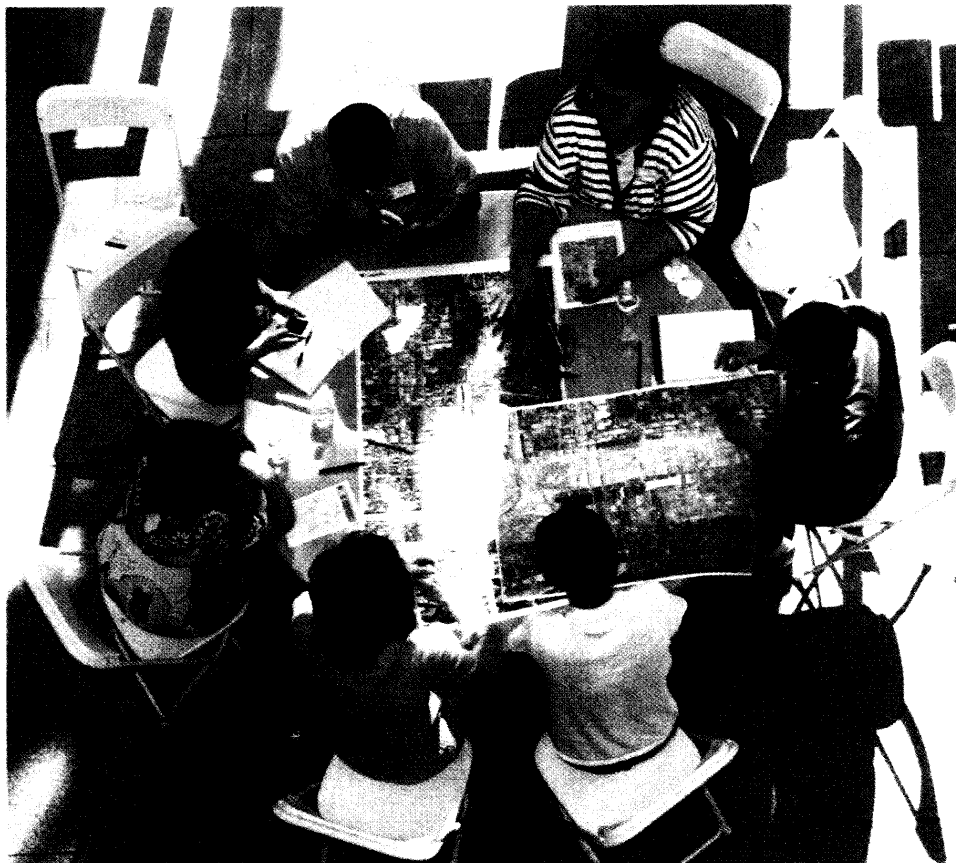
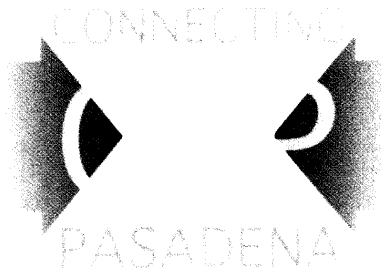


CONNECTING PASADENA PROJECT

THE CONNECTING PASADENA PROJECT (CPP) REPORT TO PASADENA CITY COUNCIL

APRIL 13, 2015



CPP Workshop (Photo: Chuck Hudson)

TABLE OF CONTENTS

I. SUMMARY	3
A. 710/210 Connection Stub History	3
B. Current Situation—the Stub.....	3
C. About the Connecting Pasadena Project (CPP).....	4
1. The CPP’s Mission.....	4
2. The CPP’s Goal	4
D. Summary of Benefits of Revitalizing the Stub	4
II. CREATING THE CONNECTING PASADENA PROJECT	6
A. The Concept	6
B. Visioning Workshops.....	6
1. Visioning Workshop #1—Land Use and Density	7
2. Visioning Workshop #2—Development Form and Intensity	10
III. OPPORTUNITIES PRESENTED BY THE CPP STUB RE-DESIGN	11
A. Transportation Benefits	11
B. Economic Benefits	11
IV. NEGATIVE IMPACTS OF THE TUNNEL	11
V. THE CPP GOING FORWARD	15

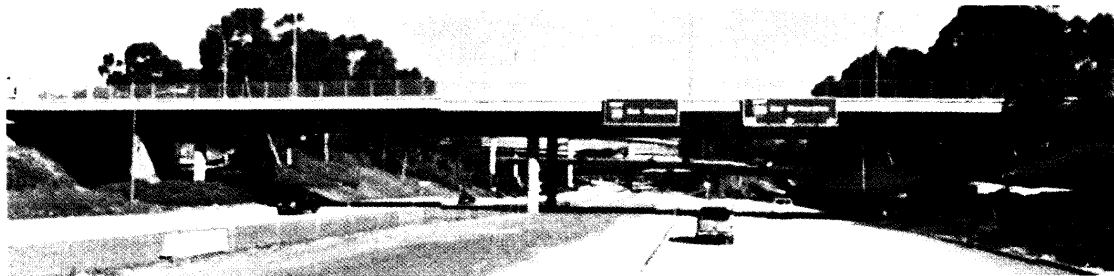
I. SUMMARY

A. 710/210 Connection Stub History

Sixty years ago, the State of California seized a large swath of valuable land in the heart of Pasadena, demolishing thousands of people's homes and businesses in order to extend the 710 freeway and connect it to the 110 and the 210 freeways. Ultimately, concerted and unrelenting opposition from residents forced the State to abandon its goal of establishing a surface route through Pasadena. But Pasadena was left with the "Stub"—a barren 50-acre area bounded by Walnut Street to the north, California Boulevard to the south, St. John Avenue to the west, and Pasadena Avenue to the east.

This empty freeway Stub needlessly divides the City of Pasadena. It separates the Old Pasadena Business District from the Ambassador Campus and Auditorium, Maranatha High School, the Norton Simon Museum, and numerous businesses. It also interrupts the street grid of neighborhoods on Pasadena's east and west sides.

Currently, Caltrans and Metro are proposing to build a single- or a twin-bore tunnel to connect the 710 to the 134 and 210 freeways. The northern entrance/terminus of the tunnel would be where the Stub is currently located.



B. Current Situation—the Stub

The freeway Stub brings cars at freeway speeds onto Pasadena's local streets. In particular, the current street configuration results in cars utilizing Orange Grove Boulevard, St. John Avenue, Pasadena Avenue, and other surface streets as freeway access roads and on-ramps.

Metro's Proposed 710 tunnel project would not only fail to solve the current traffic problems, it would bring even more vehicles onto our local streets. According to Metro's own calculations, the proposed tunnel project would bring an additional 180,000 cars and trucks through Pasadena and onto the 210/134 freeways. The tunnel would therefore make the 210 the most congested freeway in the United States with approximately 438,000-458,000 vehicles per day.ⁱ That would mean the 210 would have 50,000 to 100,000 more vehicles than currently travel on the I-405.ⁱⁱ

In addition, the proposed tunnel would have no exits between Alhambra and Pasadena and would not connect to the 110 Arroyo Seco Parkway. Aside from the

CONNECTING PASADENA PROJECT

obvious safety concerns that this presents, the tunnel would therefore do nothing to relieve local traffic congestion due to access to the 110 through local streets. (See Section IV. **NEGATIVE IMPACTS OF THE PROPOSED TUNNEL** below for an explanation of additional negatives from the tunnel.)

Given the ominous negative impacts to Pasadena and the surrounding region of building a tunnel that would induce even more traffic, the citizens of Pasadena decided to find a better way to utilize the Stub and to propose better ways to manage transportation.

C. About the Connecting Pasadena Project (CPP)

The CPP is proposing that Pasadena reclaim the Stub by restoring the urban fabric of our city and rebuilding the economic and social activity of an area that was destroyed when the Stub was built.

1. The CPP's Mission

The mission of the CPP is to provide master planning alternatives for the land comprising the 210 Stub if the 710 freeway tunnel is not built.

2. The CPP's Goal

The CPP's goal is to encourage the citizens of Pasadena and surrounding communities to envision what could replace the barren concrete strip of road, to take steps to determine how best to revitalize this dead space, and to create an economically viable, sustainable, and beautiful new place to benefit Pasadena and the entire San Gabriel Valley region. To that end, the CPP held two workshops (described below), with approximately 180 citizens, to generate alternatives for the Stub.

D. Summary of Benefits of Revitalizing the Stub

The Stub reclamation options proposed at the CPP workshops yielded transportation alternatives that would maintain traffic patterns and speeds conducive to beneficial social and economic interchange.

First, existing traffic would be managed and—unlike the tunnel—revitalization options would not induce the additional 180,000 trucks and cars on the 210 and 134 freeways.

Second, the CPP land use scenarios and resulting transportation options align with the City of Pasadena's transportation goals and are compatible with rail and other transit services as well as bicycle and pedestrian pathways.

Third, the Stub reclamation presents a development and place making opportunity for the City of Pasadena that will not harm environmentally sensitive habitat or require the demolition of historically important structures.

CONNECTING PASADENA PROJECT

Finally, the results of the CPP workshop proposals indicate that redeveloping the Stub could potentially generate 3 million dollars or more in annual tax revenue for the City of Pasadena.

Additional benefits and goals are summarized below: (**Figure 1**)

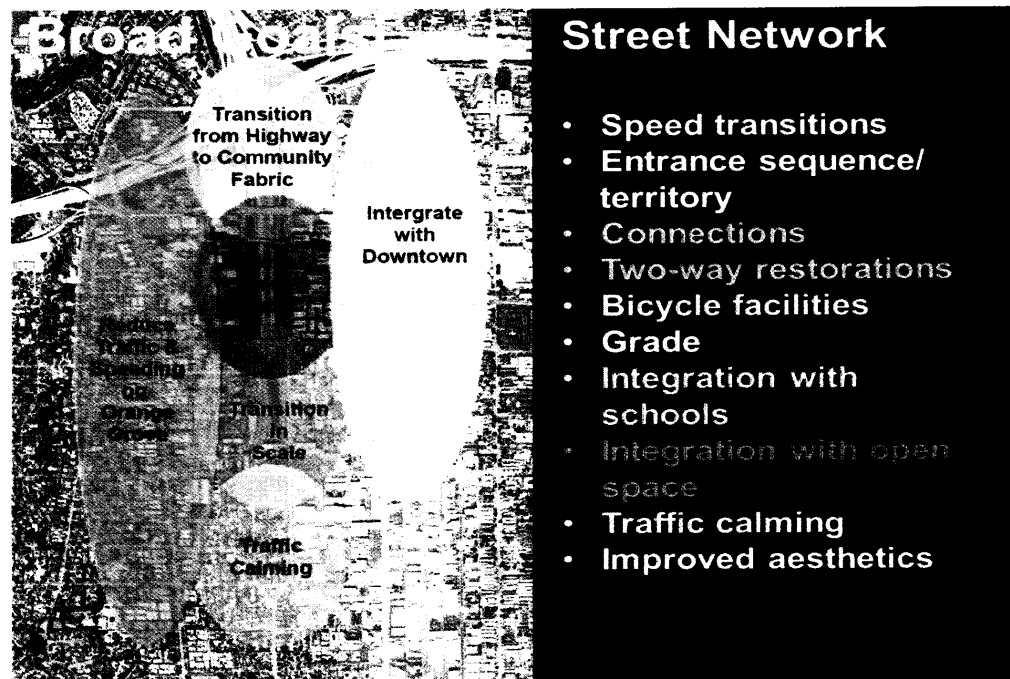


Figure 1. Broad Goals of the CPP

- **Better Access and Movement:**
 - Reestablish relationships between parts of the city that were severed by the Stub and eliminate the current barrier effect;
 - Provide multiple routing options for pedestrians, cyclists, transit services, and motorists;
 - Provide direct access to existing property and new development, increasing convenience and reducing vehicle miles traveled (VMT);
 - Increase safety by lowering motorists' speeds; and
 - Convert motor vehicle trips to walking, cycle, and transit trips.
- **Better Place:**
 - Create great addresses for new development;
 - Improve existing addresses, which would result in infill, intensification, and redevelopment;
 - Create a connected open space and park system;
 - Reconnect Colorado Boulevard for parades, etc.; and
 - Improve the image of the area.
- **Better Environmental Impact:**
 - Reduce automobile dependency;

CONNECTING PASADENA PROJECT

- Provide land uses and market opportunities to serve existing and future needs and reduce vehicle miles traveled (VMT);
- Reduce carbon footprints and energy consumption; and
- Reduce the sprawl effects of highways and the associated costs.

- **Better Financial Outcomes:**
 - Increase the local tax-base;
 - Increase the ratio of taxable land to infrastructure maintenance;
 - Increase property values in the vicinity; and
 - Reduce health costs due to stress, noise, pollution, injuries, etc.

- **Better Options for the State of California:**
 - Improve the image of Caltrans by showing that it is a forward-thinking agency;
 - Improve the image of the State's leadership by demonstrating that the leaders listen to the people;
 - Improve the State's finances (i.e., the capital, maintenance, and health costs); and
 - Decrease ugly, urban sprawl.

II. CREATING THE CONNECTING PASADENA PROJECT

A. The Concept

The CPP introduced the concept of re-envisioning the Stub to the public at the 2014 Annual Meeting of the West Pasadena Residents' Association's (WPRA). The idea received widespread support from attendees. Over the next five months, the CPP met with neighborhood associations, business leaders, and civic groups to gather information and ideas from residents and community leaders. Subsequently, the CPP formed a steering committee.

The appeal of developing the Stub quickly gained momentum and resulted in two Visioning Workshops in October and November 2014. The workshop participants generated a multitude of diverse, creative methods to reclaim the Stub. These proposals, which are described below, are compatible with Pasadena's transportation plans and respect the goals and policies of the land use element of the city's General Plan.

B. Visioning Workshops

Approximately 180 participants from across Pasadena and nearby communities attended the two Visioning Workshops. Guided by experts in land use, transportation, economics, civil engineering, and landscape architecture, the workshop participants provided ideas to revitalize and develop the Stub so that the area can become a useable and vibrant area of Pasadena.



CPP Workshop (Photo: Chuck Hudson)

1. Visioning Workshop #1—Land Use and Density

The goal of Workshop #1, held on October 25, 2014, was for the participants to propose potential uses and desired densities for the freeway Stub area.

The workshop began with experts providing background on the project, the goals of the workshop, and examples of similar efforts in other cities. Experts also discussed the economic potential of redeveloping the Stub area.

a) Uses

After discussion and evaluation of the expert advice, Workshop #1 participants proposed various land use scenarios for the Stub. The results of these proposals are outlined in **Table 1** below. In the table, ideas are prioritized by the frequency that they were proposed. For example, all eight workshop tables identified the reconnection of East-West streets across the Stub area as a priority.

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SUMMARY of PROPOSED USES									
Use / Idea	Tables (8 total)								
East/West Street Connections									
North/South Boulevard									
Colorado Boulevard Connection									
Park, Garden and/or Open Space									
Bicycle and Pedestrian Pathways									
Pasadena Avenue 2 Way									
St. John 2 Way									
MTA Station									
Local Trolley									
Water Feature									
Subterranean Parking @ Colorado Blvd.									
Private/Public Partnership w/ Parsons Site Dev.									

Table 1. Workshop #1—Summary of Proposed Uses

b) Density

Workshop #1 participants overwhelmingly proposed densities that were greater in the north Stub around Colorado Boulevard with progressively decreasing densities going south towards California Boulevard.

c) Results

Workshop #1 participants ultimately proposed two alternative land use strategies: (See **Figure 2** on next page.)

- 1) **Alternative 1:** Fill the Stub up to current street level and transform Pasadena Avenue into a grand central boulevard and park.
- 2) **Alternative 2:** Do not fill the Stub; build structures to conform to the typography of the area in order to create a grand central boulevard characterized by commerce, housing, and recreation.

CONNECTING PASADENA PROJECT



Figure 2. Blocks and Street Plan Alternatives

2. Visioning Workshop #2—Development Form and Intensity

The goal of Workshop #2, held on November 8, 2014, was for the participants to offer ideas on what form and intensity the development of the Stub should take in order to appropriately integrate the redeveloped area into the urban fabric of Pasadena.

Ian Lockwood, CPP adviser and transportation engineer, presented transportation concepts for Alternatives 1 and 2 that best addressed the proposed uses and ideas generated by the participants of Workshop 1. The two *Blocks and Streets Plan Alternatives* are shown in **Figure 2** above.

The concepts were developed with the following objectives:

- Establish a block structure and street network to restore the connections and relationships between the neighborhoods to the east, south, and west;
- Restore the multiple routing options and access for the public;
- Implement a Complete Streets Approach that facilitates multi-modal transportation options;
- Increase safety by eliminating the current dangerous on/off ramp configurations into and out of the Stub; and
- To the extent possible, minimize project costs by 1) utilizing the current 210 and 134 freeway interchange ramps as much as possible, and 2) recapturing as much valuable land and development potential as is feasible.

By the conclusion of Workshop #2, participants had voiced a strong preference for Alternative 1—to restore the Stub to grade level and create a “Grand Boulevard” at Pasadena Avenue. This central boulevard would serve both as a multi-modal corridor and a public green space. (See **Figure 3** below.)

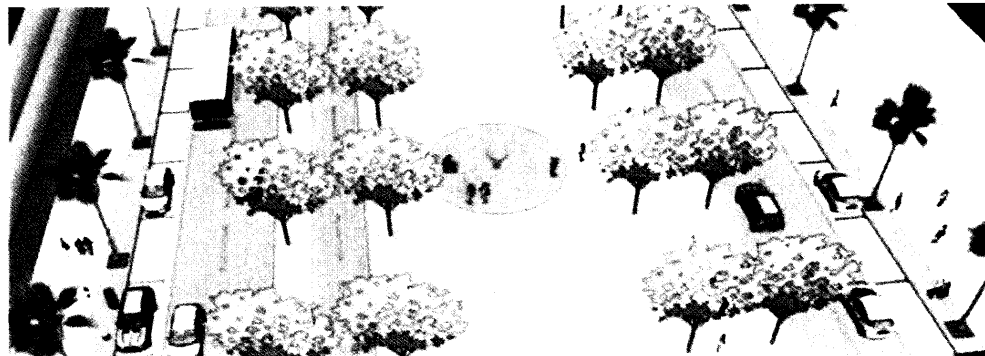


Figure 3. *Alternative 1—Grand Boulevard*

Alternative 1 is consistent with Pasadena’s historic heritage and the principles of good city design. It would revitalize the area that was destroyed when the Stub was built and foster social and economic exchange within Pasadena by restoring the fabric of the city, re-establishing regular city blocks, and creating a connected street network. By extending pre-existing streets, whose lines were broken with the 1955 excavation, neighborhoods to the east and west would be reconnected. Neighborhoods in the south would be connected to new neighborhoods in the north using both St. John Avenue and Pasadena Avenue.

III. OPPORTUNITIES PRESENTED BY THE CPP STUB RE-DESIGN

A. Transportation Benefits

The CPP proposal creates an opportunity to better manage traffic in Pasadena's western corridor and to relieve the City's neighborhoods of excessive and speeding traffic.

The transportation proposals that emerged from the workshops align with the City of Pasadena's broad transportation goals that include measures to reduce car trips and encourage use of public transportation, biking, and walking, as well as improving driver, biking, and pedestrian safety.

In comparison, the proposed SR-710 tunnel will induce additional car and truck traffic at the astronomical rate of 180,000 vehicles per day. In addition to the impact this level of traffic will have on our health, environment, and quality of life, this volume of traffic will turn the already congested 210 and 134 freeways into parking lots. Moreover, many cars and trucks will avoid the tunnel for safety reasons or to avoid paying the toll (see **IV. NEGATIVE IMPACTS OF THE TUNNEL** below). Many drivers will also seek to avoid the congested freeways and end up driving on surface streets through Pasadena neighborhoods. All of this traffic will have economic implications for Pasadena as it deters visitors from coming to our city.

B. Economic Benefits

The CPP proposal creates economic opportunity through development, long-term local employment, increased property values, and tax revenue for the city. For example, the proposals made during Workshop #2 indicated the potential for a re-developed Stub to generate \$3,000,000 or more in annual tax revenue for the City of Pasadena.

The results of all of the workshop participants' work, including the economic report, will be presented in a complete CPP Report to be issued in May 2015.

IV. NEGATIVE IMPACTS OF THE TUNNEL

Metro's proposal to dig 4.2-mile-long, deep-bore freeway tunnel would forever negatively alter the City of Pasadena. It is not an overstatement to say that the tunnel would destroy much of the character and economic value of West Pasadena and undermine the health and standard of living of all residents in the San Gabriel Valley.

Traffic Impact

- If the tunnel is completed, Metro acknowledges that there will be up to 140,000-180,000 additional vehicles on the 210 W and E each day. This will lead to gridlock conditions for everyone. Surface streets will also suffer: "Metro's own forecasts project an increase by over 40% of vehicles on local streets."ⁱⁱⁱ

CONNECTING PASADENA PROJECT

- The proposed tunnel is not intended for commuters. Rather, it will be a truck conduit, serving as part of a goods movement system to bring goods up to the I-5 and the High Desert Corridor.
- The proposed 4.2-mile-long tunnel will not have exits or on-ramps—except at either end. This further demonstrates that the tunnel is not designed for local commuters, but for pass-through truck traffic from the Ports of Los Angeles.

Cost Impact

- Government sources have quoted project cost ranges between \$1-\$14 **billion** to build the tunnel. Currently, LACMTA estimates the cost will be \$5.425 billion and SCAG estimates the cost will be \$5.636 billion. These numbers are extremely optimistic. The smaller "Big Dig" tunnel in Boston (3.5-mile, cut-and-cover tunnel) was estimated to cost \$2.8 billion in 1982 dollars (\$6 billion in 2006 dollars). Government officials in Massachusetts now acknowledge that the Big Dig project will ultimately cost at least \$24.3 billion, including interest, fines, and lawsuit payouts.^{iv} The final bill will not be paid off until 2038.^v In addition, the *Boston Globe* found that the Big Dig Tunnel did not solve Boston's traffic woes—all it did was move the traffic around.^{vi} Boston's experience proved once again that "we can't pave our way out of congestion."^{vii}
- Seattle's SR99 Tunnel (1.75-mile, deep-bore toll tunnel) has also run into cost overruns. The SR99 Tunnel has been under construction since the summer of 2013. It was supposed to cost \$3.1 billion. However, construction has been halted since December 2013, when "Big Bertha," the boring machine, got stuck after excavating a mere 1,023 feet.^{viii} Engineers are still not sure how they're going to fix the boring machine, but they are optimistically hoping the project will be completed 2 years late. Change-order requests, which will most likely have to be absorbed by the public, have already reached \$250 million.^{ix} Millions, if not billions, of dollars are likely to be tacked onto the final price tag.
- To pay for the construction and upkeep costs of the tunnel (information that is lacking in current estimates), Metro has admitted that it will enter into a public-private partnership with investors. The investors intend to make a profit from this deal and plan to charge tolls—an average payment each way through the tunnel of \$5.64 for cars and \$15.23 for cargo trucks. InfraConsult, a financial consultant, estimated that the toll road could collect from 190,000 vehicles each day by 2030 (diversion rate of 35%). However, commuters who do not want to pay over \$10 in daily tolls (or simply do not want to risk the inherent dangers of traveling through a 4.9 mile tunnel in earthquake country) will take the "short cut" through local neighborhood streets. Further, if commuters opt to bypass the toll tunnel, the public-private partnership will most likely fail.

Impact on Aesthetics and Infrastructure

- To accommodate *increased local traffic*, Pasadena Avenue will be widened and a third lane added from the northbound tunnel exit to Colorado Boulevard. Similarly, St. John Avenue would be realigned, widened, and extended from Del Mar Boulevard to California Boulevard.
- The tunnel portals will be located just north of Del Mar Avenue (Maranatha High School and Ambassador Auditorium) in the Stub. (See **Figure 4** below.)

CONNECTING PASADENA PROJECT

- New freeway on- and off-ramps are proposed in Old Pasadena. The first ramp would exit north from the tunnel and feed onto Pasadena Avenue and end at Colorado Boulevard. The second ramp would start on St. John Avenue at Green Street and feed into the tunnel moving south.
- There will be a power substation (location to be determined).
- The Del Mar Bridge over the Stub will be demolished and replaced with an at-grade road after tunnel drilling and construction is completed.
- The Green Street Bridge will be demolished and rebuilt.
- A large Operations Maintenance and Control Facility will be located above the covered tunnel between Del Mar Avenue and the Sequoyah School on California Boulevard.



Visual Simulation: Proposed northern portal.

Figure 4. Metro's visualization of the proposed tunnel portals is not to scale and has been designed without referencing Pasadena's architectural and historical heritage.

Health Impact

- The particulate matter from the huge increase in daily traffic on the 210 and 134 freeways will compromise the health of everyone who lives in the San Gabriel Valley. "Because of their small size—some are just a few molecules across—tiny particulates are essentially minuscule bullets, delivering toxins deep into the body where larger particles can't reach."^x

CONNECTING PASADENA PROJECT

- Pollution from vehicle exhaust—both from road traffic and tunnel traffic—is also a significant concern. Metro has proposed two air ventilation facility options: 1) six 50-foot smokestacks that will rise up from the floor of the Stub between Pasadena Avenue and St. John Avenue and will expel the exhaust just above street level—right into West Pasadena and Old Town; 2) One 50-foot foot ventilation structure will be located at the southeast corner of the SR-710 and 134 interchange. (See **Figure 5**.)



Visual Simulation: Proposed View at W. Colorado Blvd.

Figure 5. Metro's visualization of the proposed ventilation stacks at Colorado Boulevard in Old Pasadena. Aside from health concerns, the proposal is clearly out of character with Pasadena's architectural heritage and sense of place.

- Children and those with compromised immune systems—such as the elderly and the sick—are particularly susceptible to freeway toxins.^{xi} The California Air Resources Board has stated that it is advisable to avoid building homes, schools, playgrounds, day care centers, and medical facilities within 500 feet of freeways.^{xii}
 - Huntington Hospital will be across the street from the northern terminus of the tunnel.
 - Metro has identified 17 existing Pasadena schools within .5 miles of the "Build Alternatives".

Safety Impact

- Studies have shown that "severe accident rates and cost rates in tunnels are . . . often found to be higher than those on the corresponding motorways."^{xiii} "In a tunnel the risk of being killed in a traffic accident is twice as high as on open stretches of motorways."^{xiv}

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- The risk of death from fires caused by traffic collisions in tunnels is particularly concerning. The proposed tunnel will have no vehicle exits except on either end. If a fire occurs, there will be no easy way to escape, especially for those with limited mobility.

[Additional sources for preceding facts can be found at:
http://www.no710.com/_pdf/why710badfootnotes72713.pdf]

V. THE CPP GOING FORWARD

The CPP is an ongoing project by volunteer citizens with the assistance of expert advisors. Advancement of the CPP and its proposals will depend on a multitude factors.

First, the City of Pasadena, Caltrans, and Metro must take certain actions. The City of Pasadena cannot develop the Stub land unless and/or until Caltrans “releases the land” to the City of Pasadena. How would this proceed and how would private developers fit into this process?

Second, it is certain that many of the Pasadena’s transportation goals will be severely compromised if the tunnel is not defeated. The economic benefits from the land use development envisioned by the various CPP scenarios could not be realized because that type of development could not be built over cap-and-cover due to construction limitations.

Third, Pasadena’s Economic Development and Planning Departments cannot legally comment or address the land use and development in this area until the City takes ownership of the property. Therefore the proposals created by the participants in the CPP workshops are not actionable until the property is transferred from Caltrans to the City of Pasadena.

Nevertheless it is important to continue the CPP project as other stakeholders review Metro’s SR North 710 Study. For example, the CPP can begin to explore how the Caltrans land can be acquired, even if piecemeal. The CPP is eager to work with the City of Pasadena to determine how the CPP’s vision might be incorporated into City’s General Plan once an acquisition plan is developed and the land is acquired.

As the project moves forward and the preferred land use and forms are solidified, more detailed plans will be developed. Funding sources for developing these plans will be generated at that time.

CONNECTING PASADENA PROJECT

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- ⁱ See U.S. Dept. of Transportation, Federal Highway Administration (n.d.) Most Travelled Urban Highways Average Annual Daily Traffic (AADT) > 250,000. Retrieved at <http://www.fhwa.dot.gov/policyinformation/tables/02.cfm> (listing AADT on the I-210 at 298,000 vehicles).
- ⁱⁱ See U.S. Dept. of Transportation, Federal Highway Administration (n.d.) Most Travelled Urban Highways Average Annual Daily Traffic (AADT) > 250,000. Retrieved at <http://www.fhwa.dot.gov/policyinformation/tables/02.cfm> (listing AADT on the I-405 at 374,000 vehicles).
- ⁱⁱⁱ 710 Study Neighborhood Posts (n.d.). Retrieved from http://www.710studysanrafaelneighborhoodposts.com/2014_02_04_archive.html.
- ^{iv} Salsberg, B. (10 July 2012). Big Dig costs pegged at \$24.3B, lawmakers told. Retrieved at <http://finance.yahoo.com/news/big-dig-costs-pegged-24-192702376.html>.
- ^v Hofherr, J. (5 Jan. 2015). Can We Talk Rationally About the Big Dig Yet? Retrieved at <http://www.boston.com/cars/news-and-reviews/2015/01/05/can-talk-rationally-about-the-big-dig-yet/OBPodDnlbNtsTEPFFc4i1O/story.html>.
- ^{vi} Murphy, S. (16 Nov. 2008). Big Dig pushes bottlenecks outward. *Boston Globe*. Retrieved at http://www.boston.com/news/local/articles/2008/11/16/big_dig_pushes_bottlenecks_outward/
- ^{vii} Murphy, S. (16 Nov. 2008). Big Dig pushes bottlenecks outward. *Boston Globe*. Retrieved at http://www.boston.com/news/local/articles/2008/11/16/big_dig_pushes_bottlenecks_outward/ (quoting Carrie Russell, Conservation Law Foundation).
- ^{viii} Davies, A. (14 Feb. 2014). The \$80 Million Machine Digging Seattle's Underground Highway Hasn't Moved in Months. *Business Insider*. Retrieved at <http://www.businessinsider.com/work-on-seattles-underground-highway-stalls-2014-2>
- ^{ix} Lindblom, M. (8 Mar. 2015). Next task: Lift Bertha's face to the surface. *The Seattle Times*. Retrieved from <http://www.seattletimes.com/seattle-news/transportation/next-task-to-lift-berthas-face-to-the-surface/>.
- ^x Levin, D. (16 Aug. 2012). Big Road Blues: Living near a highway can be bad for your health in a million small ways. *Tufts Now*. Retrieved at <http://now.tufts.edu/articles/big-road-blues-pollution-highways#sthash.NsbjkTmu.dpuf>.
- ^{xi} McConnell, Rob, et al. (5 May 2006). Traffic, Susceptibility, and Childhood Asthma. Retrieved from at <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1459934/pdf/ehp0114-000766.pdf?tool=pmcentrez>.
- ^{xii} California Environmental Protection Agency, California Air Resources Board (April 2005). Air Quality and Land Use Handbook: A Community Health Perspective. Retrieved at <http://www.arb.ca.gov/ch/handbook.pdf>; see Barboza, T. (14 May 2014). Air quality monitor near I-5 in Anaheim finds higher pollution level. *Los Angeles Times*. Retrieved from <http://www.latimes.com/science/la-me-freeway-air-20140515-story.html%5D>.
- ^{xiii} See Caliendo, C. and De Guglielmo, M.L. (3 Oct. 2012). Accident Rates in Road Tunnels and Social Cost Evaluation. Retrieved from <http://www.sciencedirect.com/science/article/pii/S1877042812043327>
- ^{xiv} Nussbaumer, C. (2007). Comparative Analysis of Safety in Tunnels. Retrieved from <http://www.ectri.org/YRS07/Papiers/Session-9/Nussbaumer.pdf>.

Jomsky, Mark

Subject: RE: Please oppose SR-710 Tunnels !

On Apr 10, 2015, at 10:25 PM, "KingCarol@aol.com" <KingCarol@aol.com> wrote:

Dear Bill --

This letter is to urge you to support the Working Group's recommendations and support a resolution for the City of Pasadena to oppose the SR-710 Tunnels

- A Tunnel is cost prohibitive and a waste of resources that could be used for Public Transit projects more helpful to local transit issues.**
- Some Council members have expressed concern that a vote to oppose the tunnel would go against the voters who approved Measure A to complete the gap with a Freeway surface route. Measure A says nothing about a tunnel or a toll. The 710 gap issue can be solved using other options.**

Thank you, Steve! I understand that you already are against the tunnel, but I do want you to add my letter to the many from those who agree with you !

**-- Carol Soucek King
60 El Circulo Drive
Pasadena, CA 91105**

04/13/2015
Item 6

Jomsky, Mark

From: Sharon Lilly <salilly@icloud.com>
Sent: Friday, April 10, 2015 7:47 PM
To: Jomsky, Mark
Subject: 710

Dear mayor and members of the City Council;

Please do everything possible to stop construction of the 710 tunnel tollway.

We worry about the diesel air pollution vented, unmitigated, directly into the air in our highly urbanised area. We worry about increased traffic, intra-tunnel crashes, vibrating homes, earthquake, drilling machines that break down deep in the tunnel, and particularly the loss of funds for more efficient transportation; which is what the people voted to support.

Please take any steps necessary to stop construction of the tunnel and insist that the money. E spent be spent for light rail and other improvements that serve people instead of serving the cargo trucking industry, port business, and the fouling our air.

Sharon A Lilly

Sent from my iPad

04/13/2015
Item 6

Jomsky, Mark

From: Petrea Burchard <pb@petreaburchard.com>
Sent: Friday, April 10, 2015 4:05 PM
To: Jomsky, Mark
Subject: No on 710 tunnel

Dear Mr. Jomsky,

I understand you can distribute my message to the Mayor and city council members. Thank you very much for doing so.

I think a 710 tunnel is a mistake. Our money can be much better spent on a railway of some sort, either for freight or people or both. I've seen the 210 freeway in Pasadena at rush hour; any kind of 710 freeway for individual vehicles will only make traffic worse.

I respectfully ask the council to support the Working Group's recommendations.

Sincerely,
Petrea Burchard Sandel
District 3

Jomsky, Mark

From: SallyBarn@aol.com
Sent: Monday, April 13, 2015 12:26 PM
To: Jomsky, Mark
Subject: Pasadena must oppose tunnel for 710 extension!

Please distribute to all City Council Members:

The City of Pasadena must oppose the building of a massive, expensive, polluting tunnel under a portion of the city in order to facilitate 710 truck traffic to the port in Long Beach and San Pedro.

The pollution will be extensive.

The potential for disaster given our earthquake prone area, and a 4-mile tunnel is huge.

The health implications for the hospital and residents is enormous.

The impact of increased traffic on the 210 and 134 will make them impossible to navigate.

The Los Angeles basin needs no more freeways. This is an antiquated solution.

A rail corridor to the port would solve the problem.

Sally Barngrove
Pasadena, CA

04/13/2015
Item 6



LOS ANGELES
CONSERVANCY

929 West Sixth Street, Suite 929
Los Angeles, CA 90014

213 623 2495 OFFICE
213 623 3909 FAX
WWW.LACONSERVANCY.ORG

April 13, 2015

Submitted electronically

Mayor Bogaard and Members of the Pasadena City Council
City of Pasadena
100 North Garfield Avenue
Pasadena, CA 91101

RE: **SR-710 Pasadena Working Group Recommended Alternatives
and Tunnel Proposal**

Dear Honorable Mayor Bogaard and Councilmembers:

On behalf of the Los Angeles Conservancy I am writing in regards to the SR-710 Pasadena Working Group recommendations and urging your strong support and adoption. We strongly believe this approach will allow for a range of multi-modal transportation options while also maintaining the historic character of Pasadena and other nearby communities by minimizing the environmental impacts.

Transportation planning and improvements do not have to come at the expense of healthy and vibrant neighborhoods, a quality that Pasadena and neighboring communities all share in common. For this reason alone, the Working Group recommendations are particularly relevant and thoughtful as they chart a course that puts a priority on moving people rather than simply more cars. A range and combination of transportation options are included within the recommendations, including Local Street Network (LSN) improvements and Light Rail Transit (LRT). If thoughtfully implemented, these measures can allow for new transit routes to be developed while also helping to strengthen neighborhoods.

The proposed tunnel alternative requires careful consideration and cost-benefit analysis, to fully assess impacts and whether or not this measure can be justified. It is not clear yet whether a tunnel will effectively reduce traffic congestion or rather shifts it elsewhere. There are also outstanding historic preservation concerns with this option. Similar examples elsewhere indicate land subsidence is a very real possibility, impacting and, in some cases, destroying historic resources. Given the number of potentially impacted historic buildings, the Conservancy fully agrees with the Working Group recommendations that this issue should be the subject of careful analysis.



04/13/2015
Item 6

Our nearly 6,500 members throughout Los Angeles County care deeply about this issue and cherish the qualities that make Pasadena so special. We are hopeful that the Working Group recommendations will gain greater traction as discussions move forward. Thank you for the opportunity to comment and for your leadership on this issue. Please let me know if the Conservancy can be of any support.

Sincerely,



Linda Dishman
Executive Director

cc: Pasadena Heritage
No 710 Action Committee
National Trust for Historic Preservation
Caltrans



Jomsky, Mark

From: No710extension <no710extension@aol.com>
Sent: Monday, April 13, 2015 10:01 AM
To: Jomsky, Mark
Subject: Council Meeting Tonight

Dear Pasadena City Council Members,

Thank you for meeting tonight and considering topics related to the SR-710 North Study.

As you know, the No 710 Action Committee is an association of cities, organizations, professionals and citizens who realize that the SR-710 Extension is an unacceptable alternative to address regional transportation problems. Our mission is to promote solutions that are environmentally and fiscally sound, reduce pollution, lower health risks, relieve congestion, and eliminate public dependence on fossil fuels. The No 710 Action Committee demands that transit authorities operate in an honest and transparent manner that is responsive to the concerns and interests of the impacted communities and the public at large.

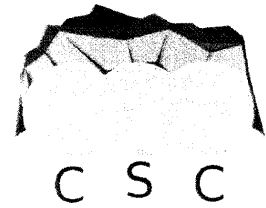
The No 710 Action Committee supports the recommendations of the Pasadena Alternatives Working Group. We encourage the Council to give the PAWS report serious consideration for the best positive outcome with the least regional impact..

Sincerely,

No 710 Action Committee

April 13, 2015

Mayor Bill Bogaard
City Council Members
City Hall
100 N. Garfield Avenue
Pasadena, CA 91101



Subject: Support Pasadena Working Group Recommendations

Honorable Mayor Bogaard and City Council Members:

Pasadena Complete Streets Coalition (Pas-CSC) has reviewed the Pasadena Working Group ("PWG") I-710 PWG Final Report (the "report") and Letter to the Mayor and City Manager (the "letter") and we do endorse several of the findings contained in the letter and the report. We wholeheartedly agree that the main focus needs to be "on *moving people* rather than solely *moving vehicles*" (see report, p.6.) To that end, we fully endorse the need for Complete Streets solutions for our local and regional transportation needs, not car-centric ideas which have, in retrospect, not well-served our City. Furthermore, we concur with the preference for LRT/BRT transit solutions to regional connectivity over any further consideration of highway extension or expansion. Specifically, the recommended LRT/BRT options better integrate with active transportation modes (people walking, people bicycling) and with City goals for further Transit Oriented Development.

Pasadena Complete Streets Coalition is composed of member organizations and individuals within the City of Pasadena and adjacent neighborhoods who assert that Streets are for People: to Walk, Bike, Drive, and Ride transit. We are dedicated to promoting safer, more sustainable, more livable streets in accord with the Fifth Guiding Principle: "Pasadena will be a City where people can safely circulate without cars."

Background:

On March 6, 2015, Caltrans and Metro released the Draft Environmental Impact Report/Statement (DEIR/S) for the SR-710 North Study. On March 25, 2015, the City of Pasadena released the findings of a Pasadena Working Group (PWG) assembled to evaluate the Draft SR-710 Alternatives, as put forth by Caltrans and Metro in 2014, with the objective to "...identify the best project alternative for Pasadena, recognizing that much of the impact associated with the proposed freeway alternatives will have a profound impact on the future of our great city."

Review of PWG Specific Recommendations:

On Page 6 of their report, the PWG recommends 5 elements of a “holistic mobility approach”.

1. Local Street Network (LSN-1, LSN-2)
2. Mobility Hubs (MH-1)
3. Light Rail Transit (LRT-1, LRT-2)
4. Bus Rapid Transit (BRT-1, BRT-2, BRT-3)
5. Bicycle Network (BN-1, BN-2)

For the Local Street Network, the PWG recommends a Complete Streets program for “major Pasadena transportation corridors” and also a new street grid overlay through the existing SR-710 'stub' should the land revert to city control from the state. Pasadena Complete Streets Coalition supports deployment of Complete Streets throughout the City (beyond these PWG recommendations) and so we support these recommendations. We agree with the PWG that this will have tangible “stand-alone value”. Similar efforts in other municipalities have been shown to bring about strong return on local dollars in terms of economic development as well as the safety and utility benefits for the community-at-large. [See Attachment 1 - “Complete Streets Stimulate the Local Economy”, Smart Growth America.]

A Mobility Hub program would work in tandem with a Complete Streets program to create first/last mile connections with emerging modes such as bikeshare and ride-sharing models. Pasadena Complete Streets Coalition supports providing diverse and equitable mobility options for the citizens of Pasadena, and agrees with the PWG that the City should pursue integrative approaches to meeting present and future land use and transportation needs.

The PWG recommends LRT-1, in essence the Metro LRT-4X Alternative with some enhancements. A Light Rail Transit alternative would develop wholly new transit connectivity between these cities, which would seem to accomplish the Caltrans/Metro stated purpose “...to effectively and efficiently accommodate regional and local travel demands in ... the western San Gabriel Valley and east/northeast Los Angeles...” however, Pasadena Complete Streets Coalition was not conclusive whether this option would be preferable to the Metro BRT-6X option, or to the PWG proposed BRT-1 option utilizing Rosemead as a BRT corridor. We did conclude that it seems self-evident that the highway Tunnel Option is not a solution, as it would have immediate negative impacts on health and well-being in the impacted communities, and with the probable outcome of only inducing yet more traffic on the I-210, I-10, I-710 and SR-134 during the already lengthy peak travel times.

As for the PWG proposed Bicycle Network alternatives, the Pasadena Complete Streets Coalition would like to see these explored further in tandem with the

State and Metro and neighboring communities. We would also encourage the City to promote additional active transportation connectivity east/west and north/south of Pasadena as well, integrating with bicycle plans and Complete Streets programs throughout the region. [See Attachment 2 – Appendix I, “Complete Streets Implementation Action Plan 2.0”, Caltrans.]

In summary, Pasadena Complete Streets Coalition commends the Pasadena Working Group for making thoughtful recommendations which, in general, would benefit the mobility needs of the city and the region as a whole, and we ask that the City of Pasadena take a strong position in favor of Complete Streets and Multi-modal solutions to our transportation needs.

Respectfully submitted,
Pasadena Complete Streets Coalition
p.p. Qrys Cunningham, member

Attachment:

- 1 – Smart Growth America fact sheet
- 2 – Appendix I, from Caltrans Complete Streets Implementation Action Plan 2.0



Smart Growth America

1707 L Street, NW, Suite 250 • Washington, DC 20036 • 202-207-3355



National Complete Streets Coalition

BENEFITS OF COMPLETE STREETS

Complete Streets Stimulate the Local Economy

Making it easier for residents and visitors to take transit, walk, or bike to their destinations can help stimulate the local economy. People living in Dallas, TX save an average of \$9,026 annually by switching from driving to taking transit, and those in Cleveland, OH save an average of \$9,576.¹ The total savings from biking, walking, or taking transit instead of driving can really add up across a city, ranging from \$2.3 billion in Chicago² to an astounding \$19 billion a year in New York City³. This “green dividend” means that residents can spend that money in other ways, such as housing, restaurants, and entertainment, that keep money circulating in the local economy. And it’s not just big cities that see these impacts: in Wisconsin, economic benefits from public transit alone are \$730 million.⁴ Providing the infrastructure for people to get to work by walking, biking or taking transit can provide a boost to the economy in other ways, too: traffic congestion costs businesses in the San Francisco Bay Area over \$2 billion a year due to time employees spent stuck in traffic, and the total cost of congestion in the Los Angeles region tops \$1.1 billion each year.⁵ A Complete Streets approach has the power to recapture some of that cost.



Complete Streets increase foot and bicycle traffic for local businesses. *Photo Flickr.com user dewitahs.*

Local businesses see many benefits in improving access to people traveling by foot or bicycle. When a bike lane was added along Valencia Street in San Francisco's Mission district, nearby businesses saw sales increase by 60 percent, which merchants attributed to increased pedestrian and bicycle activity.⁶ Similarly, a study in Toronto showed that nearly three-quarters of merchants along Bloor Street expected that better bicycle and pedestrian facilities would improve business.⁷

Implementing Complete Streets policies can have economic benefits even before the projects are finished. Road improvement projects that include bike and pedestrian facilities create more jobs during construction than those that are only designed for vehicles, per dollar spent.⁸ Adding or improving transit facilities is good for jobs, too. During the recent economic downturn, each stimulus dollar invested in a public transportation project created twice as many jobs as one spent on a highway project.⁹

Better bicycle infrastructure can create jobs directly, too. Cycling adds over \$556 million and 3,400 jobs to Wisconsin's economy through increased tourism, bicycle manufacturing, sales and repair, bike tours, and other activities.¹⁰ Similarly, there's a \$90 million benefit to the city's economy from Portland, Oregon's bicycling industry¹¹, and the state of Colorado reaps a benefit of over \$1 billion each year from bicycle manufacturing, retail, and tourism.¹²

Complete Streets spur private investment

The investment that communities make in implementing Complete Streets policies can stimulate far greater private investment, especially in retail districts and downtowns where pedestrians and cyclists feel unwelcome. In Washington, D.C., design improvements along a three-quarter mile corridor in Barracks Row, including new patterned sidewalks and traffic signals, helped attract 40 new businesses and nearly 200 new jobs, along with increases in sales and foot traffic.¹³

Lancaster, California added pedestrian safety features as part of a downtown revitalization effort, including a pedestrian-only plaza, wider sidewalks, landscaping and traffic calming. The project spurred \$125 million in private investment, a 26% increase in sales tax revenue, and 800 new jobs, after a public investment of \$10.6 million.¹⁴ And in Mountain View, California, the addition of space for sidewalk cafes and a redesign of the street for pedestrians were followed by private investment of \$150 million, including residential, retail and offices, resulting in a vibrant downtown destination.¹⁵

Complete Streets raise property values

Complete Streets policies lead to networks of streets that are safe and accessible for people on foot or riding bikes, which in turn raises property values. In a survey of 15 real estate markets from Jacksonville, Florida to Stockton, California a one-point increase in the walkability of a neighborhood as measured by WalkScore.com increased home values by \$700 to \$3,000.¹⁶ For neighborhoods in the Washington, D.C. region, becoming one step more walkable on a five-point scale can add \$9 per square foot to retail rents and nearly \$82 per square foot to home values.¹⁷ This increase is amplified when walkable neighborhoods are near each other¹⁸, demonstrating the value of networks of Complete Streets connected throughout a community.

The preference for walkable neighborhoods is likely to increase in coming decades, too, as today's young college graduates flock to downtowns and close-in suburbs. The population of college-educated 25 to 34 year olds in these walkable neighborhoods has increased by 26% in the last decade¹⁹, creating a workforce that can further add to economic growth in these communities.

It's not just sidewalks: bike paths add value to neighboring properties as well. One North Carolina neighborhood saw property values rise \$5,000 due to a nearby bikeway, while research showed that bike paths in Delaware could be expected to add \$8,800 to neighboring home values.²⁰ Even design elements like street trees can raise property values. Having trees on the street in front of homes in Portland, Oregon added more than \$7,000 to selling prices.²¹

Even with higher housing prices, walkable neighborhoods are good for working families. People living in communities that give them the option to walk, bike or take transit to their destinations often pay less in total housing and transportation costs than those who live in areas with lower housing prices that are more auto-dependent.²² When coupled with programs to maintain access to affordable housing, families of all incomes can realize the economic benefits of Complete Streets.

Learn more at www.smartgrowthamerica.org/completestreets.

¹ American Public Transportation Association. (2012, July). Transit savings report. Retrieved 2012, August 8, from <http://www.publictransportation.org/tools/transitsavings/Pages/default.aspx>.

² CEOs for Cities. (2008, February). Chicago's green dividend. Retrieved 2012, August 8, from <http://www.ceosforcities.org/city-dividends/green/special-reports/chicago/>.

³ CEOs for Cities. (2010, April). New York dividend. Retrieved 2012, August 8, from <http://www.ceosforcities.org/city-dividends/green/special-reports/new-york-city/>.

⁴ The Wisconsin Department of Transportation. (2003, November). Economic benefits of public transit (0092-03-07). Madison, Wisconsin: McLawhorn, N. PDF.

⁵ Local Government Commission Center for Livable Communities (n.d.). The economic benefits of walkable communities. PDF.

⁶ National Complete Streets Coalition (2012, February 22). It's a safe decision: Complete streets in California. Retrieved 2012, August 8, from <http://www.completestreets.org/webdocs/resources/cs-in-california.pdf>.

⁷ The Clean Air Partnership (2009, February). Bike lanes, on-street parking and business: A story of Bloor Street in Toronto's Annex Neighborhood. PDF.

⁸ Political Economy Research Institute. (2011, June). Pedestrian and bicycle infrastructure: A national study of employment impacts. University of Massachusetts, Amherst: Garrett-Peltier, Heidi. Retrieved 2012, August 8, from http://www.peri.umass.edu/fileadmin/pdf/published_study/PERI_ABikes_October2011.pdf

⁹ Smart Growth America. (2011, February 4). Transportation funding and job creation. Retrieved 2012, August 8, from <http://www.smartgrowthamerica.org/2011/02/04/new-report-reveals-smart-transportation-spending-creates-jobs-grows-the-economy/%5D>.

¹⁰ Bicycle Federation of Wisconsin. The economic impact of bicycling in Wisconsin PDF.

¹¹ Alta Planning + Design (2008, September). The value of the bicycle-related industry in Portland. PDF.

¹² Colorado Department of Transportation. The economic impact of bicycling in Colorado. PDF.

¹³ Barracks Row Main Street (2005, May 9). Barracks Row in Washington D.C. National Trust for Historic Preservation. Retrieved 2012, August 8, from <http://www.preservationnation.org/resources/case-studies/gamsa/2005/barracks-row-washington-dc.html>.

¹⁴ National Complete Streets Coalition (2012, February 22). It's a safe decision: Complete streets in California. PDF.

¹⁵ Local Government Commission Center for Livable Communities (n.d.). The economic benefits of walkable communities. PDF.

¹⁶ CEOs for Cities (2009, August). Walking the walk. Retrieved 2012, August 8, from <http://www.ceosforcities.org/research/walking-the-walk/>.

¹⁷ Leinberger, C.B. (2012, May 25) Now coveted: A walkable, convenient place. New York Times. Retrieved 2012, August 8, from <http://www.nytimes.com/2012/05/27/opinion/sunday/now-coveted-a-walkable-convenient-place.html>.

¹⁸ The Brookings Institution. (2012, May 25). Walk this way: The economic promise of walkable places in metropolitan Washington D.C. (16). Washington D.C.: The Brookings Institute. Retrieved 2012, August 8, from <http://www.brookings.edu/research/papers/2012/05/25-walkable-places-leinberger>.

¹⁹ CEOs for Cities (2005, December). The young and restless in a knowledge economy. Retrieved 2012, August 8, from <http://www.ceosforcities.org/research/the-young-and-restless-in-a-knowledge-economy>.

²⁰ Smith, R. (2011, May 3) Local bike paths mean higher house prices. Crikey. Retrieved 2012, August 8, from <http://blogs.crikey.com.au/rooted/2011/05/03/local-bike-paths-mean-higher-house-prices/>.

²¹ Jaffe, E. (2011, September 30) The economics of urban trees. The Atlantic Cities. Retrieved 2012, August 8, from <http://www.theatlanticcities.com/housing/2011/09/where-trees-rule-real-estate/223/>.

²² Center for Neighborhood Technology (2010, March). Penny wise and pound foolish: New measures of housing + transportation affordability. Retrieved 2012, August 8, from <http://www.cnt.org/repository/pwof.pdf>.

Deputy Directive

<i>Number:</i>	DD-64-R2
<i>Refer to Director's Policy:</i>	DP-22 Context Sensitive Solutions DP-05 Multimodal Alternatives DP-06 Caltrans Partnerships DP-23-R1 Energy Efficiency, Conservation and Climate Change
<i>Effective Date:</i>	10/17/14
<i>Supersedes:</i>	DD-64-R1 (10/2/2008)
<i>Responsible Program:</i>	Planning and Modal Programs

TITLE Complete Streets - Integrating the Transportation System

POLICY

The California Department of Transportation (Caltrans) provides 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. Caltrans 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.

Caltrans develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of “complete streets” requires collaboration among all Department functional units and stakeholders to establish effective partnerships.

DEFINITION/BACKGROUND

Complete Street - A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.

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.”

State and federal laws require Caltrans and local agencies to promote and facilitate increased bicycling and walking. California Vehicle Code (CVC) sections 21200-21212, and Streets and Highways Code (sections 890-894.2) 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. Bicyclists, pedestrians, and non-motorized traffic are permitted on all state facilities, unless prohibited (CVC, section 21960). 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.

Department manuals and guidance outline statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to public transit for bicyclists and pedestrians. In many instances, roads designed to Caltrans’ standards provide basic access for bicycling and walking. This directive does not supersede existing laws. To ensure successful implementation of “complete streets,” manuals, guidance, and training will be updated and developed.

RESPONSIBILITIES

Chief Deputy Director:

- Establishes policy consistent with Caltrans’ objectives to develop a safe and efficient multimodal transportation system for all users.
- Ensures management staff is trained to provide for the needs of bicyclists, pedestrians, and transit users.

Deputy Directors, Planning and Modal Programs and Project Delivery:

- Include bicycle, pedestrian, and transit modes in statewide strategies for safety and mobility, and in system performance measures.
- Provide tools and establish processes to identify and address the needs of bicyclists, pedestrians, and transit users early and continuously throughout planning and project development activities.
- Ensure districts document decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.
- Ensure departmental manuals, guidance, standards, and procedures reflect this directive, and identify and explain Caltrans’ objectives for multimodal travel.
- Ensure an Implementation Plan for this directive is developed.

Deputy Director, Maintenance and Operations:

- Provides tools and establishes processes that ensure regular maintenance and operations activities meet the safety and mobility needs of bicyclists, pedestrians, and transit users in construction and maintenance work zones, encroachment permit work, and system operations.
- Ensures departmental manuals, guidance, standards, and procedures reflect this directive and identifies and explains Caltrans' objectives for multimodal travel.

District Directors:

- Promote partnerships with local, regional, and state agencies to plan and fund facilities for integrated multimodal travel and to meet the needs of all travelers.
- Identify bicycle and pedestrian coordinator(s) to serve as advisor(s) and external liaison(s) on issues that involve the district, local agencies, and stakeholders.
- Ensure bicycle, pedestrian, and transit needs are identified in district system planning products; addressed during project initiation; and that projects are designed, constructed, operated, and maintained using current standards.
- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Provide documentation to support decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.

Deputy District Directors, Planning, Design, Construction, Maintenance, and Operations:

- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Collaborate with local and regional partners to plan, develop, and maintain effective bicycle, pedestrian, and transit networks.
- Consult locally adopted bicycle, pedestrian, and transit plans to ensure that state highway system plans are compatible.
- 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.
- Implement current design standards that meet the needs of bicyclists, pedestrians, and transit users in design, construction and maintenance work zones, encroachment permit work, and in system operations.
- Provide information to staff, local agencies, and stakeholders on available funding programs addressing bicycle, pedestrian, and transit travel needs.

Chiefs, Divisions of Aeronautics, Local Assistance, Rail and Mass Transportation, Transportation Planning, Research, Innovation and System Information, and Transportation Programming:

- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Caltrans transportation plans and studies.
- Support interdisciplinary participation within and between districts in the project development process to provide for the needs of all users.
- Encourage local agencies to include bicycle, pedestrian, and transit elements in regional and local planning documents, including general plans, transportation plans, and circulation elements.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Advocate, partner, and collaborate with stakeholders to address the needs of bicycle, pedestrian, and transit travelers in all program areas.
- Support the development of new technology to improve safety, mobility, and access for bicyclists, pedestrians, and transit users of all ages and abilities.
- Research, develop, and implement multimodal performance measures.
- Provide information to staff, local agencies, and stakeholders on available funding programs to address the needs of bicycle, pedestrian, and transit travelers.

Chiefs, Divisions of Traffic Operations, Maintenance, Environmental Analysis, Design, Construction, and Project Management:

- Provide guidance on project design, operation, and maintenance of work zones to safely accommodate bicyclists, pedestrians, and transit users.
- Ensure the transportation system and facilities are planned, constructed, operated, and maintained consistent with project type and funding program to maximize safety and mobility for all users with legal access.
- Promote and incorporate, on an ongoing basis, guidance, procedures, and product reviews that maximize bicycle, pedestrian, and transit safety and mobility.
- Support multidisciplinary district participation in the project development process to provide for the needs of all users.

Employees:

- Follow and recommend improvements to manuals, guidance, and procedures that maximize safety and mobility for all users in all transportation products and activities.
- Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- Maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle.

Deputy Director
Number DD-64-R2
Page 5

APPLICABILITY
All Caltrans employees

Kome Ajise

KOME AJISE
Chief Deputy Director

10/16/14

Date Signed

April 13, 2015

Statement of John Van de Kamp on behalf of West Pasadena Resident's Association

I'm John Van de Kamp, a long-time Board member of the West Pasadena Residents Association, speaking on its behalf.

When some of us heard of the idea of a 710 tunnel option, the reaction was it has to be a better idea than a monster freeway dividing our City. Let's look at it.

We have:

The conclusion: not a good idea.

(1) It appears to move traffic from one area to another. The 210 (Pasadena) is the loser. Cities to the south, and the 10 and the 60 are the winners. It doesn't appear to be the ultimate solution.

(2) It's costly—very costly. The two bore tunnel estimate is at \$5.65 billion. The one bore tunnel \$3.15 billion. Both estimates are probably very low.

(3) Where's the cost benefit analysis? Never produced.

(4) Better alternatives have been provided –light rail expansion, expanded bus service and street improvements at less than ½ the price of the two bore tunnel estimate.

(5) Who wants a 50 foot tower spewing fumes above ground near where the tunnel would connect with the 210 in Pasadena?

(6) Why didn't Metro look at the experience of the breakdowns of gigantic tunnel boring machines all over the world—Seattle being the most recent example—resulting in costly delays; in some cases leading to the extraction and disassembling, in other cases the abandonment of the equipment.

(7) What about the possibility of big rig breakdowns and fires in the tunnel? How do you get emergency personnel in there to deal with that?—and to those trapped in the tunnel?

Individually and collectively say no to the tunnel option by supporting the Pasadena preferred alternative.



National Trust *for*
Historic Preservation
Save the past. Enrich the future.

April 13, 2015

Mayor William Bogaard and Members of the Pasadena City Council
City of Pasadena
100 North Garfield Avenue
Pasadena, CA 91101

Submitted via email

**Re: Final Recommendation of SR-710 Pasadena Working Group Regarding
Proposed Alternatives for the SR-710 North Project**

Honorable Mayor Bogaard and City Council Members,

The National Trust for Historic Preservation *urges you to approve the carefully considered recommendations of the Pasadena Working Group* as a more feasible, equitable, and cost-effective solution to address the long-term transportation and mobility needs of both Pasadena and the region, while also minimizing the potential impact on hundreds of historic properties and historic districts that give Pasadena and adjacent communities their distinct character and make them such desirable locations to live, play, do business, and go to school.

The Working Group's report wisely adopts a forward-thinking approach that considers a much broader land-use and transportation planning context. Rather than rely on outdated transportation planning concepts designed only to move cars between two points, the recommendations rethink the infrastructure system and promote greater connectivity between people and the places they want to go. A multi-modal network of improved and expanded transportation, transit, and active transit options like Light Rail (LRT), Rapid Bus (BRT), Complete Streets, and bike routes could strategically expand on existing systems and address clear gaps in service, which would better serve the future needs of residents, schools, businesses, and industry across the region and help ensure that the cities and neighborhoods continue to thrive and grow.

We hope that you will formally express your support for these recommendations in a statement to Caltrans and members of the Board of the Los Angeles Metropolitan Transportation Authority, and also actively engage with the communities, including Glendale, South Pasadena, La Canada/Flintridge, Sierra Madre and others, who share many of the same needs and concerns as Pasadena. A thoughtful, collaborative, region-wide approach to mobility could provide a greater benefit for a larger number of people at significantly less cost than either the single- or dual-bore tunnel alternative in the Draft Environmental Impact Report (DEIR).

Los Angeles Field Office

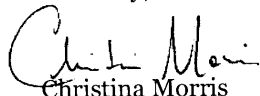
700 South Flower Street Suite 1100 Los Angeles, CA 90017
i info@savingplaces.org f 213.232.1123 www.PreservationNation.org

04/13/2015
Item 6

The Cost Benefit Analysis of the DEIR alternatives has not yet been released to allow for an in-depth assessment of the true costs of the tunnel alternative and whether it would warrant the investment of billions of dollars. A preliminary analysis of the DEIR documents suggests that improvements in regional travel times and air quality would be negligible at best, or would simply shift negative impacts to other locations. We also have concerns that there could be serious potential negative impacts to the many hundreds of historic properties and districts that overlie or are adjacent to the proposed tunnel route, which could be damaged by vibrations and subsidence during construction of the tunnel, or unforeseen mechanical or geological complication not addressed by the DEIR. The Alaskan Way Viaduct in Seattle is only one very recent example of the widespread property damage, years of delay, and skyrocketing costs that can result from similar problems on these types of projects. All the alternatives—including the regional, multi-modal network proposed by the Pasadena Working Group—deserve very careful analysis and consideration in order to identify the best transportation solutions.

The National Trust for Historic Preservation has been involved in the SR-710 North project for nearly three decades and we remain deeply concerned about this issue due to its potential to affect the long-term viability and health of many communities and their irreplaceable historic resources. Thank you for considering our comments, and please don't hesitate to contact me if you require additional information or if we can provide any assistance to you in the future.

Sincerely,



Christina Morris
Los Angeles Field Director

Cc: Pasadena Heritage
LA Conservancy
No 710 Action Committee
NRDC
South Pasadena
Caltrans