 LA. 90065	
Catherine Sison	"	
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Jimmy Cork	2516 Kenilworth Avenue L.A. 90039	evilmonkey502@yahoo.com
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Mark L. [illegible]	3518 Glenhurst Ave #204 Los Angeles, CA 90039	
[illegible]	3518 Glenhurst Ave. # 204 Los Angeles, CA 90039	
[illegible]	3036 Glendale Blvd Los Angeles 90039	

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Michelle Mijangos	3000½ Petite Ct. 90039	
Teresa Rojas	3001 Petite Ct. #1 90039	
Daniela Rojas	3001 Petite Ct. #1 90039	
Joanna Sanchez	3001 petite Ct. #3 90039	
Erica Morales	3001 Petite Ct #5 90039	
Tirza Perla	3001 Petite Ct. 4 90039	
Juan Perla	3001 Petite Ct 17 90039	
Miguel Aguirre	3001 Petite Ct #13 90039	
Ana Reneza	3001 Petite Ct #15 90039	
Miguel Aguilar	3001 PETITE CT #7	
GILBERTO SERVELLON	3001 PETITE. CT. # B	

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MARK ENGINIAS	5112 SHEATHIN AVE. LA, CA 90041	
Sandra Valenzuela	2408 Garcia St LA, CA 90037	
	503 Quail Dr. LA, CA 90065	
	3656 Gramercy St 107 Torrance, CA 90503	
Angela Cao	3656 Garnet St. Torrance, CA 90503	

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	~~3012 Hyperion Av.~~ 90027	Fich
Sharon Johnson	2962 Hyperion Ave #1	

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"We the undersigned urge the BOE, LADOT, Mitch O'Farrell and Mayor Eric Garcetti to enhance and restore the Hyperion Bridge into a world-class livable, multi-modal neighborhood treasure allowing access for all to walk, bike and drive between the communities of Silver Lake and Atwater. Please include a signalized crosswalk on the east base (Atwater side) of the bridge across all lanes, two ADA-compliant sidewalks on BOTH sides of the Hyperion bridge deck, two bike lanes, one traffic lane downhill (heading into Atwater) and two traffic lanes uphill (heading into Silver Lake)."

NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Thomas Taylor	2962 Hyperion 90027	
~~[illegible]~~	~~[illegible]~~	~~[illegible]~~
Marjorie Raymond	2956 Hyperion Ave 90027	
Katie Hermalik	2952 ½ Hyperion Ave 90027	
Matthew Weiss	2948 Hyperion Ave	
JANNIE JHAN	2732 Avenel Ave	Nbowling@gmail.com
Tracy Morgan	3-15 La Paz Dr	
ARIEL BROGGI	3017 LA PAZ DR.	
Rosalind Bullard	3017 LA PAZ DR	
MARCO RAMIREZ	2965 Waverly DR 90039	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Matthew Berkowitz	3017 Rowena Ave 90039	
Lorraine Perotta	2832 Avenel St 90039	
STEVE GRUPEN	2832 AVENEL ST #15-90039	
David Kish	3017 Rowena Ave 90039	
Kelly Ewing	3017 Rowena Ave 90039	
Dillie Copeland	3011 Rowena 6 90039	
Geneva Hodgson	3011 Rowena 11 90039	
Joey Griffis	3011 Rowena #11 90039	
Luis Noriega	3011 Rowena Ave #1 90039	
Joe Pinals	3017 Rowena Ave #15 90039	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Alison Hope	7017 Romaine # 12 90038	alison.c.hope@gmail
Josh Gregory	3130 Rowena Ave #12 90027	
Daniel Weidenfeld	2600 Griffith Park Blvd	
Nicole Flynn	1814 Serrano ave #6 90027	nicoleflynn18@gmail.com
Chris Cram	2848 BUZZ CT. 90039	
JENS HAUNERT	2597 Hyperion Ave	
JANEK BONIECKI	1327 LUCILE AVENUE LA 90026	
Eric Holden	2105 echo pk ave LA 90026	
Luke Ward	604 CORONADO AVE #4 90026	
Marcus Brown	604 Coronado Ave #4 90026	Brown.Marcus1e@Gmail

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Steven Jackson	1700 Griffith Park Blvd 90026	
Joshua Haglund	1069 Sanborn Ave. 90029	
Diana Umaña	1144 N. Normandie Ave 90029	
Michael Choi	1144 N. Normandie Ave 90029	
IMOGEN E.	4109 MELROSE 90029	
Donnie Pepper	1069 Sanborn Ave 90029	
David Lane	1151 Montecito Dr. 90031	
ROSIE FATEMI	1069 SANBORN AVE. 90029	
Kayl Harren	2410 W 52nd St 90043	
Kyle Swick	3512 Bellevue Ave 90026	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Hines Buchanan	1515 N Hoover St 90027	Hines@asmail.com
Jordan Henry	637 Imogen Ave 90026	jdhenry@gmail.com
Elise Shope	637 Imogen Ave 90026	ershope@gmail.com
R. R Dueitt	P.O. Box 1098	richard_R@yahoo.com
J.C	1249 N. Edgemont St	ZASTERMIC@yahoo.com
Kyle Kelly	1807 Edgecliffe Dr 90026	KyleKgoldmansachs.com
	936 N. Lucile Ave 90026	
MARK THOMPSON	1273 N. COMMONWEALTH AVE LA, CA 90029	RAISEDINVT@GMAIL.COM
ALEXIS BRANGER	1069 Sanborn Ave LA, CA 90029	
Rianna MacMillan	4855 W Jefferson 90016	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Dania de Jongh	3448 Hollydale Dr	djphoto1@mac.com
DAVID [illegible]	3448 Hollydale Dr.	david.morn1@nmc.com
Devon Gundry	3438 Hollydale DR	[illegible]
Goliz Gundry	3438 Hollydale DR	
ZORAN ZAGORAC	3430 Hollydale Dr	
BRENA ROGERS	3422 HOLLYDALE DR	STOMANDLOS@SBCGLOBAL.NET
James N Coffman	3406 Hollydale Dr	323-666-1225
* Brent Pritchett	3400 Hollydale Dr.	* brentpritchett@gmail.com
CHRISTINE DY	3354 HOLLYDALE DR.	CHRISTINEJEANDY@YAHOO.COM
ROLITO MANTAC	3337 HOLLYDALE DR	[illegible]

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NAME (Print)	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Dove Pressman	1648 Rodney Dr #3 LA CA 90027	
Stephanie Morris	1414 Ridge Way LA CA 90026	
Steven Yablok	1915 Park Dr. LA 90026	
Hany Menos	2000 Hollycrest Ave LA 90027	
MARIA Maggenti	1136 Hyperion Ave 90029	MEMOXI@gmail.com
HOPE KANDEL	2929 Waverly Dr. LA, CA. 90039	
GUY BEAUDOIN	523 N COMMONWEALTH AV LA CA 90004	GUYRBEAUDOIN@ATT.NET
Ed Flynn	3765 Legion Cn. L.A. CA. 90039.	edw.flynnfarm@sbcglobal.net.
Doug Litchfield	8967 Morning Glow Way Sun Valley, CA 91352	
Piper Kamins	4231 Avocado St LA 90027	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Brian Goldberg	2531 N. Gates	Global.net BRIAN Goldberg @ SBC
Scott Garrison	1016 ISABEL ST.	PSKnight@Gmail.com
Thomas Voth	3475 Benlomond PL	
Israel Chapman	11027 Burbank Blvd. N. Hollywood 91601	israelachapman72@gmail.com
Autumn Walters	2378 Peru St. 90039	autumnchanae@hotmail.com
GREG PAWLIK	3450 Hollypark Drive	
BARAK HARDLEY	1626 ROCKWOOD ST 90026	barakhardley@gmail.com
PAUL RUCKER	3322 ISABEL DR 90065	
ANTHONY NABONO	2750 RIVERSIDE DR 404 L.A. 90039	ANT_907@YAHOO.COM
Justin Morrison	617 S. Hobart Blvd. Los Angeles CA 90005	(moving to Atwater)

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Stephanie Shaw	817 S. Hobart blvd, los angeles 90005	(moving to Atwater)
ZACHARIAH.	~~3354~~ SUNNYCREST DR LA CA 90039	SOULAMENTE @HOTMAIL.COM.
Mike Choi	1435 Gardena ave.	MBCMAIL@GMAIL.COM
James Heggas	3265 Madera Ave	Jheggas@gmail.com
Hugh Avila	1633 1/2 W. 4TH ST	
	621 S. UNION AVE APT #412	
William Cruz	511. South Union Avenue	[I live downtown] so I ride to AV on weekends
THEO WADDELL	3830 GLENFELIZ BL.	
Greg Thomas	2974 Glendale Blvd.	getreg@dslextreme.com
Paige Selkirk	3027 Weldon Ave	epaige23@gmail.com

James @ atwatervillage.org

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Lisa Klein	2500 Silver Lake Terrace 90039	
Dan Silk	2618 Locksley PL. 90039	
Matthew Doyle	2974 GLENDALE BLVD 90039	
John Englund	3214A Garden Ave. 90039	
Tannaz Sassooni	2062 ½ N Commonwealth Ave. 90027	tannazie@gmail.com * Gave 2 petitions → LOS FELIZ → she may drop off w/ Greg
Michael Pasillo	3624 BRUNSWICK AVE LA, CA 90039	—
Abraham Flores	4105 BRUNSWICK AVE	DFDELFIN@GMAIL.com
William Vigstrom	3347 Meters Ave	
Alice Rijn	90031 Atwater Village Farm employee	

CREATE A LIVE-ABLE HYPERION BRIDGE WITH SAFE CONVENIENT ACCESS FOR ALL - OPTION 3

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NAME	ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Merlin Costales	1413 W. Ave 43 Los Angeles, CA 90065	COSTALES.MERCINSAMUEL@HOTMAIL.COM
John Lin	1515 Westhaven Rd San Marino, CA 91108	
Yi So	1855 Westhaven Rd San Marino, CA 91108	
Allen Liu	1855 West Haven Rd San Marino CA 91108	
Kim Jarand	4126 Edenhurst Ave Los Angeles, CA 90039	
Randy McLaughlin	360 Pioneer Dr. #207 Glendale CA 91203	
	3172 Penio Ave LA 90039.	
	3354 Glenhurst Ave 90039.	ifrancesco@gmail.com
	3340 GlenhurstAve. 90039	hendrix.prudente@hotmail.com
	3441 MADERA Ave L.A CA 90039	
	3447 Madera ave LA CA 90039	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Michelle Mijangos	3000½ Petite Ct. 90039	
Teresa Rojas	3001 Petite Ct. #1 90039	
Daniela Rojas	3001 Petite Ct. #1 90039	
Joanna Sanchez	3001 petite Ct. #3 90039	
Erica Morales	3001 Petite Ct #5 90039	
Tirza Perla	3001 Petite Ct. 4 90039	
Juan Perla	3001 Petite Ct 17 90039	
Miguel Aguirre	3001 Petite Ct #13 90039	
Ana Reyeza	3001 Petite Ct #15 90039	
Miguel Aguilar	3001 PETITE CT #7	
GILBERTO SERVELLON	3001 PETITE. CT. # 8	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
ELSA MARQUEZ	3524 Glenhurst	90039
FRED ARROW	2812 ANGUS ST	90039
ROMAN WYDEN	4701 BRUNSWICK AVE.	90039 SIGNED A PETITION BEFORE I WASN'T CLEAR LOOSING A SIDE WALK.
JASON TRAGNI	3666 GUENTHELIZ BLVD	90039
Andrew Bruntel	3768 Griffith View Dr	90039
BILL GALLEGOS	2104 COVE AVE	90039
JENNIE STONE	405 W. DORAN ST.	90024
Richard Castillo	934 Swiss Trails Rd Duarte, CA. 91010	racastilo@gmail.com
Rob Fryer	222 Lake Shore Terrace LA, CA 90026	
NANCY SCHWARTZ	3670 RIVERHURST AVE LA CA 90039	
Hailey Parker	715 S. Normandie 90005	haileyparker2009@hotmail.com

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Sanjay Wagle	355 S. LOS ROBLES AVE PASADENA, CA 91101	CYBERWAGLE@GMAIL.COM
Daniel Frantz	visitor from Canada walks the bridge	
JOHN OLIVA	8026 SHIRLEY AVE RESEDA, CA 91335	
SAMUEL MUNOZ	9956 CAYUGA AVE SUN VALLEY, CA 91352	yosemite@hotmail.com
Carolyn Schoenburg	3110 Glendale blvd Los Angeles, CA (employee)	carolynschoenburg@gmail.com
Jorge Henriquez	Indochine 3110 Glendale Blvd Los angeles, ca 90039 (Manager)	georgyLP@yahoo.com.
Francisco Benavides	Indochine View (EMPLOYEE) 3110 Glendale Blvd Los Angeles CA, 90039	
Maria J Del Toro	3517 Glenhurst ave. Los Angeles, Ca. 90039	
Silvio Miranda	Hollydale Dr. 90039	
Neha Mahajan	90027	
Audrey Peiden	90039	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Stephen Roullier	1701 Clinton #309 L.A. 90026	Stephen.roullier@sbcglobal.net
ALICE MAUPIN	1701 CLINTON ST, #309 LA, 90026	
Dan Jenkins	3123 Atwater Ave CA 90039	mynamewastakenagain@gmail.com
Cindy Jenkins	3123 Atwater Ave CA90039	cythereia@gmail.com
David Vigueria	3018 TYRONE ST. CA 90039	
Crystal Tisher	91406	
Collin Levin	91423	
Matthew Hensley	90027	
Glenn Burson	90039	Bitwisted@Gmail.com
Dorita Ortega	481 Heliotrope 90004	
Francisco Alvarado	4608 Verdugo LA CA 90065	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Mario Lopez	91406	ML1371@verizon.net
Josephine Yrastorza	91010	
Stephanie Sanchez	90027	
Miles Mazzie	90039	
Lupe Rodriguez H.S.S	90039 High School Student	
Sylvia Arredondo	91506	
Joanna Arredondo	90065 High School student	
PAOLO DeLeon	90039	
Jonathan Santos	90039	
Shanta Alvarenga	91024	
Rujvi Kumat	90024	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Daryuen O'Rourke	3016 Orange Ave. La Crescenta, CA 91214	
LAURA VILLARROEL (JILL'S PAINT EMPLOYEE)	3706 LEE ST. LA, CA 90023	
Freddy De Mata (Jill's Paint employee)	3202 1/2 W. Sunset Blvd #207 LA, CA 90026	
Lidya M. BAOUNI	3516 Golden Ave Apt 2 Los Angeles 90039	
Jennifer Maduko	3706 Largo Ave Los Angeles, CA 90039	jennifer.maduko@gmail.com
Joelle Kahwaji	3448 Largo Ave, LA 90039	
LUCY GARIBAY Lucy Garibay	3418 LARGA AVE LOS ANGELES, CA 90039	
Angelika Ringer (Marshall High Student)	2963 Finch St · LA CA 90039	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Giovani Martinez	316 N. Bonnie Brae Apt. #4 90026	giorm24@gmail.com
Cameron Chyun	421 S. Van Ness Avenue 90020	cameronchyun@gmail.com
Favin Lea	319 S. New Hampshire Ave 90020	
Moon Aind	451 S. Harvard Blvd 90020	moonandmarim@yahoo.com
angelica leano	340 s. Wilton Pl. 90020	angelicamleano@gmail.com
Abhijit kundu	1217 Manzanita St Apt 1 90029	Abhijitkundu51@Yahoo!.com
Marlon Mejia	90029	Marlonmejia91@yahoo.com
Sania Chavy	90039 I Walk on Hyperion Bridge !!	sania196@yahoo.com
I wish I walk over there Jezzyjane Arizala	457 N. Occidental blvd. 90026	jezzyarizala@ymail.com,
Darren Coronado	563 N madison ave 90004	Intelaine112@gmail.com

Marshall High Students Only

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Marshall High Students Only

NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Hannah R.	90029	
Tobin Clancy	90039	thecowjumpedovertheman@ymail.com
Angelina D. - Marshall H.S. student	90027	
Angi Samayoa	4639 Marathon Street 90029	walks the bridge.
Jerson Oliveros	90029	
Omar		
Omar	90029	
Brian Diaz	90029	walk the bridge
Maria Soriano	90026	walk the bridge
Kim Siliezar	90029	walks the south sidewalk of the bridge

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Matthew Losillano	1236 N. Westmoreland Ave. Apt. 7 90029	MatthewAC@outlook.com
Martin Manlangit	4583 Lexington Ave 90029 Marshall High Student	
Lidia Vides	90029 Marshall high student	Walk the bridge!

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Ernie Orellana	511 N. Madison Ave. 90004	
Vincent Herrera	2843 N. Coolidge Ave. 90039	Marshall High Student Taking it out would become most unfortunate
Nazly Garcia	90039	Marshall High Student
William Ramirez	90029	Marshall High School
Anais Almazan	90027	walks bridge
Seva Casteberry	90027	skateboards on bridge
Ashley Thompson	90057	Marshall Student
Cindy Diaz	90057	Marshall Student

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Jacob Sorensen	2489 Waverly Dr. 90037	
Lucy Michel	3009 Hyperion Ave	
Louis Stephens	3009 Hyperion Ave 90027	
Albert Huber	3100 Waverly Dr.	
* Suzanne M Copeland	3154 Waverly Dr. 90027	zuzzanna@gmail.com
[signature]	3025 MAXWELL ~~STR~~. 90027	
Glenda M Lockard	1426 N. Edgemont #15 90027	

CREATE A LIVABLE HYPERION BRIDGE WITH SAFE, CONVENIENT ACCESS FOR ALL - OPTION 3

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Andres Ortiz	3535 Hollydale Dr.	
Robert Q.	3519 Hollydale Dr.	—
Joseph Ramm	3443 A Hollydale Dr.	—
Matthew Doty	3443 B Hollydale Drive	
Alex Solomons	3433 Hollydale Drive.	
Jessica Malcisa	3421 HollydaleDR.	
F A Rashid	3905 Hollydale Dr La, Ca - 90039	
Flavio C Trujillo	3057 Tyburn St LA CA 90039	
Dean Viviritto	3218 Glenhurst Ave 90039	
DON WARD	1840 N KENMORE 90027	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Denise D. Demrau	1621 3/4 Hillhurst Av. LA, CA 90027	
Brigitte Pavich	3517 Garden Ave LA CA 90039	
Eleanor Hoppe	3465 Garden LA 90039	
ICONA STADTFELD	3451 GARDEN, LA 90039	
ENRICO MERCADO	3132 GRIFFIN ST. L.A. CA 90026	
DANIEL NAVA	3512 GARDEN AV. 90039	
DAVID BAKER	905 N. SWEETZER	
GARY CLEARY	1710 N. CRESCENT HTS BLVD	
DIEGO CARRILLO	5906 Willoughby AVE. LACC student	
Kiara Andino	1183 S. Bronson Ave. 90018	

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NAME	ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Pamela Rikon	3418 Atwater Ave LA CA 90039	
Kathrine Reis	3438 Atwater Ave LA CA 90039	
Norm Reis	3438 ATWATER AVE LA 90039	
Ernest Kettering	3502 Atwater Ave LA 90039	
Marites Dizon	3518 Atwater Ave LA, CA. 90039	
Holly Stevens	710 American Way Glendale CA 91210	
	4274 Stern Ave Sherman Oaks	
Phil Seve	3407 Perlita	
Jeanine Canad	" 90039 "	
Alexis Soto	3959 W Point Dr 90065	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Thomas Fugelsang	5224 Silver Lake LA CA 90042	
Cheryll Roberts	3370 Larga Ave. L.A., CA 90039	
IRENE SAKELLIAN	3358 LARGA LA CA 90039	
Rachel Whaley	3324 LARGA Av LA CA 90039	
	3326 Larga Ave LA CA 90039	
Lindy Estremera	3307 LARGA Ave., LA, CA 90039	
Chang	3316 Larga Ave CA 90039	
	3147 Glenhurst Ave 90039	
Georgia Austen	3300 Garden ave LA 90039	
	3310 Glenhurst Ave LA 90039	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Sally Gaspar	3429 Garden Ave L.A. CA. 90031	
Natalija Velic	1120 Queen Anne Place LA CA 90019	
Christian Bruno	1120 Queen Anne Pl LA CA 90019	
	2432 Canyon Oak Dr. L.A. CA. 90068	
Pedro Pinedo Jr	3239 La Granada 90039	
Mak Boghosian	8737 Beverly Blvd 90048	
Naomi	1936 N Bronson Ave 90068	
Tony Lupo	2344 Fletcher #114 90039	
Joe Combellick	2984 Sunnynook Dr 90039	
Carina Rodriguez	91206	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Irene B Amacio	3527 Greenward Rd Los. 90065	ireneamacio@yahoo.com
ARMANDO MERCADO	3028 GLENDALE BLVD. LA CA 90039	amercado@allstate.com
ARMANDO R. MERCADO	" "	amercado_94@yahoo.com
Lauren Smitelli	3447 Glenhurst Ave	laurensmitelli@gmail.com
NICK LUDTON	4224 BRUNSWICK Ave	HiFOOI@yahoo.com
Gilbert Montoya	4320 Perlita Avenue	glrm90@yahoo.com
Joe Volpe	4646 Los Feliz Blvd.	joseph.volpe@me.com
Laura Jones	3711 Glenfeliz Blvd	
EVERETT CHASE	3711 GLENFELIZ BLVD.	
Gina Turley	3027 Weldon 90065	geetee77@gmail.com

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Dan Peterson	3005 Finch St Los Angeles CA 90039	
Ruben Kim	433 S. Manhattan Pl. 90020	Kim_Ruben@yahoo.com
Jose Reyes	1228 Sanborn Ave 90031	
MARGARET STRANZ	3510 FERNCROFT RD.	
Javier Estrada	3443 Ferncroft Rd.	
Liliana Barragan	3443 Ferncroft Rd.	
JUAN JIMENEZ	3443 FERNCROFT RD	
Bruce Kiesling	2958 Tyburn St	
Alexandra Cervantes	3447 Greensward Rd	Cruntsixnar@yahoo.com
Vanessa Segura	3447 Greensward Rd	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Alex Trubetskoy	3026 Cassitas Ave Los Ang. 90039	—

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Romeo Salanda III	3341 Hollydale Dr. / 90039	
Raymund Esguerra	3351 Hollydale Dr 90039	
	3103 TYBORN ST. 90039	
Duane Rochester	3110 Tyburn St. 90039	Soulsurvivorla@me.com
Margaret Velazquez	3401 Garden AVE 90039	
	3401 GARDEN AVE 90039	
Regan Alvord	3429 Garden Ave 90039	
Minerva Carranza	3433 Garden Ave 90039	
Todd Karner	2728 Fletcher Dr #4 90039	
CHRISTOPHER KENNEDY	354 GARDEN AVE LA CA 90039	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
PETE WASHBURN	2743 LOCKSLEY AL. LOS ANGELES CA 90039	pwbizncc@sbcglobal.net
Gwynne Garbable	3020 Rowena Ave., #104 LA CA 90039	
LINDA MACKENZIE	2807 W. SILVERLAKE DR LA 90039	
HARRY CARFAGNO	3051 Angus St. LA 90039	
Robert MacNeil	2734 AUBURN ST. LA 90039	RTmacNeil@Roadrunner.com
Robert Oppenheimer	2929 Waverly Dr, #205 LA, CA 90039	
Jack O'Connor	2837 HERKIMER ST LA, CA. 90039	
Edwin Williams	2840 Herkimer St. LA 90039	
[illegible]	2936 Auburn St. LA, CA 90039	
JORDAN CORNGOLD	2926 WAVERLY DR 90039	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
CHRISTINA JOHNSON	3217 LACISSA APT 301 LOSANGELES 90026	
ABYCER D. DIAZ	116 MAPLE ST. GLENDALE	
Yohanna Logan	2619 Ivanhill ter LA CA 90039	
Megan Bagley	2828 Rowena Ave Los Angeles CA 90039	
FELIX RACELIS	2732 Auburn St #4 LA CA 90039	
Darrell Smith	2912 Rowena Ave, 90039	
SAM LUTIG	3277 ROWENA AVE #5 LOS ANGELES 90039	
Cesar Fishman	3007 Rowena Ave #1 LA, CA 90039	
Rachel Gellenius	3040 Waverly Dr LA, CA 90039	
Jhon Reyes	2913 St George St, LA CA 90027	

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NAME	STREET ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Stephanie Lasker	2121 San Fernando Rd. #7	femmesdlegmail.com
B Bryant	3711 Division st 90065	
Heather Cook	233 Ashland Ave Apt C	hmariecook@gmail.com
Carlos Figueroa Sr.	3522 Carega Av. 90039	
Kevin Ihm	8621 Le Berthon st Sunland ca 91040	
Scott Hutchinson	241 E California Glendale 91206	
Art Sevada	529 W. Wilson Ave GLENDALE, CA 91203	info@sevada.com
Varuzh Grigoryan	1004 E. Maple St. #6 Glendale, CA 91205	
JAMES CONSOLATO	PO BOX 2642, LA 90078	JPonsolato@gmail.com
ANNALIZA TALAVERA	4145 Brunswick ave LA CA 90039	

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NAME	ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
JOHN MASTRO	627 BELMONT Ave 90026	
Steve Tseng	2245 e colorado Bl #523 91107	
Diana Ramirez	Marshall high ~~grad~~ stud. 90039	
Briana Ramirez	Irving student 90039	

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NAME	ADDRESS / ZIP CODE	EMAIL (OPTIONAL)
Teresa Diaz	3410 Garden Ave 90039	tdiaz3410@gmail.com
KIMO Arbas	3216 TYBURN ST. 90039	
Alex Seymour	451 S. Main St. 90013	
Heidi Niedringer	2419 Hyperion Ave 90027	
EDWARD COCH	3036 GLENDALE 90039	
* WALTER RUIZ	3506 GREENSWARD L.D.	
Josh Berman	2601 WAVERLY 90039 Dr. L.A	~~Josh~~ Josh.bermand GMAIL.com
Cheryl Caddick	3231 Madera Ave. LA 90039	ccaddick@gmail.com
Patrick Cleary	3231 Madera Ave 90039	[illegible]
Arusyak Badalyan	1450 N. Doheny st. apt 316	

ERIC GARCETTI
MAYOR

November 8, 2013

Ms. Deborah Weintraub
City of Los Angeles Department of Public Works
Bureau of Engineering
Bridge Program
1149 S. Broadway
Los Angeles, CA 90015

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

Dear Ms. Weintraub,

The Glendale-Hyperion Bridge complex was built in the 1930s. As we move forward on retrofitting the bridge, it is important that we do so in a way that is as multi-modal as possible – the goal is a bridge design that can well-serve the traveling public for decades to come.

Therefore, it is important that the existing bridge design be reviewed by experts and community members. To ensure this analysis can move forward, please initiate an extension request to Caltrans and the Federal Highway Administration to allow the City additional time to study alternatives.

Sincerely,

ERIC GARCETTI
Mayor

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

Personnel and Animal
Welfare
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,



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

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

Dear Ms. Podesta,

We, the community members and stakeholders of Atwater Village and the Atwater Village Neighborhood Council, submit this letter regarding the proposed project to modernize the Hyperion Avenue viaduct. The proposed project includes many improvements that have the full support of this community and Neighborhood Council, including: the off-ramp realignment of the 5 Freeway northbound, the footbridge linking the Red Car River Park to the LA River Bike Path, the signalized crosswalk across eastbound Glendale Blvd., the infiltration basin to catch and treat rainwater, the historic restoration, and the seismic retrofitting. However, we are concerned that certain aspects of the design will pose a safety risk to community stakeholders and are not in keeping with the character of the neighborhood.

Of particular concern the proposal's focus on accommodating high-speed traffic rather than slowing traffic speeds. Rather than address the existing problem of speeding by implementing traffic calming measures, the proposal is to accommodate reckless drivers by installing a freeway crash barrier, banked turns, and freeway-width lanes. These modifications will encourage even worse speeding, and they are not appropriate for a small stretch of road connecting our quiet, largely residential and pedestrian-oriented neighborhood to our neighbors in Silver Lake and Los Feliz. Additionally, these freeway-oriented modifications leave little room for pedestrians and cyclists to safely access the bridge, which is one of only several options for crossing the river, the 5 freeway, and the steep hills into Silver Lake. Pedestrians are afforded only a single sidewalk on one side of the bridge (accessible by crosswalk only to those North of Glendale Blvd.), and cyclists must share the lane with fast-moving motor vehicle traffic. We believe that these concerns can and should be addressed and that the bridge complex can be modernized in a way that provides for the safe access of all in the community.

Accordingly, we support the following changes to the proposed Hyperion Avenue viaduct project:

1. Reduce Speed
2. Discourage cut through traffic
3. Comply With California Complete Streets Policy

Sincerely,

The Atwater Village Neighborhood Council

Cc: Eric Garcetti, Mayor
Mitch O'Farrell, Council Member

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0043
(916) 319-2043
FAX (916) 319-2143

DISTRICT OFFICE
300 EAST MAGNOLIA BLVD.
SUITE 504
BURBANK, CA 91502
(818) 558-3043
FAX: (818) 558-3042

Assembly
California Legislature

MIKE GATTO
ASSEMBLYMEMBER, FORTY-THIRD DISTRICT

COMMITTEES:
APPROPRIATIONS
BANKING AND FINANCE
TRANSPORTATION
WATER, PARKS, AND WILDLIFE

October 9, 2013

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

Dear Ms. Podesta,

I am writing as an elected official and concerned citizen to support the inclusion of bicycle lanes in the proposed project to modernize the Hyperion Avenue viaduct. The Hyperion Avenue viaduct and the surrounding communities of Atwater Village, Silver Lake, Los Feliz, and Glendale are within the boundaries of the 43rd Assembly District, which I represent. The Hyperion Avenue Bridge plays a critical role in connecting these communities.

I am concerned that the current project proposal would create something freeway-like, in an area where such a structure is not needed, wanted, or safe. A freeway-like bridge would also encourage unsafe automobile speeds and would fail to create a multi-modal transit route, which locals want and deserve.

I applaud the current proposal for its improvements to the LA River Bike Path, particularly the completion of the interchange between the Bike Path and Glendale Boulevard. However, local access improvements on one end of a project area are insufficient without a bridge project that provides safe accommodation between Silver Lake and Atwater Village. Without accommodations on Hyperion Avenue, cyclists who wish to travel east-west and cross the Los Angeles River and the 5 Freeway, will continue to face dangerous obstacles and significant inconvenience.

The Los Angeles County Bicycle Coalition has proposed an alternative design that provides a safer facility for all users and creates space for increased cycling and pedestrian facilities without decreasing automobile capacity. By lowering the design speed, removing the median crash barrier, not super-elevating turns, and striping urban lane widths, motorists will not be encouraged to pick up speed before entering the residential neighborhoods on either end of the viaduct. Community stakeholders consistently reiterated the need for calmer traffic conditions on the viaduct during project scoping, and I agree. As long as we can keep automotive traffic moving and provide safe bike lanes, we will have succeeded in the redesign.

CITY OF GLENDALE, CALIFORNIA
Office of the City Council

613 East Broadway, Suite 200
Glendale, California 91206-4391
Tel. 818 548-4844 Fax 818 547-6740
www.ci.glendale.ca.us

October 11, 2013

Los Angeles City
Mayor Garcetti
200 N Spring St
Los Angeles, CA 90012

Dear Mayor Garcetti:

As a local councilwoman in the region, and an avid cyclist myself, I feel very strongly that any improvements made to the Hyperion Bridge include a bicycle lane. The City of Glendale has made huge strides to become more bicycle friendly, including the creation of a master Bicycle Transportation Plan. While the Plan has many facets which have improved the safety and increased participation among riders, the most important feature in the inclusion of "sharrows" on our city streets, sectioning off the road to provide a safe area for the region's riders. I encourage you to take the necessary steps to be inclusive not only the riders in your community, but the pedestrians as well, by considering design alternatives for the bridge.

While we continue our work to improve the Los Angeles River together, improvements to the Bridge will also help make our cities more interconnected. By reducing the speeds on Hyperion Bridge, Glendale and the surrounding communities will greatly benefit from the increased bicycle traffic versus vehicular traffic. With our ever growing populations, we need to be conscious of density issues and the impacts of the decisions we make today. Including a bicycle lane and pedestrian sidewalk while also reducing the speeds of vehicular traffic is a safety position I am proud to stand behind.

I hope you consider these points when deciding the design for the Hyperion Bridge.

Sincerely,

Laura Friedman

Glendale Councilmember Laura Friedman

WE RECYCLE