

Jomsky, Mark

From: Carol Osborn <carols4u@sbcglobal.net>
Sent: Sunday, December 09, 2012 10:31 PM
To: Jomsky, Mark
Cc: Madison, Steve
Subject: NO BUILD in order to RETHINK

Dear Pasadena Council Members,

As individual members of the City Council, please support the NO BUILD Metro option.

My family lived in Pasadena since 1947. In the sixties, I expected the air to get worse and worse in Pasadena, but THIS DID NOT HAPPEN. Why? Because the scientific and business communities were committed to make life better for their children. Many days now we see the breathtaking, precipitous San Gabriel Mountains which have always graced our beautiful city yet practically disappeared during the sixties.

We mustn't go backwards and recycle old solutions to moving people and goods. This is not a time for one city to reject a freeway or freeway tunnel and push it over to the "next city."

Metro needs to put our tax dollars to work by HIRING YOUNG-THINKING urban planners and engineers that will come up with 2012 solutions acceptable to any city.

The only acceptable alternative at the moment is a NO BUILD. Metro is good at identifying problems of traffic flow, but they need to rethink and turn to the THINKERS, utilizing the immense university research going on and looking at what other great cities are doing, to come up with green alternatives before WASTING TIME AND ENERGY on any new project as financially and environmentally catastrophic as the tunnel they propose.

We shouldn't ignore the fact that there has been a need to complete the 710 route ever since it was built in 1965. However, I refuse to "give in" and "give up", thinking that we have exhausted all possibilities for solutions. I believe that we are heading into a very exciting new era and that we should get on the train (figuratively and literally!).

Yours sincerely,
Carol E. Osborn
1519 Cheviotdale Dr.
Pasadena, CA 91105

Jomsky, Mark

From: John and Monica <johnandmonica@sbcglobal.net>
Sent: Monday, December 10, 2012 9:10 AM
To: Beck, Michael; Jomsky, Mark
Cc: Stewart, Jana; Bogaard, Bill; 'John Shaffer'
Subject: Pasadena City Council -- 710 Agenda
Attachments: Pasadena City Council 12 10 12.ppt

Attached is a presentation I would like to make to the Pasadena City Council tonight. I recognize that, due to the number of people who may wish to speak, I may only be able to cover part of this, but I would appreciate it being in the record of the meeting tonight.

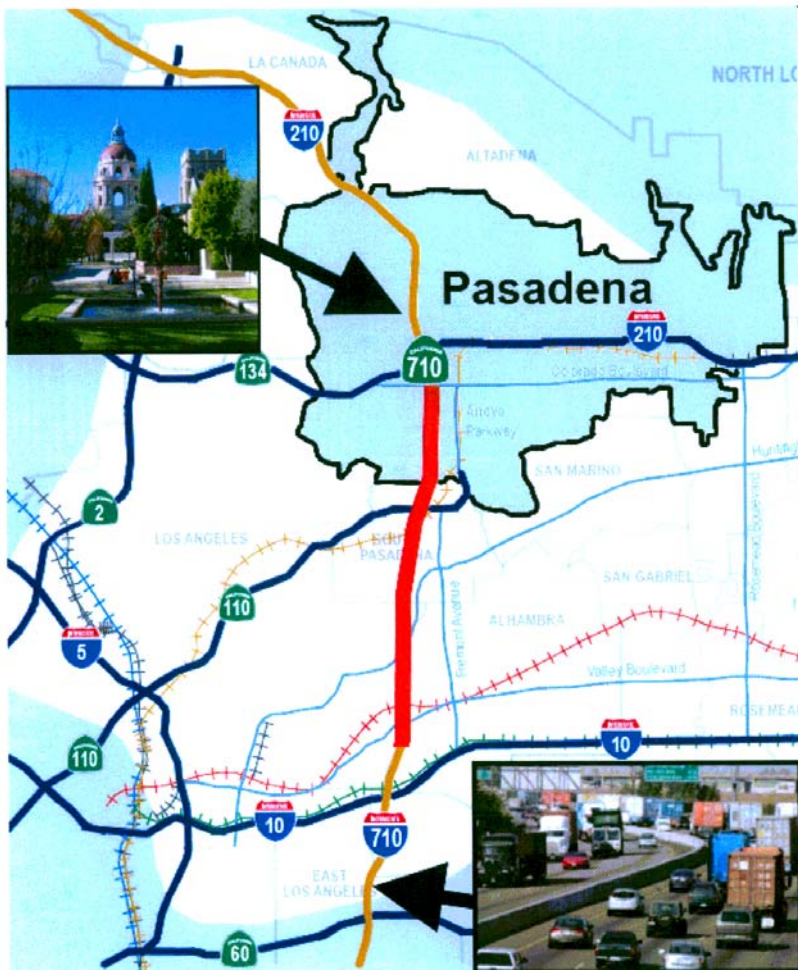
Thank you.

-- John Shaffer



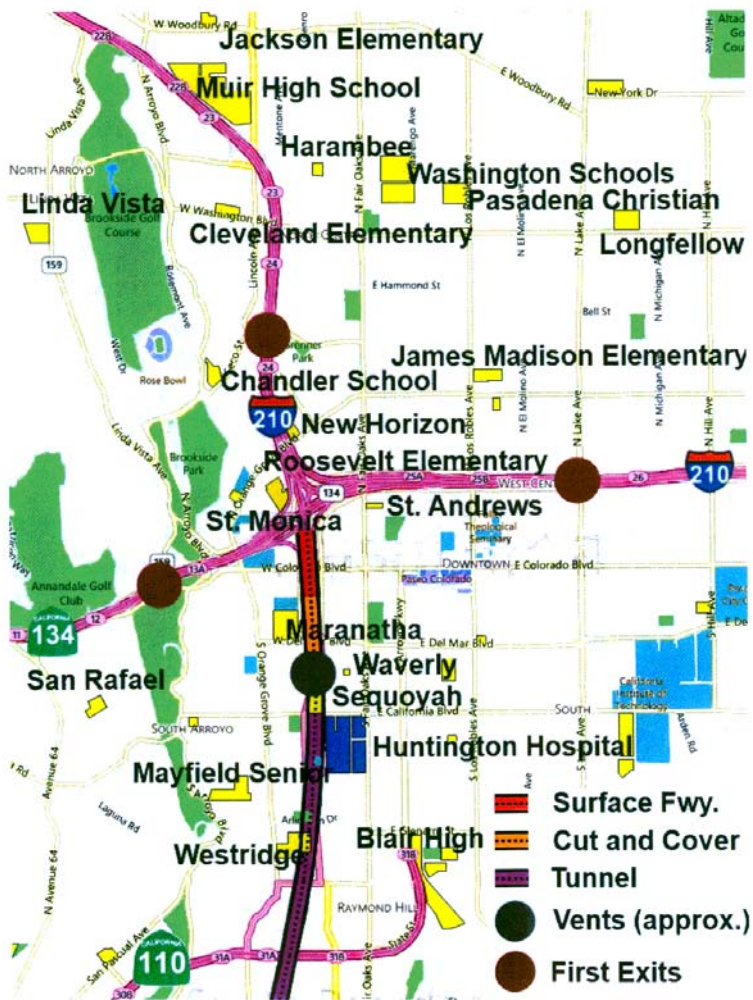
The 710 Tunnel Threatens Pasadena

Presented to the Pasadena City Council
December 10, 2012



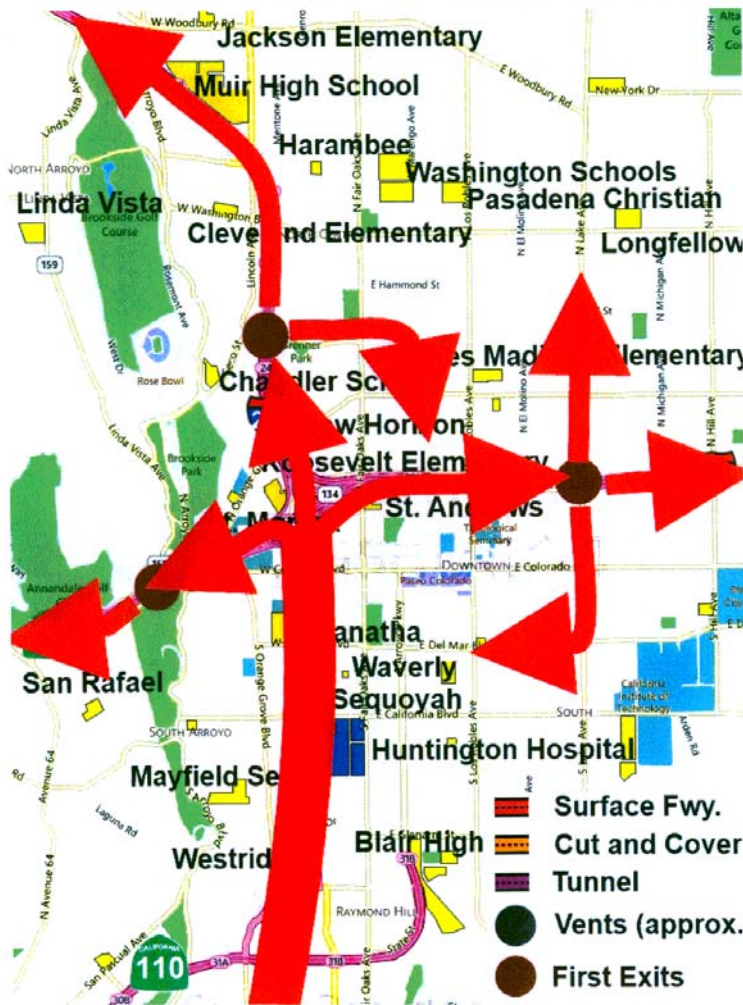
- The Tunnel Would Extend The Long Beach Freeway (I-710) Into The Heart Of Pasadena.

The Tunnel In Pasadena



- Tunnel Portal Near Huntington Hospital And Old Pasadena.
- 100 To 200 Foot Exhaust Ventilation Towers Between Huntington And Maranatha H.S.
- Numerous Schools And Parks Along Routes To Tunnel.

The Tunnel In Pasadena



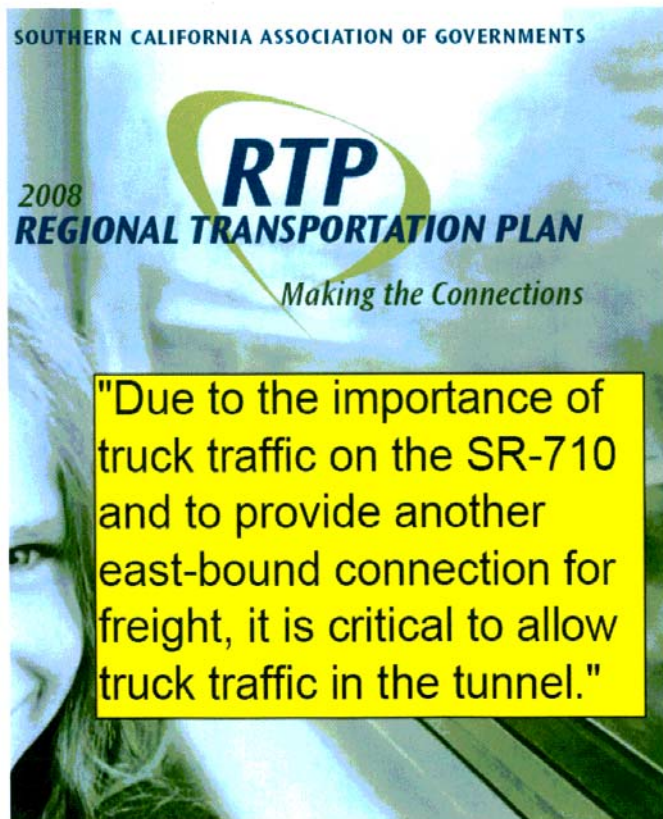
- More Than 100,000 Additional Cars And Trucks In Pasadena Each Day.
- All Tunnel Traffic To Central Pasadena Must Use Lake Or Mountain Avenues.



Tunnel Myth 1

**“There Won’t Be A
Lot Of Trucks.”**

16% To 20% Of All Tunnel Traffic May Be Trucks



710 Would Funnel More Trucks And Traffic Through Pasadena

Trucks to North Pasadena

"Traffic estimates indicate that the tunnel would immediately attract significant traffic between the port area and Los Angeles heading toward major national distribution centers in San Bernardino County."

USC Keston Institute for Public Finance and Infrastructure Policy
December 5, 2007

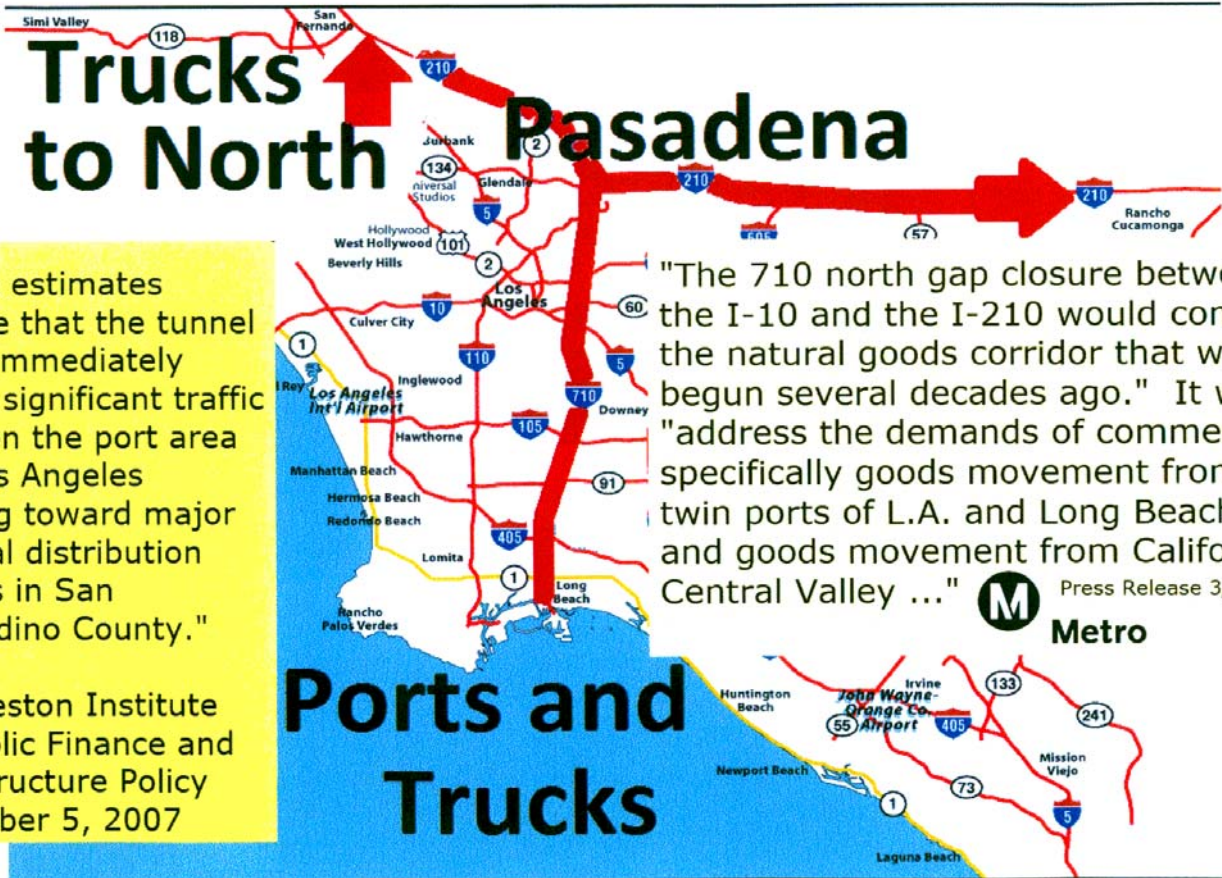
"The 710 north gap closure between the I-10 and the I-210 would complete the natural goods corridor that was begun several decades ago." It would "address the demands of commerce -- specifically goods movement from the twin ports of L.A. and Long Beach ... and goods movement from California's Central Valley ..."



Press Release 3/21/11

Metro

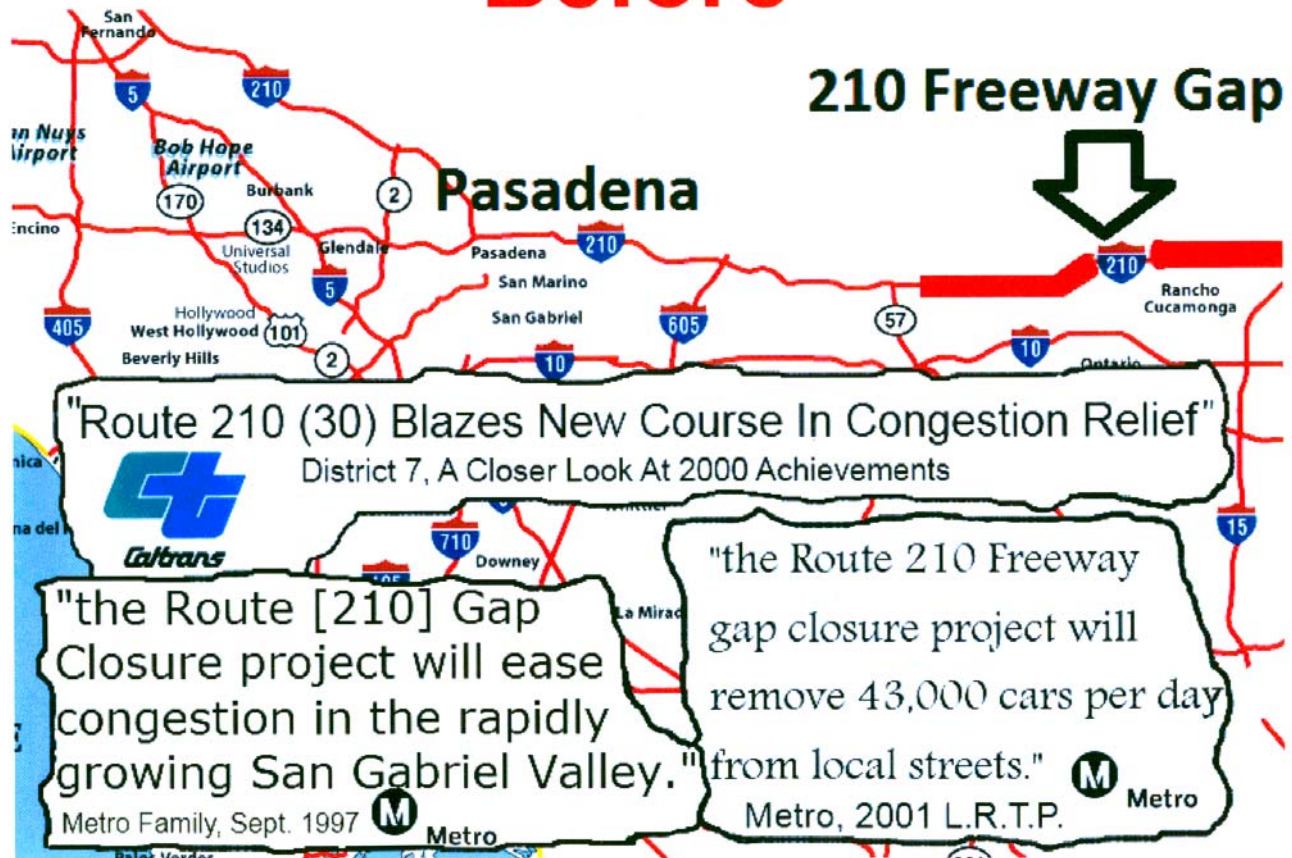
Ports and Trucks



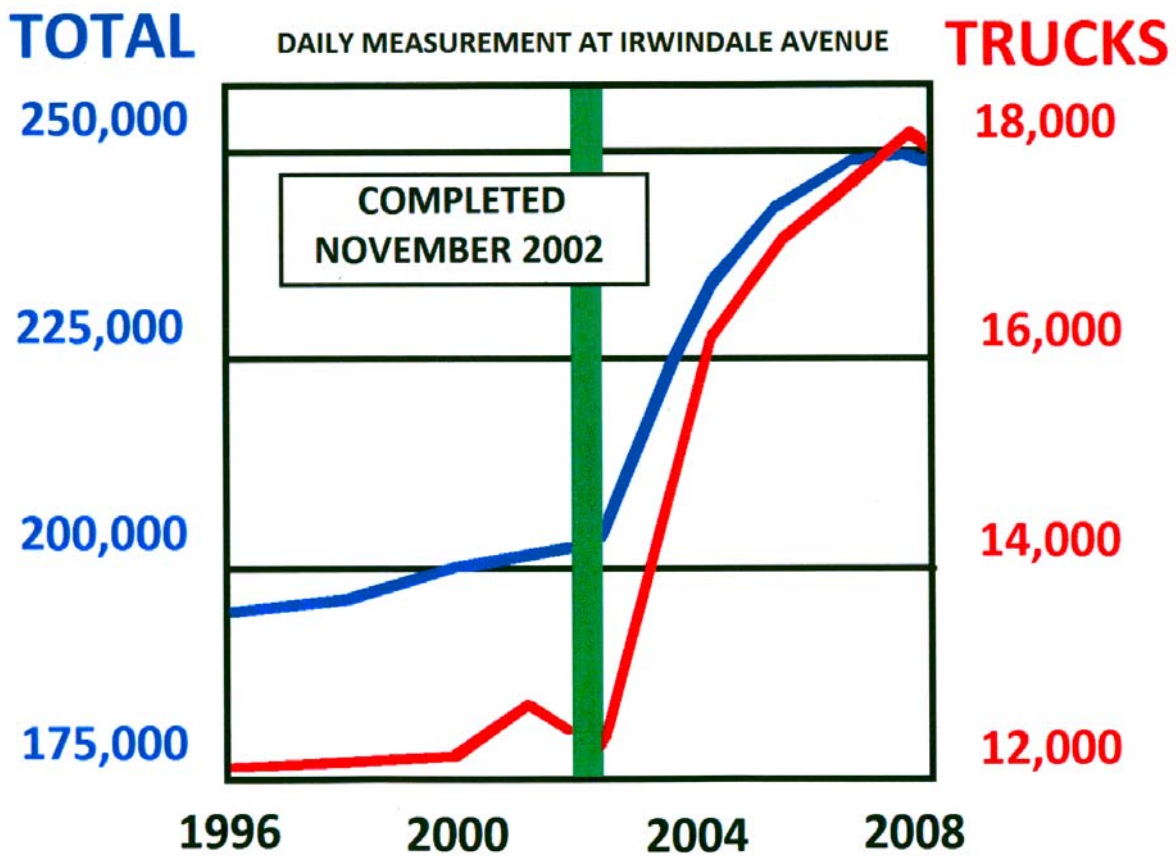
Tunnel Myth 2

**“The 710 Will Ease
Congestion.”**

We Were Told This Story Before



210 TRAFFIC INCREASES AFTER EASTERN EXTENSION



I-710 Missing Link Truck Study

Preliminary Draft Final Report

May 2009

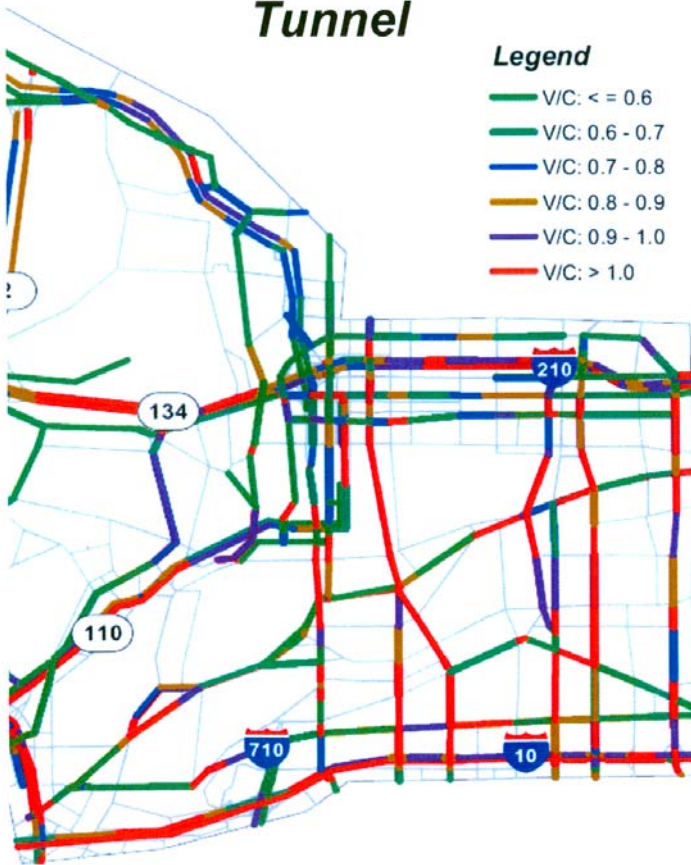
ITERIS



Congestion Without 710 Tunnel

Legend

- V/C: ≤ 0.6
- V/C: 0.6 - 0.7
- V/C: 0.7 - 0.8
- V/C: 0.8 - 0.9
- V/C: 0.9 - 1.0
- V/C: > 1.0



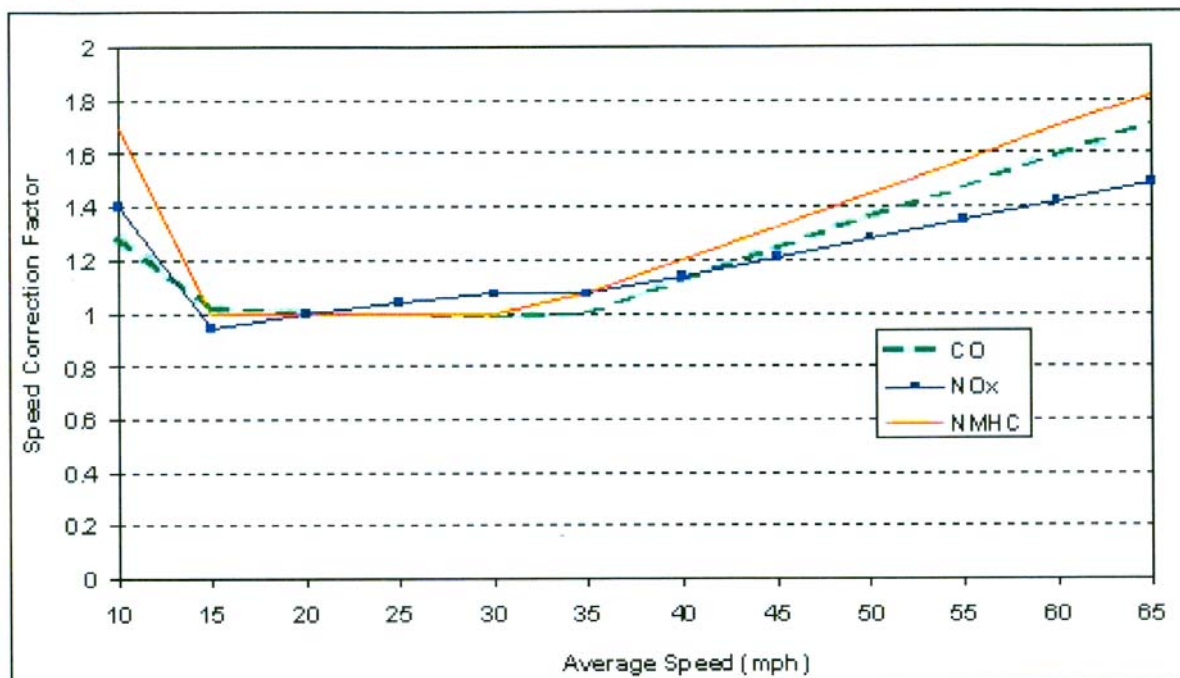
Congestion With 710 Tunnel



Tunnel Myth 3

**“The 710 Will Ease
Pollution.”**

More Freeway Traffic Does Not Equate To Reducing Pollution



Once Speeds Reach About 15 MPH, Pollution Per Mile Tends To Increase.

Facility Specific Speed Correction Factors, Draft, U.S. EPA, Report Number M6.SPD.002, August 1999

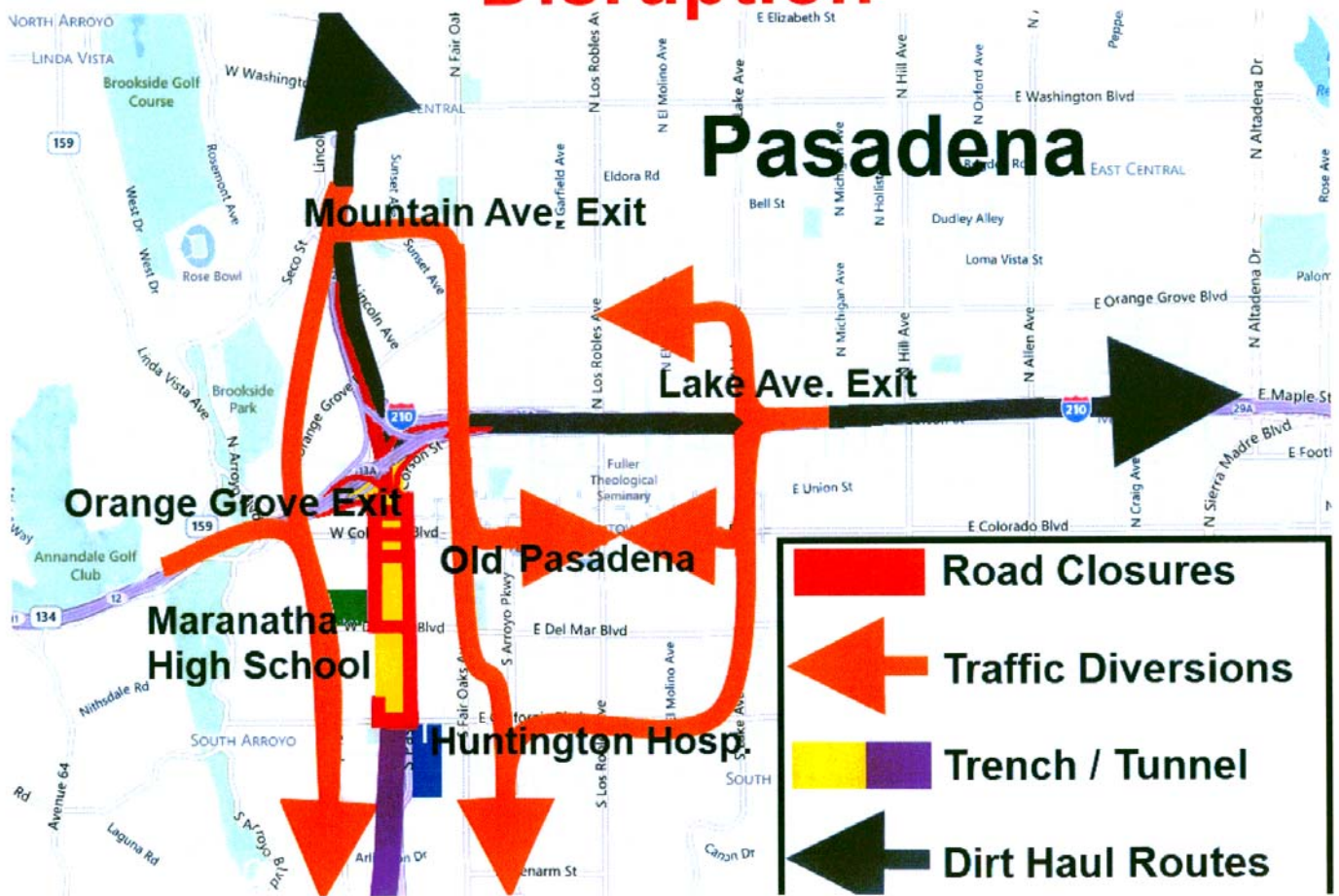
Tunnel Myth 4

**“Construction Will
Not Hurt
Pasadena”**

Is This Pasadena's Future?



Construction Will Cause Widespread Disruption



How Will The Tunnel Be Built?

At Least 200 Million
Cubic Feet Of Dirt
Removed.



450,000
Truckloads
Of Dirt.

Steel, Gravel, Cement,
And Other Building
Supplies Trucked To
Pasadena Every Day.



How Will The Tunnel Be Built?

- **Nine To Eleven Years Of Construction**
(Parsons Brinckerhoff 2006 Tunnel Study).
- **Massive Trench And Staging Area**
Between Old Pasadena And Huntington
Hospital.
- **Long-Term Closures Of Major Streets**
And Bridges, Including Del Mar, Green,
And (Likely) Colorado.

How Will The Tunnel Be Built?

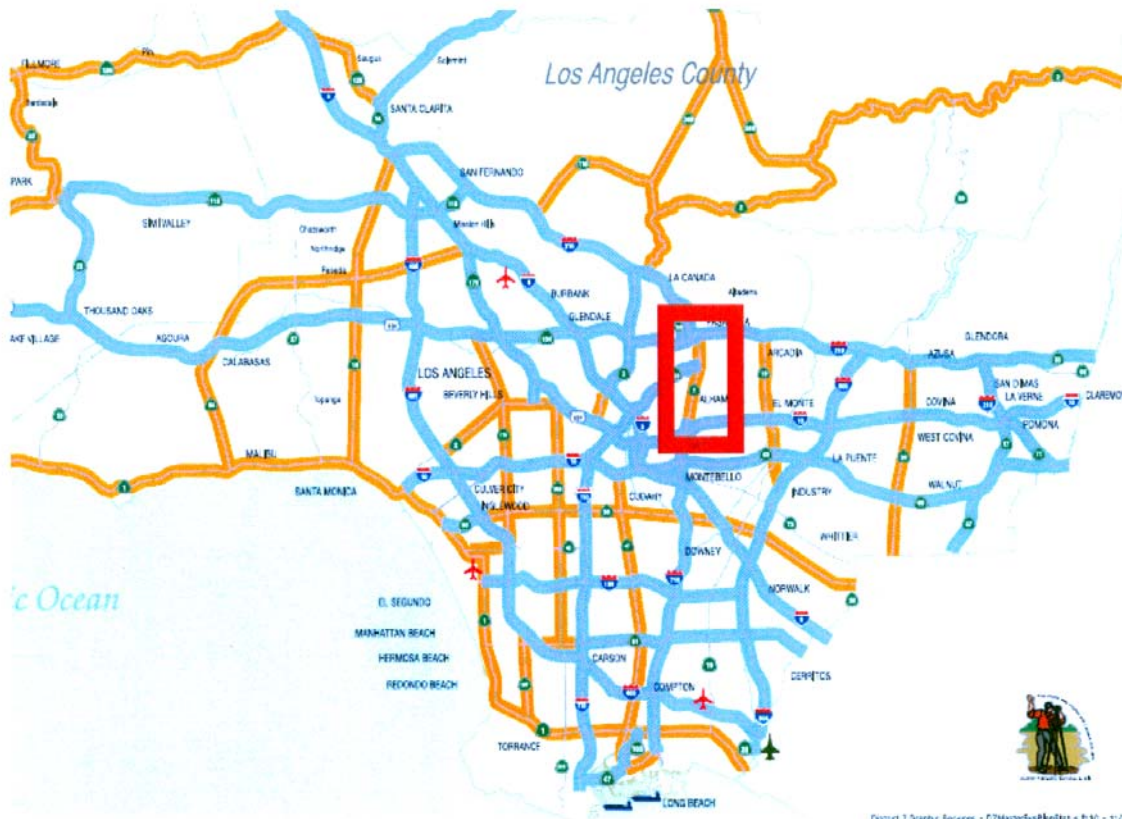
Construction Issues Include:

- Dust And Diesel Pollution.
- Noise And Vibration.
- Subsidence.
- Significant Truck Traffic.
- Disruption To The Tournament Of Roses.
- Permanent Closure Of Ramps To Del Mar And California.
- Long-Term Closures Of Roads Around Huntington Hospital And West Side Of Old Pasadena.

Tunnel Myth 5

**“The 710 Will
Complete The
Freeway System.”**

Every "Gap" Freeway In The System Has Been Cancelled, Except The 710



DISTRICT 7
Los Angeles & Ventura Counties

Master System Plan Status

LEGEND

- Miles Built
- Miles Not Built

- HIGHWAYS
- Traversable State Highways
 - Route Adopted
 - Route Proposed
 - INTERSTATE 5
 - 101 U.S.
 - 39 STATE

- RAILROADS
- Rapid Transit
 - Other Lines

- AIRPORTS
- Commercial
 - Military
 - Port
 - California High-Speed Rail



Document 7. District 7 - 2017 Master System Plan - 11/12/2016

Jomsky, Mark

From: Joan Terry <jterry88@charter.net>
Sent: Sunday, December 09, 2012 2:30 PM
To: Jomsky, Mark
Subject: F-7 tunnel

I VERY MUCH regret that I am physically unable to attend Monday's Council meeting; however I VERY MUCH want to add my "voice" to the great number of residents, businesses and organizations who have expressed their strong objection to Metro/Caltrans' proposal to bore a tunnel thru 4 ½ miles of property (homes, business, etc.) that would suffer the intrusion of this Hole-in-the-Ground. Metro and Caltrans have had more than half a century to work out a better solution than this tunnel notion. Moreover, Caltrans' performance as manager/landlord of the many fine old homes along the "old route" has been abysmal, to say the least. There has been no strong commitment for the funding of this (est.10 billion dollar pipedream) and the best example, locally, of a toll expressway was the San Diego toll way - that went bankrupt! 2013 is upon us. Surely something more in keeping with the 21st century can take the place of this absurd non-solution!

Respectfully,
Joan Terry
232 Glen Summer Road
Pasadena