

The “Red Car Bridge” is an innovative non-vehicular bridge that allows pedestrians and bicyclists a safe crossing across the Los Angeles River connecting the communities of Atwater Village and Silver Lake. The bridge opened in January 2020 after nine months of construction and a cost of approximately \$4 million.

The Red Car Bridge holds a significant place in the history and imagination of the local community. The Bridge, just south of the landmark Glendale-Hyperion Viaduct, was constructed on top of pylons that once held the train track for the Glendale-Burbank Line of the Pacific Electric Railway, the much loved streetcar system commonly referred to as the “Red Cars.” At its height in the 1920s, this system was the largest electric railway system in the world.

Prior to its completion, bringing the Red Car Bridge to life was a priority for the local community for 16 years. The project was spearheaded by Mitch O’Farrell, first as a Council District 13 field deputy, district director and senior advisor, and later as the Councilmember for CD13 from 2013 to 2022. It was O’Farrell’s drive to complete the vision for the Red Car Bridge, in partnership with the Bureau of Engineering, that brought the project to fruition in 2020. Unlike other infrastructure projects that traverse the Los Angeles River, the Red Car Bridge is a testimony to the dedicated stewardship O’Farrell brought to all projects in CD13. The Red Car Bridge project was delivered on time, under budget, and is a template for fiscally responsible capital improvements in the future. This kind of success can only be achieved with diligent attention and oversight of projects.

The Red Car Bridge is one of several projects championed by Mitch O’Farrell during his 20-year service to the City of Los Angeles that have enhanced Angelenos’ access to the Los Angeles River, especially for non-vehicular uses. Other initiatives have included: the Taylor Yard Bridge connecting Elysian Valley and Cypress Park; the North Atwater Crossing for equestrians, bicyclists and pedestrians; the Los Angeles River Recreation Zones, which provide kayaking access to the River each summer; and the Los Angeles River Shared Path for bicyclists and pedestrians, which as a deputy O’Farrell worked to implement, and which he consistently worked to maintain during his tenure as Councilmember.

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Through the successful implementation of projects like the Red Car Bridge and others, it is clear that Mitch O'Farrell's two decades of service have greatly increased access to the Los Angeles River, and that his commitment has created safe methods of travel for pedestrians and bicyclists where none previously existed. Future projects and initiatives along the Los Angeles River will be possible because of the hard work, dedication, and public service of Mitch O'Farrell, and future generations of Angelenos will benefit from his efforts.

I THEREFORE MOVE that the Red Car Bridge be officially named the "Mitch O'Farrell Red Car Bridge," and that the Bureau of Engineering and Department of Transportation be instructed to install appropriate accompanying signage at the location.

PRESENTED BY: Paul Krekorian
PAUL KREKORIAN
Councilmember, Second District

SECONDED BY: Gene De

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DEC 09 2022