Greeting. I am B HA, a 30-year resident of Northeast Los Angeles, bicyclist. The helmet symbolizes that I am a pollution-free transportation consumer.

The proposed project before you to demolish the historic, ex-Red Car highway bridge, which now separates the intersection of Soto Street and Mission Road in E.1 Sereno lies within Council District 14. Nevertheless, this project is of citywide and regional importance, for it would destroy the last of its kind, an artifact of the Los Angeles region's famous and much-beloved Bro-Red Car System. This bridge, second only in the city of Los Angeles, is, AKIMBA by my reclaiming, the oldest operating artifact of the Pacific Electric Railway Company in Los Angeles, remnant of the once 80-mile long the Pacific Electric subway, nicknamed by the press the Belmont Tunnel. 

This bridge was one of two four-track railway bridges of the P.E. Railway, the other one being the Firestone Boulevard bridge in Florence District, demolished by the L.A.T.C. during its construction of what is now called the Metro Blue Line. This bridge once had four-tracks because the route was used both by locally stopping cars of the Sierra Vista local line as well as the non-stopping Pasadena Short Line and Glendora Line, all abandoned Sept 30, 1951 under C.O.L. PUC decision 45682; terminated by a C.O. Div. of Ht always refusal to pay for the Red-Car track relocation necessitated by the rebuilding of April 51. Street as the Santa Ana Freeway.
On the city's environmental checklist, the answer of "no impact" is made in response to the question, "Does the project have the potential to... eliminate important examples of the major periods of California history?"

Item 7. Hazards and Hazardous Materials

Failure to show a category of hazardous materials, exposing people or structures to a significant risk of loss, injury, or death; NOT involving fires, airstrips, or hazardous materials; exposing people to a significant risk of damage or death by the present bridge. This project exposes people to a significant NEW risk. I emphasize NEW risk of damage or death in auto crashes now outright precluded by the present bridge and grade-separation. That constitutes a significant adverse effect upon the physical environment, both independently and in the context of removing an existing, established system, such as the highway-grade-separation. Therefore, the mandatory finding of significance in Item 17c of "no impact" is erroneous. In response to the question, "Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?" on pages 35 and 36 in...
Greetings. I am Bryan H. Allen, a 30-year resident of Northeast Los Angeles, about 4 miles from the proposed demolition project. The bicycle helmet symbolizes that I am a low-pollution and a pollution-free transportation consumer.

Mr. James H. Washington, Jr., a decades-long transit activist and member of the EZRA (Electric Railway Historical Association), wanted to appear here to oppose this project, but he could not come today over misinformation about to which day the matter would be continued. I register opposition to this project also on his behalf, as shown in his speaker slip, which I introduce into the record. Mr. Alan Fiskel and other EZRA members oppose the demolition but could not appear to speak. The remainder of my comments are mine alone. I incorporate by reference all of my hand-scribbled comments.

The proposed project before you to demolish the historic ex-Red Car highway bridge which now grade-separates the intersection of Soto Street and Mission Road in El Sereno lies with council district 14, and I just confirmed today, district 2.

Oops. Sorry. Nevertheless, this project is of citywide and regionwide importance, for it would destroy the last-of-its-kind great artifact of the Los Angeles region's famous and beloved Red Car electric interurban-railway system.

This bridge is, by my reckoning, the second-largest operating artifact of the Pacific Electric Railway Co., in the city of Los Angeles, the largest being the endangered remnant of the once 10-mile-long Pacific Electric subway, recently dubbed by the press as the Belmont Tunnel, also in district 1. Alderman Gustavo Reyes and I are both of the city's two, last, greatest Red Car operations assets be part of your legacy? Make no mistake about that.
If, contrary to fact, this bridge had been built by a famous WWI general or had been the scene of a noteworthy WWII battle, that alone might entitle it to federal and local protection.

In fact, this bridge was occupied by the famous Pacific Electric Railway, the nation's most expansive interurban electric railway in terms of track length. This bridge is cumulatively rare, extraordinary and noteworthy in these four respects: (1) It is a former electric-interurban bridge, (2) It was a very rare example of a railway bridge converted to highway use, (3) It was a very rare four-track bridge not in or adjacent to a railroad or railway storage yard, and (4) It is about 68 years old.

On the city's environmental checklist, the answer of "no impact" is erroneous and invalid in response to the item 5a "Cultural resources". Therefore the mandatory finding of significance on page 35 in item 17 of "no impact" is erroneous in response to the question in relevant part: "Does the project have the potential to ... eliminate important examples of the major periods of California history?"

The city's checklist item 7, Hazards and Hazardous Materials is legally deficient in its generic failure to show a category of exposing people or structures to a significant risk of loss, injury or death NOT involving fires, airstrips, or hazardous materials. This project exposes people to a significant new risk. I emphasize NEW risk of [insert risk] or death in auto crashes now otherwise precluded by the present highway grade separation. That constitutes a significant adverse affect upon the physical environment both individually
Direct the Department of Public Works to do all of the following:

a. Expeditiously investigate practical, interim methods to protect the public from the effects of possible, catastrophic seismic failure of the bridge, including methods based upon advance seismic detection and warning, like those used in automatic natural-gas shutoff valves and on Japanese railways.

b. Promptly implement one or more effective protective methods for this bridge, if found feasible, and return to the city council if additional, unprogrammed funding is needed to do so.

c. Examine the potential citywide implications and applications of its investigatory findings for interim seismic protection.