

## Jomsky, Mark

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**From:** Carol Teutsch <cbteutsch@comcast.net>  
**Sent:** Sunday, December 09, 2012 8:50 PM  
**To:** Jomsky, Mark  
**Subject:** 710 comment: Please distribute to all council members before Monday nite meeting Dec 10, 2012

Dear Council members:

You sit at a critical juncture to decide on the fate of the proposed 710 tunnel/freeway, an expensive major transportation infrastructure that will do irrevocable harm to the city of Pasadena and the region, bringing port traffic and trucks through the heart of your commercial district. A long tunnel without exits with a large toll is not for congestion from local traffic; the proposed bore size is designed to accommodate trucks. Such a tunnel puts ground water contamination at risk and goes through earthquake faults. I am certain you have seen the catastrophe in Japan from a tunnel collapsing, with horrendous rescue challenges, and questions about whether failure to make appropriate maintenance upgrades is at fault. Cal Trans has not been forthcoming in disclosing the cost of this horrible proposal, not have they been consistent in their own documents and public comments about how this tunnel will be used. With the worsening air quality that comes with increased traffic and induced demand, despite Cal Trans/Metro's **unsubstantiated claims** it will improve air quality, and with your city sitting against mountains that will collect the contaminated air and reduce the quality of life and health of your citizens, you **MUST** stand firm against this proposal. The long term impacts of this project from construction, to business and city disruption, to exposure of our children to worsening air quality is un acceptable. New research suggests increased autism with proximity to freeways and diesel. Think about those long term costs to families, to your social services, and to health care costs. Older research establishes increased cardiovascular risk and cancer, including brain cancer. Physicians for Social Responsibility, a growing group of health professionals, have spoken out against and written very articulately about the scientific evidence that this project will harm the populace and region in many dimensions. The excellent informational forum your city held under the direction of Councilman Madison gave many reasons for concern about this project. Cities are taking down freeways now. Don't make a mistake of building more freeways. Some academic publications have shown that cities would have been better off without the highway projects that they took on. The money can be better used for other transportation solutions.

Good sense and good planning is not driving Metro/ CalTrans to push for the 710 tunnel. ?What is driving this? Hopefully with some time to investigate it will become clear.

By the way, which of the freeways that Cal Trans and Metro have built have solved the gridlock and congestion anyways?

We need to be moving people onto public transit options.....that is what they are asking for. That is the healthy choice. We can't build our way out.....they have proven that!

At the very least, you owe the citizens of the region a motion to delay the decision and gather more information before this project can proceed

Please show your leadership,

A concerned citizen and physician  
Carol Teutsch, M.D.  
841 Moon Ave  
Los Angeles, CA 90065  
323 352-8079

## Jomsky, Mark

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**From:** CityWeb-Server@cityofpasadena.net  
**Sent:** Saturday, December 08, 2012 3:24 PM  
**To:** Jomsky, Mark  
**Subject:** WWW COMMENT

Data from form "Contact City Clerk Mark Jomsky" was received on 12/8/2012 3:23:31 PM.

Send Comments

Field	Value
Your Name	Nancy van den Hout
Phone	626 639-3122
Email	<a href="mailto:nancyvandenhout@mac.com">nancyvandenhout@mac.com</a>
Comments	Fred Dock has identified serious issues regarding the proposed 710 tunnel. In addition there are serious safety concerns: vehicle exhaust cannot be properly filtered and will lead to health issue for the surrounding comities, risk of tunnel collapse, fire and accidents. The 710 extension is intended for goods movement not commuters. This will lead to more congestion on the 210 freeway. Residents along the 210 freeway will be exposed pollutants associated with increased respiratory impairment. If the tunnel is completed by 2030 the truck percentage on the 210 will increase from 11% to over 20%. I urge the Pasadena City Council to continue the vote on the 710 tunnel until further studies can be done regarding safety, and cost. Old Town commerce will be severely impacted due to pollution from adjacent exhaust towers. Nancy P. van den Hout

Email "WWW COMMENT" originally sent to [mjomsky@cityofpasadena.net](mailto:mjomsky@cityofpasadena.net) from [CityWeb-Server@cityofpasadena.net](mailto:CityWeb-Server@cityofpasadena.net) on 12/8/2012 3:23:31 PM.

**Jomsky, Mark**

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**From:** awhitex1@netzero.com  
**Sent:** Sunday, December 09, 2012 10:54 AM  
**To:** Jomsky, Mark  
**Subject:** 710 tunnel

**As I am unable to attend Pasadena City Council meeting on Monday, December 10<sup>th</sup>, 2012.**

**I am submitting my comments for the record by e-mail. No on the 710 tunnel. We do not need more traffic on an already overcrowded I210. Witness all the truck accidents that occurred last week during the rain. Other options have to be explored and implemented**

**Ann White**

**Jomsky, Mark**

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**From:** Susan Bolan <sbolan1@aol.com>  
**Sent:** Monday, December 10, 2012 2:59 AM  
**To:** Jomsky, Mark  
**Subject:** Bolan - 710 Comments for Tonight's Meeting  
**Attachments:** 710\_Notebook\_What\_Could\_Happen\_12-10-12.doc; 710\_Notebook\_Tunnel\_Dangers\_8-10-12\_sb.doc

Dear Council Members, (Please view attachments)

This letter is to call your attention to a component of the 710 Tunnel project that you may not have considered previously. The No 710 Action Committee gave the Council two Notebooks full of information including pages outlining possible Tunnel Dangers. If any of the possible scenarios should occur, Pasadena would be responsible for the First Response in such emergencies and the costs associated with them. The coordination and expertise required for large scale fires that burn at 1800°F, tunnel collapse where victims must climb 200 feet to escape, or flood waters that fill the cavity below could prove to be highly detrimental to the City, let alone extremely expensive.

While the City may not be willing to formally oppose the project due to legal restrictions, you certainly must consider the inherent safety vulnerabilities of such a large-scale project and the huge cost to the City during construction and following completion.

As a stakeholder in Pasadena, conducting an antique business near Fair Oaks and California, I must express to you my great concern. My business will not be able to survive a decade worth of construction and I will be forced to relocate. I have to assume that other small businesses will follow suit.

You must do all you can to protect the citizens of Pasadena and to extend to my community of La Crescenta, your promise that you will not let this project invade our small town quality of life.

Sincerely,

Susan Bolan  
Resident of La Crescenta/Glendale  
Member of No 710 Action Committee

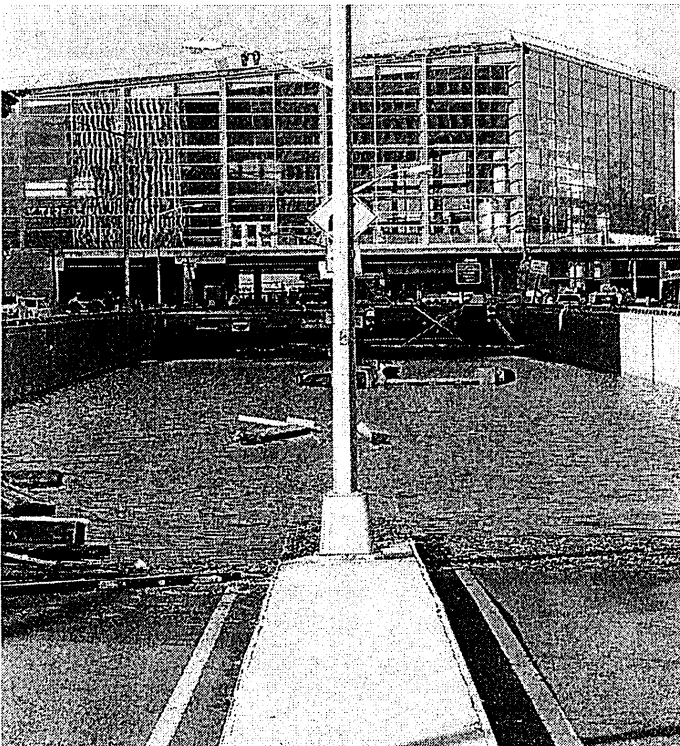
# What Could Possibly Happen in a Tunnel?

Sasago Chuo Expressway Tunnel Collapse, Japan 2012, 9 Dead



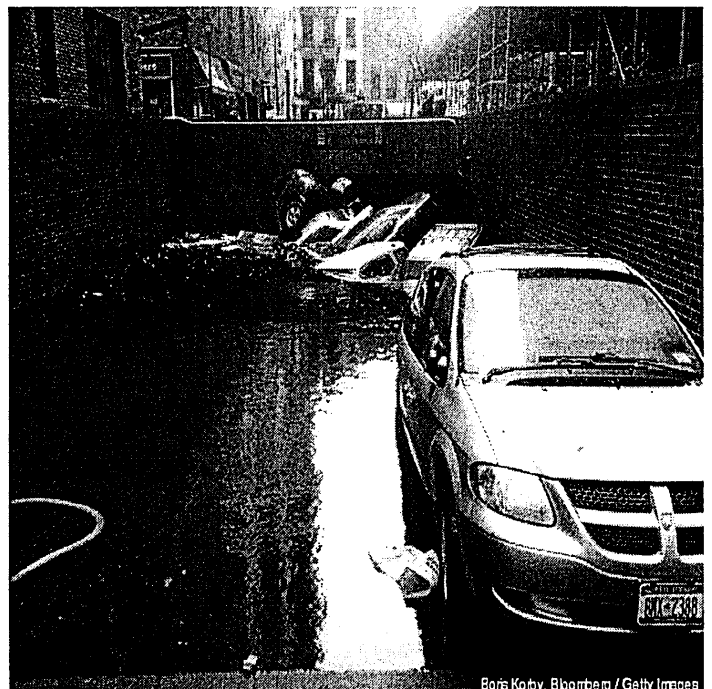
Kyodo News / Associated Press Photos via latimes.com

Brooklyn Battery Tunnel Entrance After Hurricane Sandy, 2012



mostlygrace.com

Getty Images



Boris Kobay, Bloomberg / Getty Images

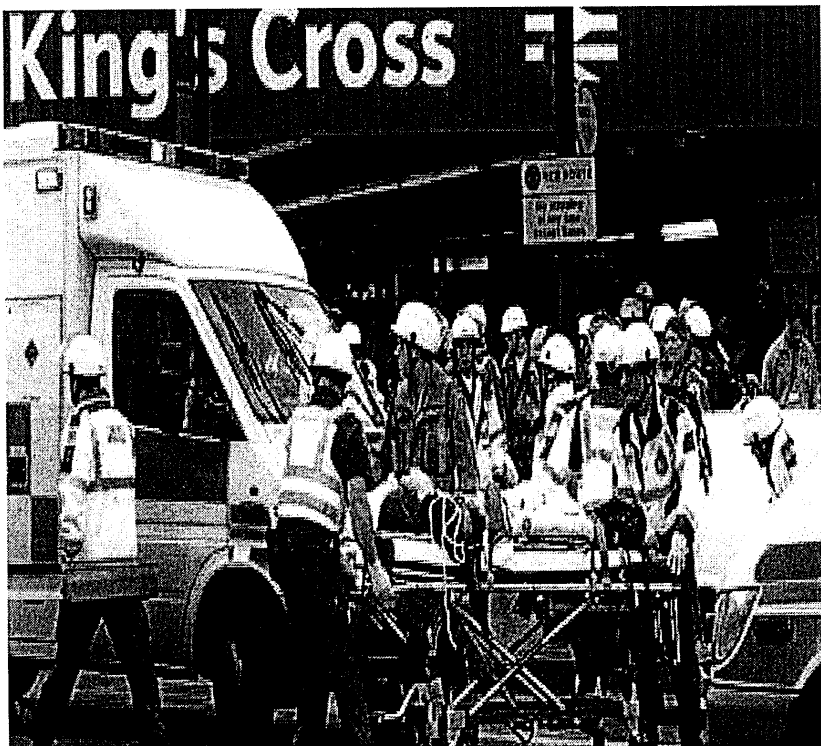
# What Could Possibly Happen in a Tunnel?

Big Rig Pile Up in I-5 Freeway Tunnel, Santa Clarita 2007, 3 Dead



redorbit.com

Terrorist Bombing, Tube System Shutdown, London 2005, 31 Dead



guardian.co.uk



dailymail.co.uk

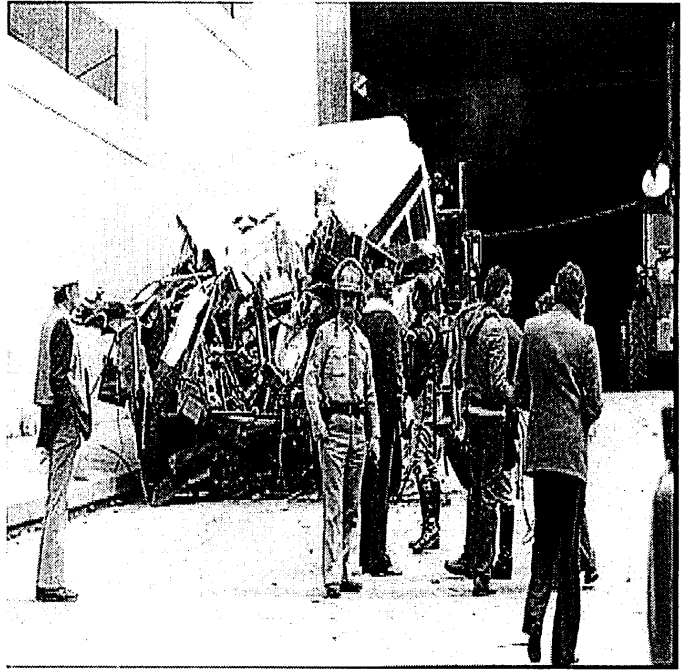
# What Could Possibly Happen in a Tunnel?

**St Gotthard Tunnel Fire, Switzerland 2001**  
11 Dead



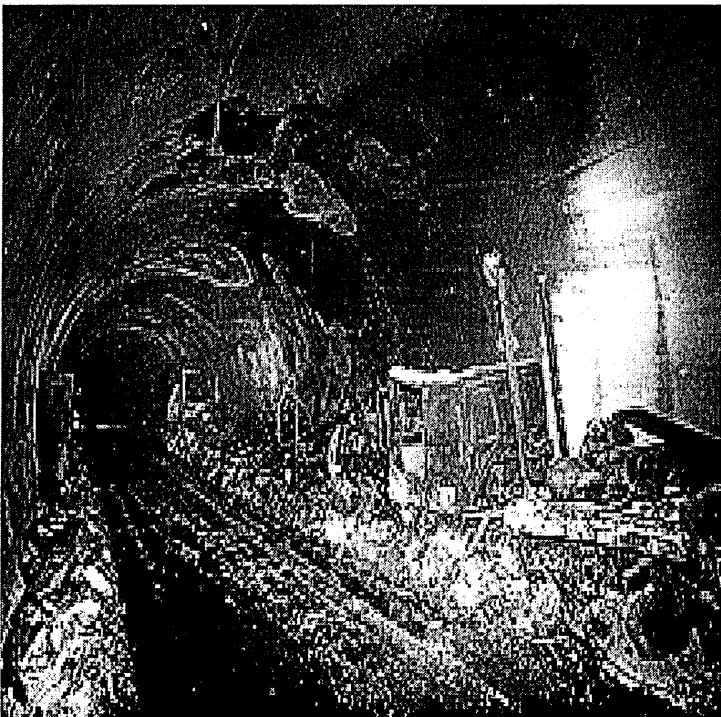
news.bbc.co.uk

**Caldecott Tunnel Fire, Oakland CA 1982**  
7 Dead



jalopnik.com

**Mont Blanc Tunnel Fire, France/Italy 1999**  
39 Dead



landroverclub.net

**Central Artery Tunnel (Big Dig) Collapse, Boston MA 2006**  
1 Dead



boston.com

# TUNNEL DANGERS

## **Concerns from the Beginning**

From 1947 through the 1990s, communities opposing the extension of the 710 freeway were focused on preserving the character of their neighborhoods and solving their transportation issues through other projects. Carving up the beautiful historic homes and small town businesses to send more vehicles through the area just doesn't make sense. These communities already have more than one freeway. Why add more?

## **Feasibility of Using a Bored Tunnel**

In 2002, after years of litigation with the City of South Pasadena and others, Caltrans and Metro shifted their plans and began to explore the feasibility of using a bored tunnel to extend the freeway. This concept raised new concerns for the communities: huge costs, concentrated pollution emissions, but more importantly, safety. Los Angeles is well known for its high incidence of earthquakes and other natural disasters. The public now had to consider the danger of being inside a 5-mile long tunnel during a substantial earthquake, rising flood waters, or a natural or man-made fire.

## **Dangers Come from within a Tunnel**

Modern tunnels are built with safety features incorporated into their design. Some earth movement is expected and planned for so that the passageway is able to "flex" with a shifting environment. The amount of "flexing" that a tunnel is able to do without damage, depends on many factors. An earthquake will not collapse a well-built tunnel. The greatest risk comes from cars, trucks, and busses filled with passengers and gasoline, shaking inside the tunnel.

## **Tunnel Safety Measures**

Every large tunnel has 24 hour monitoring of events inside, typically two, stationed control rooms, one at either end of the tunnel that are responsible for systems maintenance, observation of problems, and collection of tolls. Emergency escape exits and phones are located at intervals along the route. Most of these require a person to be "able bodied" to use. Emergency response time can vary greatly depending on the severity of the problem and level of communication between jurisdictions and training of first responders.

## **The Longest Road Tunnel in the United States**

Los Angeles does not currently have any long road tunnels. There are some short tunnels intermittently on area freeways where the freeway meets a rise in elevation, such as the SR-110 freeway near Dodgers Stadium or through long underpasses. The closest modern road tunnel, the Caldecott Tunnel near Oakland California, consists of three tunnels, just about 4,000 feet long. If the 710 Extension was built underground, it would have two 60-foot diameter tunnels between 4.4 and 5.4 miles, the longest road tunnel in the United States. Even the Central Artery Tunnel in Boston, also known as the Big Dig, is only 3.5 miles long. Ours will be an even Bigger Dig.



## **Accidents**

### **Big Rig Accident on I-5 Freeway**

Locally, in 2007, an accident involving five big rigs in a small 550-foot long underpass tunnel on the I-5 freeway, just north of the SR-14 connector, resulted in a fireball so hot that the vehicles burned down to their cores and concrete exploded off the walls. The Los Angeles Times reported, that “fire, police and Caltrans officials spent the day trying to assess damage to the concrete but were hampered by a continuing blaze in the tunnel's center, and heavy smoke and high concentrations of carbon dioxide, particularly on the tunnel's north, or uphill, end. They could not get very far past the mouths of the tunnel.” Sadly, 3 people lost their lives and 10 others were treated at area hospitals. It was estimated that 10 to 20 people were able to flee the short tunnel on foot. This accident is a very small example of the type of emergency that can happen in a road tunnel. A longer tunnel with a higher number of trucks carrying cargo, would increase the potential for fire and death exponentially.

### **Mont Blanc Tunnel, Margarine and Flour Fire**

The Mont Blanc Tunnel between France and Italy became the focus of an investigation in 1999, when a truck carrying margarine and flour caught fire midway through the 7-mile tunnel. Apparently the driver did not notice the smoke coming from his vehicle for about a mile as opposing cars waved at him. When he finally stopped to inspect, the truck ignited, sending smoke and dangerous levels of carbon monoxide throughout the area. The drivers in the vehicles behind the truck became trapped, unable to turn around, as the smoke was drawn uphill from the grade and overcame them. The truck's cargo of margarine volatilized and fed the fire that burned at about 1800 °F for 53 hours. A total of 38 people died within 15 minutes of the incident, although it was believed prior to that day that food cargo posed no transport risk; it was considered combustible but not flammable under normal conditions. However, investigators who examined this accident began to consider that even innocuous food goods and road pavement materials could become flammable when heated by fuels and other flammables, causing them to emit dangerous chemicals when burned in a contained space.

### **Gotthard Tunnel Fires, Smoke Caused Fatalities**

Road tunnels all around the world have inherent danger and a disturbing history of fatalities. A tunnel full of vehicles contains an average of 15 gallons of gas per vehicle. Add to that, some trucks and busses have larger 150-gallon tanks with potentially flammable cargo and plastic that becomes flammable when heated. One accident can cause a chain reaction of explosions to all of those tanks. In 2001, the 10-mile St. Gotthard Tunnel in Göschenen Switzerland had a blazing inferno that killed 11 people. The accident was a collision between a truck and an empty minibus that caused gasoline to pour onto the floor of the tunnel. The result was a blaze so hot that it melted the vehicles causing them to be fused together. It was determined that the fatalities were caused by smoke and gas inhalation and that the ventilation system had not been working properly or was not adequate for such conditions. This tunnel suffered three major accidents in three years.

### **Caldecott Tunnel, Gasoline Fire**

The Caldecott Tunnel as previously mentioned, had a fire in 1982 that caused 7 deaths. A gasoline tanker crashed into a stopped car and gas spilled into the gutter and ignited. Smoke travelled uphill, choking the victims who didn't have a chance to get out the emergency exits. The ventilation system was not even on at the time although it would have been totally inadequate under these circumstances. The same tunnel in 2010, had to close during an intense rainstorm due to flooding. A drainage pipe had filled with debris from runoff and storm water backed up in the tunnel.

### **Big Dig Tunnel, Shoddy Construction**

Sometimes the danger in a tunnel comes from an unexpected cause. The Central Artery Tunnel in Boston, the Big Dig, was damaged when ceiling tiles cascaded to the ground below because an inadequate glue was used to secure the 4,600-pound panels. One woman lost her life when a tile fell directly on her while riding as a passenger in a vehicle, also injuring the driver, her husband. The project manager, Bechtel/Parsons Brinckerhoff as well as others, were accused of cutting corners and doing shoddy work. There was also a great deal of discussion on whether the glue manufacturer or the glue installer were to blame for the tiles falling. The tunnel fully reopened 11 months later.

### **Flood Water Hazards, Diversion of Traffic**

Flooding is a concern for Los Angeles area residents as it is common throughout the rainy season. At a public outreach meeting conducted by Caltrans during the Geotechnical Study, a question was asked about how flood waters would be managed in heavy downpours in and around the tunnel. Earlier in the week, television news coverage showed that the southern end of the 710 was evacuated due to rising waters. The response by Doug Failing, Executive Director of Highway Programs at Metro, was that the 710 freeway is supposed to flood to keep water out of the area neighborhoods. He stated that it was designed that way. However, one might argue that building a tunnel at the end of a freeway that is designed to flood, could create an inescapable hazard. There are no exits in a tunnel. In addition, unlike the average freeway, when an entire tunnel section does close down for weather, maintenance or accidents, the resulting overspill of cars and heavy cargo trucks into the local communities is devastating.

### **Soft Target for Terrorists**

As we look to Los Angeles in the future, we must consider that a large tunnel could become the ultimate target for terrorists, as was the case in London in 2005. In a road tunnel, since tolls are collected electronically and there are no stops for inspection, it would be easy to trigger an explosion with just a flare and a can of gasoline. An act such as this would yield catastrophic loss of life and property. Let's be sure that the supposed benefits of this project far surpass the tremendous risks.

**Jomsky, Mark**

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**From:** Johanna Cypis <jcypis@earthlink.net>  
**Sent:** Monday, December 10, 2012 9:38 AM  
**To:** Jomsky, Mark  
**Subject:** NO 710 TUNNEL

As a citizen, a community member, a concerned & active member of society I strongly and unequivocally oppose the 710 Tunnel.

And I know I am not alone.

As public representatives of the population do what you can to actually do what the people want.

NO 710 TUNNEL.

J Cypis

**Jomsky, Mark**

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**From:** David Alexander Davidson <david@solventdreams.com>  
**Sent:** Sunday, December 09, 2012 12:45 PM  
**To:** Jomsky, Mark  
**Subject:** Comment for City Council meeting public record

As I am unable to attend the Monday, December 10th, 2012, City Council meeting, I am submitting my comments for the record by e-mail.

Dear City Council,

I'm a professional who owns two historic houses and a thriving business with my wife in the Garvanza HPOZ. We were about to start a new business in Pasadena, and we were about to purchase a third house in the area, when we were given pause this year from the news that a major freeway might be built through Pasadena.

We strongly protest the freeway, and urge you to consider not permitting it in any form. The uptick of crime, urban blight, traffic disruption & rerouting, adding soot, noise, higher asthma rates, and many social tolls are some of the reasons I strongly disagree with this freeway.

This is a health & safety issue which will create unnecessary dislocation and disruption in the name of progress. These mega-routes cause well documented negative effects to established neighborhoods and impact real lives. We sincerely believe the stated objectives of those who believe the freeway to be necessity, do not have the interests of the affected communities in mind.

Please consider the myriad opportunities many have brought to bear, including progressive ideas like light rail, bike paths, bus and other ideas.

Thank you.

David A. Davidson  
227 N. Avenue 66  
Los Angeles, CA 90042

**Date:** December 6, 2012  
**To:** Mayor Bill Bogaard, Pasadena City Council  
**From:** No 710 Action Committee, Pasadena Chapter  
**Subject:** **Request for Immediate Action Regarding the Proposed 710 Freeway Extension**

As a continually expanding grass-roots community organization that believes the 710 freeway extension threatens the health, quality-of-life, financial interests, and cultural resources of Pasadena residents, the No 710 Action Committee, Pasadena Chapter, asks you to *vote to remove the 710 Tunnel Option from the Metro EIR Study, preferably as a united council, or alternatively as individual citizens prior to the inception of the EIR.* Measure A is dated and not applicable to the proposed 710-freeway extension – the tunnel was not conceived at the time Pasadena residents voted on Measure A. Even so, we understand that there are no legal restrictions to prevent councilmembers—as private citizens—from standing with your constituents, neighbors and community to fight against this project that will have negative and irrevocable affects on our city.

In addition, we ask that as our elected representatives you take several actions on behalf of Pasadena citizens, so that the impacts of the tunnel can be verified, understood, and fully vetted by an informed public. These actions include the following:

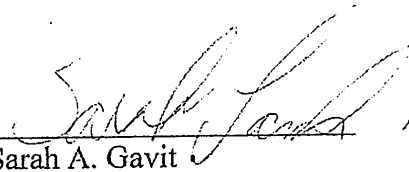
**1) Direct an independent study on how the 710 Extension will affect the health of Pasadena residents.** Our city's website boasts that for 120 years the Pasadena Public Health Department has existed to *'ensure and promote a healthy community with healthy people and to work with others to assure opportunities for optimal health for present and future generations.'* It goes on to say that *'health is broadly defined to mean both the absence of disease, and the presence of well-being — physical, social, economic, mental and spiritual'*. Few will deny that the 710 extension will significantly increase pollution and noise in our city. The potential negative impacts on our citizens' health, our neighborhoods, businesses, hospitals and our school children alone warrant an independent investigation into the potential impact on the well-being of Pasadena citizens. This investigation cannot be left to Metro and SCAG alone, whose intentions are not necessarily in the interest of our city and its residents.

**2) Direct an independent study on how the 710 extension will affect historic buildings and neighborhoods, Pasadena's world-renowned events and venues, the economic vitality of Old Pasadena and small businesses.** The 710 extension will not just affect that which lies immediately along the construction path. Its effect will extend to all communities for a minimum of a half mile on either side of the new route, and the current 210 and 134 freeways. Items to consider include, but are not limited to the following: a multi-year construction plan (expected to be 9 to 12 years in duration, Metro's 2006 PB Study), new freeway exits and entries, reconstruction of overpasses and bridges, changes in traffic flow, impacts on commerce and related effects on property

values. Moreover, it is important to understand both temporary and permanent effects on Old Pasadena, Rose Bowl stadium events, the Tournament of Roses Parade, the Arroyo Seco Park and other outdoor venues.

**3) Demand an audit on Caltrans regarding their management of Pasadena properties.** For more than 50 years, Caltrans has improperly managed its properties in Pasadena. Allegations range from tenant discrimination, to lower rents for preferred individuals, to intentional neglect of properties. Moreover, it is unclear that Pasadena has received fair compensation for property taxes lost by the Caltrans possessions. It is important for the city to understand and address improprieties, if the assertions in the recent State Assembly guided audit are proven accurate.

In summary, we ask that you take urgent and direct action on behalf of your constituents to commission and complete these studies. Pasadena citizens have a right to have an independent and unbiased evaluation of the impact that the proposed 710 extension will have on public health, public events and spaces, real estate, businesses and quality of life.

 12/6/12

Sarah A. Gavit

Representing the No 710 Action Committee Pasadena Chapter

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**From:** Sarah Gavit <sarah.gavit@att.net>  
**Sent:** Thursday, December 06, 2012 8:19 AM  
**To:** cityclerk  
**Subject:** FW: Request to make letter an official record - Follow Up  
**Attachments:** 12\_Dec6\_PCCLetter\_signed.pdf

Dear Mr. Jomsky,

Sorry for the follow-up. I forgot to mention that the letter was intended to be part of the official record for the upcoming Pasadena City Council meeting schedule for next Monday (in case this wasn't obvious).

Sarah Gavit

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**From:** Sarah Gavit <sarah.gavit@att.net>  
**Date:** Thursday, December 6, 2012 7:59 AM  
**To:** "cityclerk@cityofpasadena.net" <cityclerk@cityofpasadena.net>  
**Subject:** Request to make letter an official record

Dr. Mr. Jomsky,

In a recent email, I copied you on my letter to the mayor and city council regarding the 710 Tunnel. This email is to request that it be documented as an official record. Attached is a signed copy. I can also send you a hard copy . Please let me know if that is your preference.

Thank you,

Sarah Gavit

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**From:** Sarah Gavit <sarah.gavit@att.net>  
**Date:** Thursday, December 6, 2012 7:52 AM  
**To:** Mayor <bbogaard@cityofpasadena.net>, District 1 <district1@cityofpasadena.net>, District 2 <mmcaustin@cityofpasadena.net>, District 3 <jmcintyre@cityofpasadena.net>, District 4 <nsullivan@cityofpasadena.net>, District 5 <vdelacuba@cityofpasadena.net>, District 6 <smadison@cityofpasadena.net>, District 7 <ttornek@cityofpasadena.net>  
**Cc:** <cityclerk@cityofpasadena.net>  
**Subject:** Request for Action Regarding the 710 Tunnel

**Date:** December 6, 2012

**To:** Mayor Bill Bogaard, Pasadena City Council

**From:** No 710 Action Committee, Pasadena Chapter

**Subject:** Request for Immediate Action Regarding the Proposed 710 Freeway Extension

As a continually expanding grass-roots community organization that believes the 710 freeway extension threatens the health, quality-of-life, financial interests, and cultural resources of Pasadena residents, the No 710

Action Committee, Pasadena Chapter, asks you to *vote to remove the 710 Tunnel Option from the Metro EIR Study, preferably as a united council, or alternatively as individual citizens prior to the inception of the EIR*. Measure A is dated and not applicable to the proposed 710-freeway extension – the tunnel was not conceived at the time Pasadena residents voted on Measure A. Even so, we understand that there are no legal restrictions to prevent councilmembers—as private citizens—from standing with your constituents, neighbors and community to fight against this project that will have negative and irrevocable affects on our city.

In addition, we ask that as our elected representatives you take several actions on behalf of Pasadena citizens, sothat the impacts of the tunnel can be verified, understood, and fully vetted by an informed public. These actions include the following:

**1) Direct an independent study on how the 710 Extension will affect the health of Pasadena residents.** Our city's website boasts that for 120 years the Pasadena Public Health Department has existed to *'ensure and promote a healthy community with healthy people and to work with others to assure opportunities for optimal health for present and future generations.'* It goes on to say that *'health is broadly defined to mean both the absence of disease, and the presence of well-being — physical, social, economic, mental and spiritual'*. Few will deny that the 710 extension will significantly increase pollution and noise in our city. The potential negative impacts on our citizens' health, our neighborhoods, businesses, hospitals and our school children alone warrant an independent investigation into the potential impact on the well-being of Pasadena citizens. This investigation cannot be left to Metro and SCAG alone, whose intentions are not necessarily in the interest of our city and its residents.

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**3) Demand an audit on Caltrans regarding their management of Pasadena properties.** For more than 50 years, Caltrans has improperly managed its properties in Pasadena. Allegations range from tenant discrimination, to lower rents for preferred individuals, to intentional neglect of properties. Moreover, it is unclear that Pasadena has received fair compensation for property taxes lost by the Caltrans possessions. It is important for the city to understand and address improprieties, if the assertions in the recent State Assembly guided audit are proven accurate.

In summary, we ask that you take urgent and direct action on behalf of your constituents to commission and complete these studies. Pasadena citizens have a right to have an independent and unbiased evaluation of the impact that the proposed 710 extension will have on public health, public events and spaces, real estate, businesses and quality of life.

Sarah A. Gavit  
Representing the No 710 Action Committee, Pasadena Chapter



## Jomsky, Mark

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**From:** Ed Graf <edgraf@earthlink.net>  
**Sent:** Sunday, December 09, 2012 5:07 PM  
**To:** Jomsky, Mark  
**Subject:** Unable to attend meeting 10 Dec, 2012.

I am submitting my comments for the record by e-mail.

As I am unable to attend Pasadena City Council meeting on Monday, December 10<sup>th</sup>, 2012.

It seems when last the City Council voted on the Long Beach Freeway Extension, there was no consideration of a tunnel.

While certain entities are now saying the project was not for the Port of Los Angeles truck traffic "relief", documentation shows otherwise. The widening of the Panama Canal as well as the newly opened Northwest Passage will make the Port of Los Angeles a minimal influence and I see no reason to trash Pasadena, especially the part that make Pasadena, Pasadena just to chase a futile target.

Thank you for your time,

Ed Graf

**Jomsky, Mark**

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**From:** Quincy Hocutt <qih001@earthlink.net>  
**Sent:** Sunday, December 09, 2012 7:44 PM  
**To:** Jomsky, Mark  
**Subject:** 710 Tunnel Project

I wish to go on record as being opposed to the construction of the 710 tunnel. The pollution levels and traffic congestion this project would bring are unacceptable to our city, in my opinion. There are other viable options to consider for the movement of people and goods and the City Council should put its consideration behind those alternatives.

Quincy Hocutt  
[qih001@earthlink.net](mailto:qih001@earthlink.net)

**Jomsky, Mark**

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**From:** Riener Nielsen <RNielsen@amapm.com>  
**Sent:** Monday, December 10, 2012 6:01 AM  
**To:** Jomsky, Mark  
**Subject:** Opposed to 710 Freeway tunnel extension

I am absolutely opposed to the 710 Freeway extension (including via tunnel) As METRO has clearly shown in their traffic studies, it will only reduce traffic (cars and trucks) on the 5 freeway and transfer that traffic into Pasadena. There is no need to do this and destroy our beautiful City.

Please have every member of the City Council and City Attorney's office do everything in their power to stop this.

Riener Nielsen, A.I.A.  
1501 Poppy Peak Dr.  
Pasadena, CA 91105

Via email

December 9, 2012

Mayor Bill Bogaard  
Members of the City Council  
City of Pasadena  
100 North Garfield Avenue  
Pasadena, California 91109

RE: Metro goal of moving goods from ports via 710 tunnel and authorization of Mayor to send letter to the Metro Board of Directors advising of the City's preferred alternative

Dear Mayor Bogaard and Members of the City Council:

I would like to address CalTrans and Metro's goal to move goods via two 4.5 mile long tunnels starting in El Sereno and exiting into to an 8 lane cut and cover freeway north of California by Huntington Hospital, schools and Old Pasadena Business District. The City's Transportation Director has listed issues that relate to Pasadena City Council's adopted Mobility Element objectives to promote a livable community and to protect neighborhoods.

I am concerned by, what I and others believe are, some of the negative impacts of building this tunnel, impacts on the City Council's Strategic Plan Goals to support and promote Pasadena's quality of life and local economy, and increase conservation and sustainability. Metro's Tunnel alternative would thwart our city's goals:

- **Truck traffic Pasadena does not have now have will come through Pasadena** via the 710 tunnels that would attract significant traffic between port areas and Los Angeles heading to major distribution centers in San Bernardino. (USC Keston Institute for Public Finance and Infrastructure Policy, December 5, 2008)
- Make no mistake. Metro's goal is to extend the SR710 Freeway between the I-10 and SR210 Freeways via tunnel for goods movement. If you look at all of the alternatives listed, only one would accommodate truck traffic and that is their proposed tunnel that will be constructed at a height to permit large truck traffic. Also, in order to receive federal dollars for this project, trucks must be accommodated.
- Metro wants to take existing truck traffic from the ports of Long Beach and Los Angeles as well as off of the congested ISR 5 (Golden State Freeway) and move it through Pasadena to distribution centers north and east (Colton, San Bernardino, Antelope Valley, etc.)
- Metro consistently denies their tunnel goal but their statements can be cited. "Due to the importance of truck traffic on the SR 710 and to allow another east bound connection for freight, it is important to allow truck traffic in the tunnels." (2008 SCAG Regional Transportation Plan – The Missing Link Truck Traffic Study.) Also see <http://www.everythinglongbeach.com/metro-transportation-projects-2011/>.

- If you don't believe my words, believe these words: "The north 710 tunnel would complete the natural goods movement corridor begun several decades ago. It would address the demands of commerce ... specifically goods movement from the twin ports of L. A. and Long Beach ... and goods movement from California's Central Valley." (Excerpt from March 21, 2011 Metro Press Release.)
- Metro's plans show that the Del Mar and California ramps will be eliminated causing more traffic on surface streets in Pasadena traveling to entrances to 210 at Lake, San Rafael, and Mountain; the Lake Avenue interchange with the 210 already is one of the most congested parts of Pasadena, and the 710 project will make that worse.

Construction time of this massive project will be lengthy and disruptive negatively impacting residents, businesses and schools. Disruptions and negatives:

- It will take nine to eleven years to construct the two 4.5 mile long tunnels with closures of Del Mar and Colorado. This will have a negative economic impact on residents and businesses.
- There will be no reimbursement to businesses due to loss of trade during this construction
- Noise, vibration, dust, diesel fumes and particulates exposure to vulnerable populations (children, hospital patients and elderly)
- Long term bridge closures (Del Mar, Colorado, Green)
- Long term road closures and traffic diversion between Mountain and California; Orange Grove and Lake, and San Rafael exit of the 134
- 200 million cubic feet of dirt to remove – 450,000 truckloads that means 128 truckloads every single day, 7 days a week, for 10 years
- Trucks hauling dirt, cement, steel, gravel and other supplies to and from work locations will travel surface streets to reach the 210 and will be located beside schools and the Old Pasadena Business District
- Disruption of the Tournament of Roses parade route during bridge and road closures will occur.

The tunnels will create health problems in our city negating efforts to create a healthy environment for citizens. The two 4.5 mile north tunnel will accumulate fumes and particulates from additional cars and trucks traveling an uphill grade and will vent these pollutants into Pasadena.

- Pollution from 160,000 to 200,000 trucks and cars a day will drift over our community.

- The tunnel portal will be located near Huntington Hospital; Sequoyah, Maranatha, Waverly, and other schools; Ronald McDonald House, Senior Living Facilities and other vulnerable populations.
- The Tunnel will vent only at its portals, concentrating 4.5 miles of freeway fumes and particulates into 100 to 200 foot exhaust ventilation towers located between Huntington Hospital, Maranatha, nearby neighborhoods and central business districts.
- Tunnel construction noise will be with us for 10 years followed by car and truck noise forever. Noise pollution is documented to cause stress and is a significant detriment to health. (Source: Noise Pollution: A Modern Plague, Lisa Goines, RN and Louis Hagler, MD, Southern Medical Journal, Volume 100: March 2-007, pages 287-294.)

These 4.5 mile long tunnels will have serious, deleterious health impacts with no discernible, provable economic benefits derived from constructing them, and no benefits will be derived from the traffic that will be diverted to Pasadena from existing roadways. The long term increase in truck traffic that will be brought here will have negative impacts on our city.

Lastly, Metro's outreach efforts have been grossly insufficient. The information offered has been insufficient, inconsistent and confusing. Meetings have been poorly publicized. There have been last minute cancellation of meetings; for example, the September Goods Movement meeting and October Open Houses were cancelled. There has been persistent obfuscation of intent and objectives for the project.

I hope that the Mayor and City Council Members agree with the citizens of Pasadena, who have been looking into this issue, that Metro must redress these shortcomings and offer consistent clear information in numerous, well publicized meetings. Until all citizens of Pasadena understand what is being planned for our city no action should be taken. Therefore, I would ask that authorization for the Mayor to send a letter to the Metro Board of directors with a preferred alternative be postponed and that you request more information, more alternatives, for example, the Freight-By-Rail Alternative that has been eliminated by Metro. I would hope that you could also express your consternation at the way this has been handled.

Thank you very much for your attention to this important issue.

Sincerely,

Audrey O'Kelley

Cc: Michael Beck

## Jomsky, Mark

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**From:** John Picone <j.picone@yahoo.com>  
**Sent:** Monday, December 10, 2012 10:40 AM  
**To:** Jomsky, Mark  
**Subject:** My comments for the record for the City Council meeting on Dec. 10

Dear. Mr. Jomsky

As my wife and I are unable to attend the Monday, December 10th, 2012, City Council meeting, we are submitting our comments for the record by e-mail.

Regarding the Metro F-7 tunnel for trucks, my wife and I are totally opposed to this option. We request that the Pasadena City Council formally oppose the F-7 option as well. If the thought is that Measure A precludes a formal City Council opposition then we request that individual Councilpersons from take positions against the F-7 tunnel option.

Thank you.

Sincerely,

John and Laurie Picone  
1620 Poppy Peak Drive  
Pasadena, CA 91105