

Attachment D

New Initiative for Mobility and Community Report

NEW INITIATIVE FOR MOBILITY AND COMMUNITY

www.nelsonnygaard.com

SUMMARY

The San Gabriel Valley is an area of diverse cities and neighborhoods that trace the history of Southern California. New homes mingle with historic downtowns and educational institutions to create a lively sub-region. All of that activity, however, creates demand for ever-increasing mobility and access. The economic might of our region means we will continue to have opportunities to invest in transportation. Doing so in ways that serve our economy and environment, while supporting our health and quality of life, will require sound decisions. This initiative is a starting point that changes the conversation to focus on the transportation needs of the area and the opportunities that may be explored by the local community as they develop their vision for community mobility.



Transit – Building out the area's rapid transit network (particularly some missing north-south options) will make car ownership an option rather than a necessity – potentially improving life quality and household finance.



Active Transportation – Every trip starts by walking, and the people of this community deserve to be able to walk safely and comfortably. What better use of dollars is there than those spent to reduce injuries and deaths while taking cars off our congested roads?



Managing Demand – Sometimes it costs less to convince people not to drive than it does to accommodate driving with more road construction. Five-Hundred Million well spent dollars can take more cars off the roads than could be carried on a comparably priced new facility.



Congestion – While spending to create more choice, we can't lose sight of the fact that sometimes you just need to drive. Dollars spent smartly can help make those drives less miserable without encouraging the development sprawl that can result from less focused projects.

DIVERSE COMMUNITY, DIVERSE SOLUTIONS

For many years, the idea of a 710 freeway connection has been misleadingly touted as a solution to the transportation woes of the San Gabriel Valley. The publication of the 710 Environmental Impact Report has made clear, however, that this 50-year old project is no solution. It does not help a community craving transit access. It does not address east-west mobility problems. It prohibits trucks, bikes, pedestrians and charges tolls for cars. Perhaps most importantly, it will consume all of the available financial resources for this area.

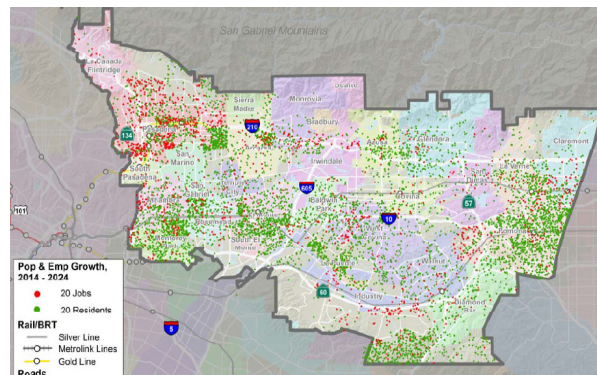
Problems with the tunnel proposal include:

- The tunnel does not “pay for itself” through tolls as some have asserted.
- According to the EIR, the tunnel does not address congestion issues in Alhambra.
- The tunnel bypasses the very destinations people want to go to.

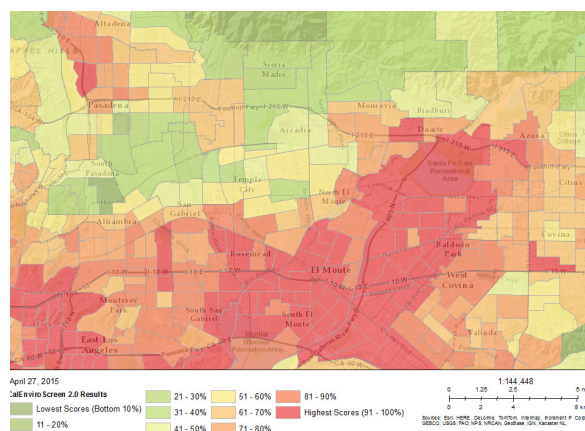
The San Gabriel Valley is a community of diverse people, with widely varying commute patterns. Employees need to make short commutes to Pasadena and long commutes to Burbank (Metro has found that 70 percent of study area vehicle trips start and end within the San Gabriel Valley). Students attending Cal State LA and East LA College need ways to make short commutes to school. Communities need to be able to walk safely to transit and want to be able to invest in ways that can improve air quality.

The set of ideas outlined in the pages that follow are intended as a starting point for the development of a real, community-based transportation vision. This is a compilation of many good ideas that have emerged from community and agency processes over the years. This diverse set of solutions should be refined based on community input and community needs in order to accommodate community aspirations. A community-based solution represents the best investment of our transportation dollars to connect and create community in the San Gabriel Valley.

It strains credibility that, despite holding scores of public open houses filled with community comment, no changes of substance have been made to any of the alternatives under evaluation. The 710 tunnel is not a community solution.



The addition of a 710 freeway linkage could bring the same level of environmental risk to local residents as that faced by residents in corridors such as I-605.



Analysis by Metro indicates the greatest population growth in the San Gabriel Valley will be in Pasadena - a community that has passed a resolution against 710 tunnel.

THE NORTH STUB

For fifty years this community has been held hostage to the wrong-headed idea of a freeway extension – an idea which has precluded all sensible solutions. Allowing these “complete street” connections to happen would improve access and reconnect neighborhoods as the land relinquished by Caltrans is put back into productive use.

As an example of the kind of solution that can be developed from the grass roots community, this vision of Pasadena’s future stands in stark contrast to the 710 tunnel envisioned by planners (not influenced by community input).

This vision of reconnected streets supporting redevelopment would bridge the gap between downtown and West Pasadena.

QUICK COMPARISON

OPTION A: FILL THE DITCH



+

East-West Connections

+

Reducing Traffic Impacts

+

Developable Land

+

Grade Issues for Buildings

+

Grade Issues for Access

+

Maintaining Bridges

+

Front/Back/Servicing

+

Civic Open Space Plan

?

Costs



MORE VALUE

OPTION B: RETAIN CURRENT GRADES



X

?

THE SOUTH STUB

The 710 freeway stub north of the 10 is over-scaled, and dumps all its traffic onto Valley Blvd, creating a congestion bottleneck. Converting the freeway into a boulevard allows us to solve its traffic problems by providing direct access to Cal State LA, and a 2-lane complete street connection to Alhambra Ave/Mission Rd, allowing traffic to be distributed into the arterial grid while protecting residential neighborhoods. A complete street connection through the emerging “Biotech Triangle” can reduce traffic at Fremont/Mission and cut-through along Concord Ave.

These changes also allow the restoration of Arroyo Rosa de Castilla, the year-round creek that runs alongside and under the 710, and the creation of over 30 acres of new parklands, three regular soccer fields, and a 2.5 mile bike path connecting Alhambra, El Sereno, and South Pasadena.

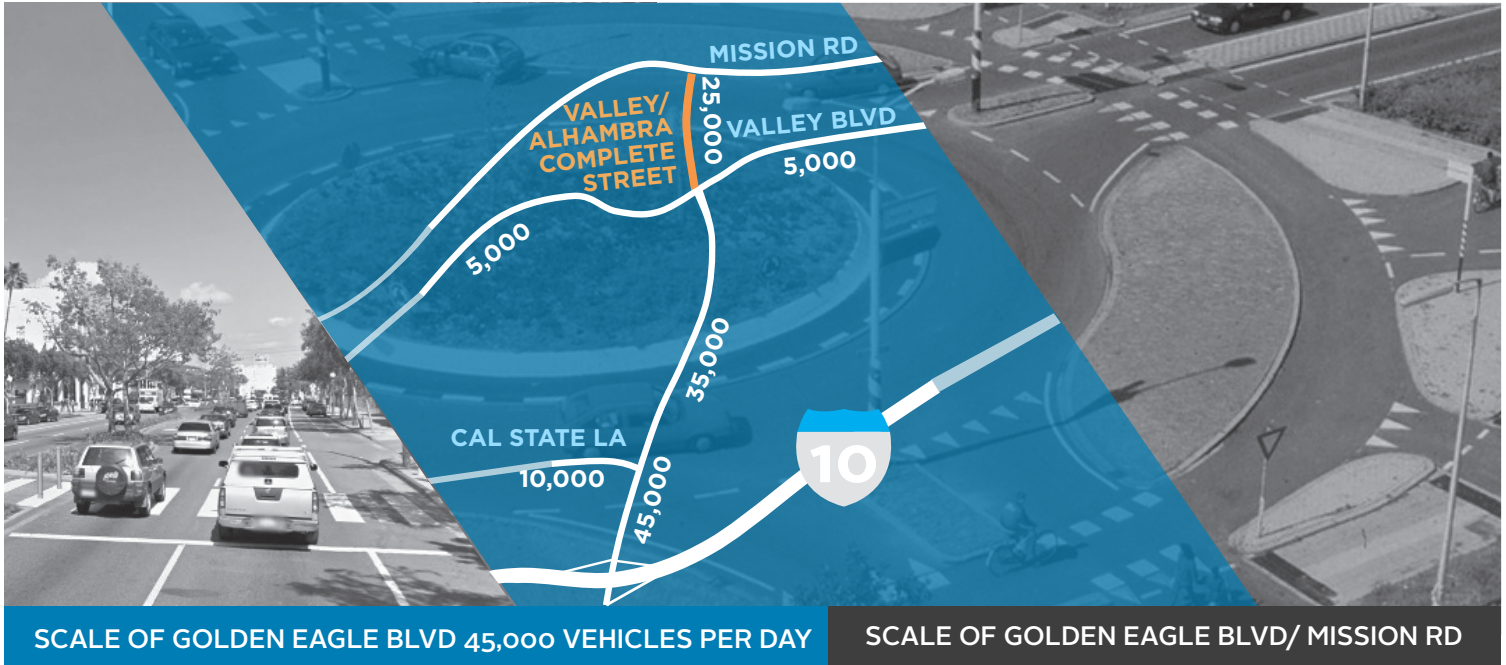
The boulevard also allows the creation of a new front door for Cal State LA, including 6.7 acres of flat, developable campus land.

Changing the disconnected south 710 Freeway stub into a connected boulevard would free up space for Cal State LA campus expansion, more efficiently disperse area traffic, provide space for premium transit including the opportunity to expand Dash service to El Sereno and Cal State LA. Perhaps more importantly it would connect communities, provide needed greenspace.

LEGEND

- New Rapid Bus
- Restored Arroyo Rosa de Castilla
- Golden Eagle Boulevard Complete Street
- Bike Path

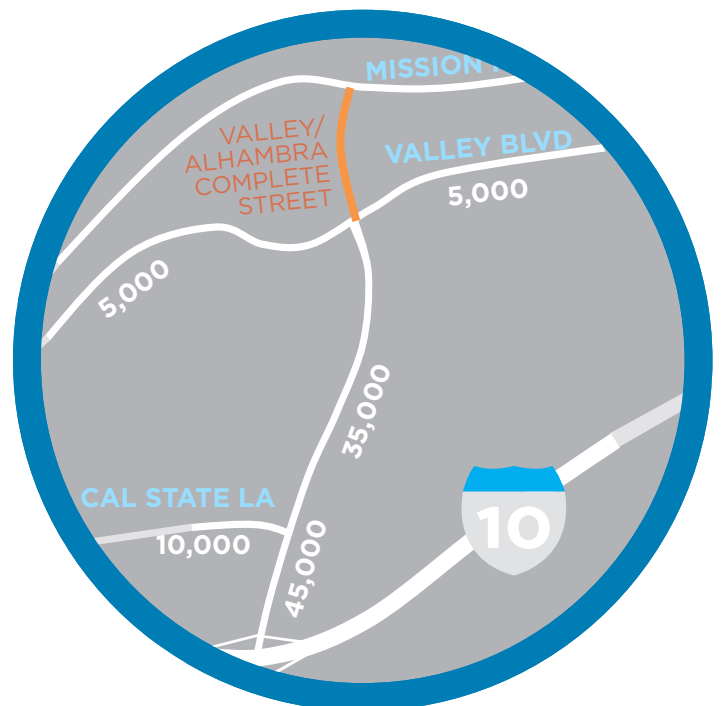
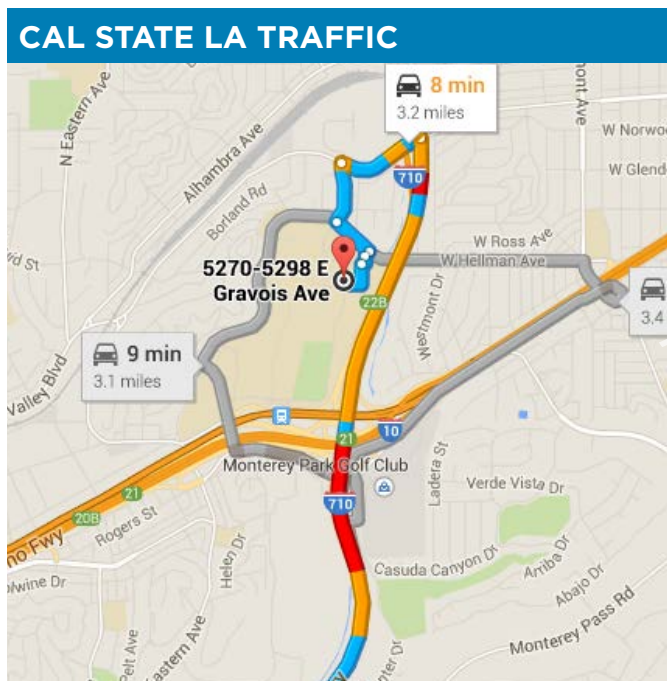




CONGESTION RELIEF

DISAPPEARING TRAFFIC

By replacing the freeway stub with a connected local street, “Golden Eagle Boulevard” would allow drivers to reach their destinations sooner – reducing traffic on the northern connector so much that a two-lane complete street (potentially ending in a traffic calming roundabout) could handle the reduced traffic. Measure R tax money was set aside for improvements to this corridor, but has gone unused so that the idea of a tunnel wouldn’t be harmed. The citizens have already paid the taxes – it’s time to get the benefit.



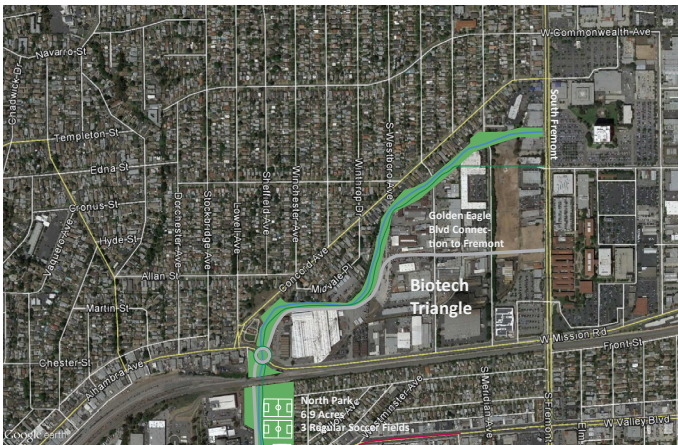
Currently, a query to Google would send a driver on a round about trip to Cal State LA, adding miles to the roads and congestion to local streets.

Changing the Freeway stub to a connected street and adding a complete street link to Mission Road is the real solution to area congestion.

A photograph showing a concrete retaining wall with a chain-link fence on top. The wall is situated next to a road where several cars are visible. Behind the road, there is a residential area with houses and trees. The sky is clear and blue.



BIOTECH TRIANGLE



6

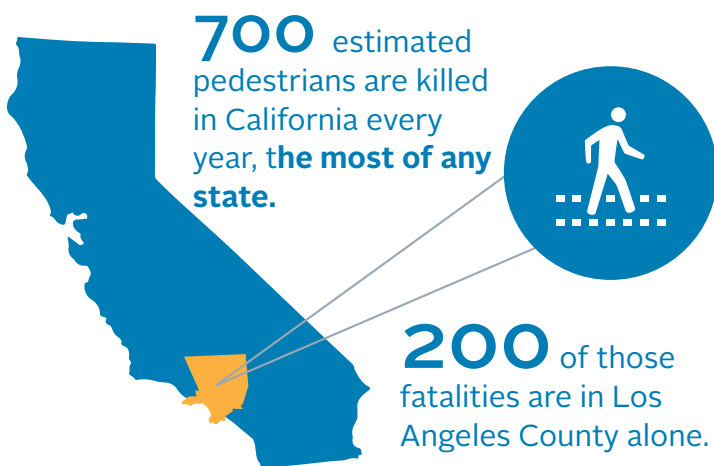


WALKING

SUPPORTED BY ENHANCED PRIORITY CROSSINGS

This budget could improve safety for pedestrians throughout the San Gabriel Valley. Crossings of major arterials, accessibility improvements to intersections and dignified transit stops could all be achieved.

PEDESTRIAN FATALITIES IN CALIFORNIA



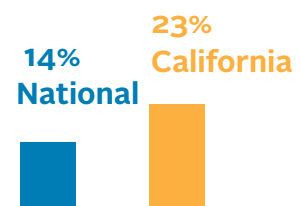
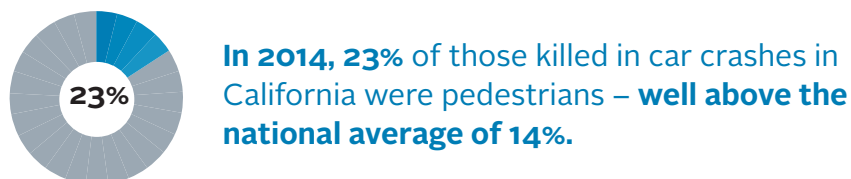
COLLISIONS IN LA

5,000 collisions involving pedestrians, in an average year in L.A. County

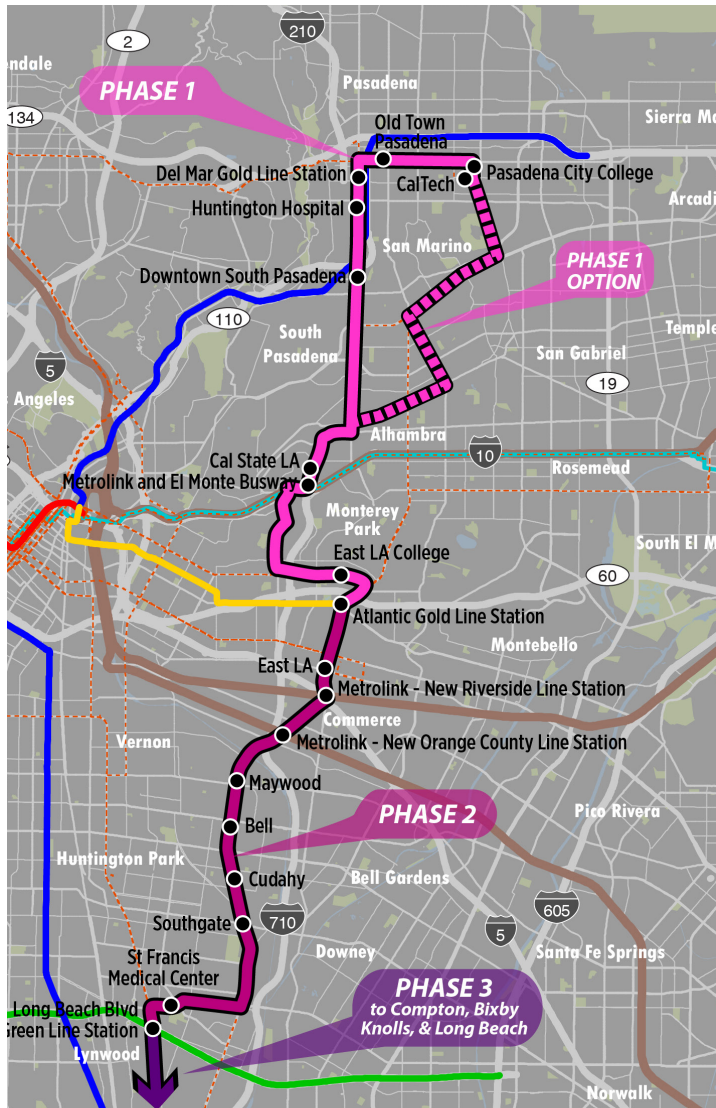
\$25 M



CAR CRASHES AND PEDESTRIANS IN CALIFORNIA



NORTH-SOUTH CONNECTIONS

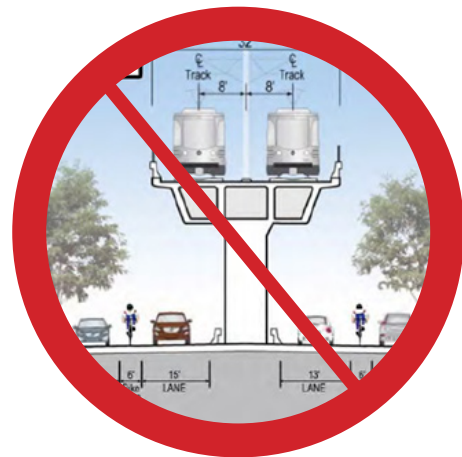


LEGEND

- Activity Centers

This option would be different from the transit alternative shown in the EIR. Rather than a disruptive aerial structure, this would be a fast, surface, community-serving alternative.

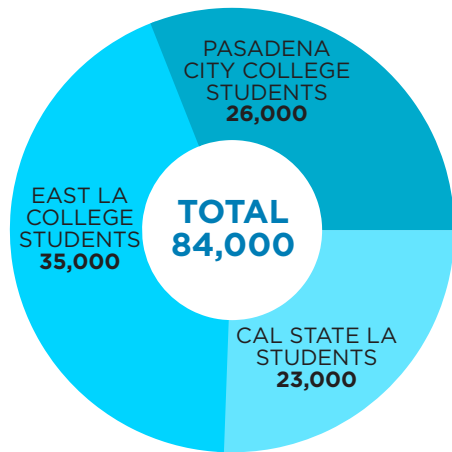
This area's great east-west transit connectivity could be supplemented by a north-south corridor that would connect both legs of the Gold Line, MetroLink's San Bernardino, Riverside and Orange County Lines, the El Monte Busway, the Green Line and the Blue Line. In addition to all those transit linkages, activity centers along the line such as Huntington Hospital, Cal State LA, East LA College, St. Francis Medical Center and the communities of Bell, Maywood and Southgate and Long Beach would all become better connected. As ridership continues to grow, the community may explore the possibility of a light rail option that could further enhance the existing transit network.



The community supports an enhanced, surface transit solution that connects to employment centers, recreational opportunities and educational institutions, not a disruptive aerial structure as proposed in the EIR.

DEMAND MANAGEMENT

CAN TDM SOLVE THE PROBLEM?



20%
VEHICLE TRIP
REDUCTION ESTIMATE

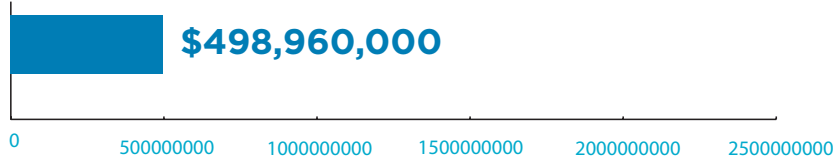
33,600 TRIPS
SAVED PER DAY

302,400 TRIPS
SAVED PER YEAR

YES

**COST
\$500 M**

30 YEAR COST AT MARGINAL COST RATE

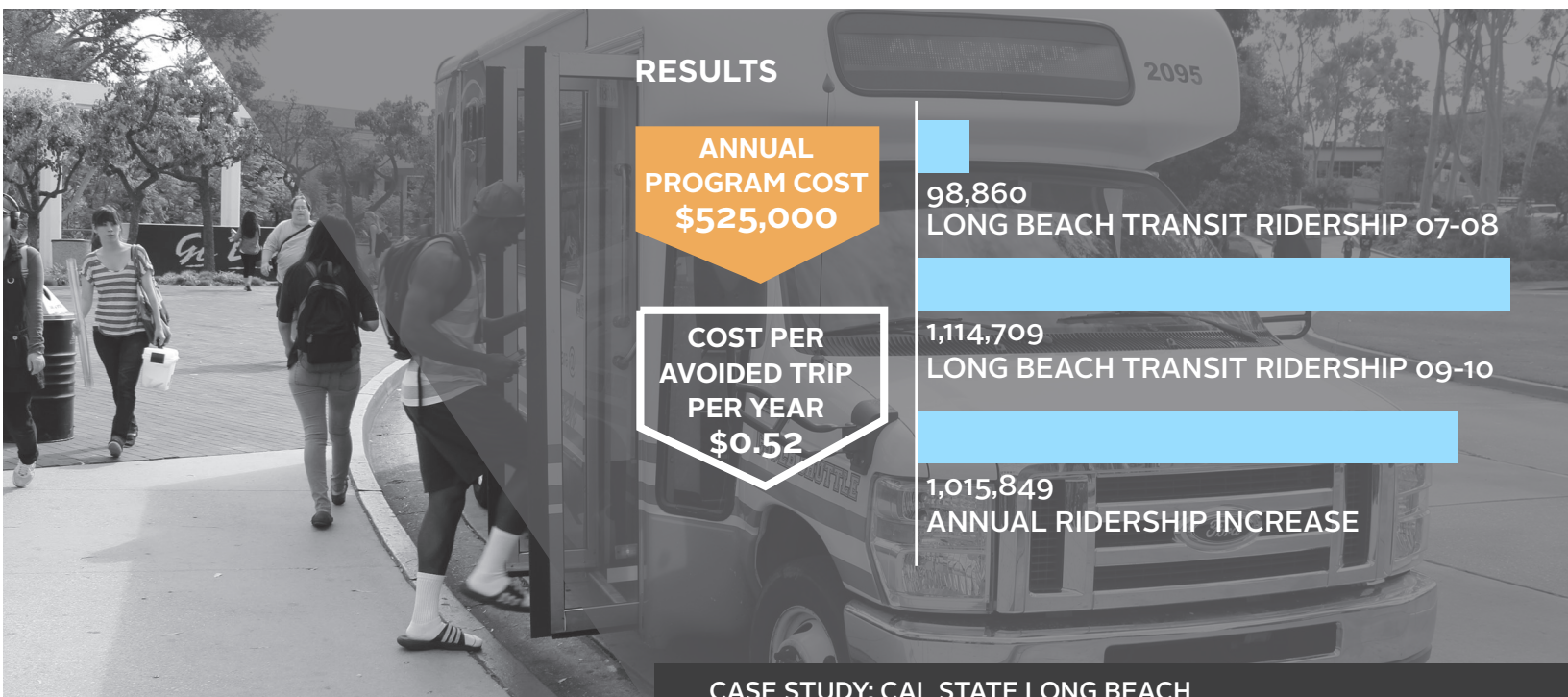


\$73.00

COST PER YEAR PER
RIDER - MARGINAL

CASE STUDY:

Cal State Long Beach has offered unlimited free rides on Long Beach Transit to all faculty, staff and students since 2008, achieving great results.



RESULTS

**ANNUAL
PROGRAM COST
\$525,000**

**COST PER
AVOIDED TRIP
PER YEAR
\$0.52**







98,860
LONG BEACH TRANSIT RIDERSHIP 07-08

1,114,709
LONG BEACH TRANSIT RIDERSHIP 09-10


1,015,849
ANNUAL RIDERSHIP INCREASE

CASE STUDY: CAL STATE LONG BEACH

WHAT CAN HAPPEN NOW?





	Remove the South Stub and build “Golden Eagle Boulevard,” including a connection to Mission Road, as a “complete street.” (bus lanes and separated bike path included)	\$200 M
	Expanded DASH service to CalState LA	\$15 M
	Rebuild street connections to stitch together the North Stub	\$95 M
	Add 30 safe, pedestrian arterial crossings, 10 miles of new sidewalks and build the planned network of bike lanes and paths within one mile of either side of the 710 alignment	\$25 M
	Deliver real Rapid Bus (Improved Route 762) north-south service to include greater frequency, longer hours, weekend service and some dedicated bus lanes	\$170 M
	Rosemead Boulevard is the main north-south street in the San Gabriel Valley, connecting the City of Rosemead to Temple City, East San Gabriel and East Pasadena. It is also served by Metro Lines 266 and 489, and a segment in Temple City features the region's first protected bike lanes.	\$200 M

FUTURE PHASES: Moving forward the sale of surplus Caltrans properties could generate up to an additional \$250 million to fund effective approaches such as student transit passes in the corridor:

	Transit passes for 10 years for students of Pasadena City Collage, Cal State LA and East LA Collage	\$170 M
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WHAT COULD HAPPEN WITH MORE FUNDING

With an initiative such as Measure R2, the following projects can address the regional transportation issues throughout the area.

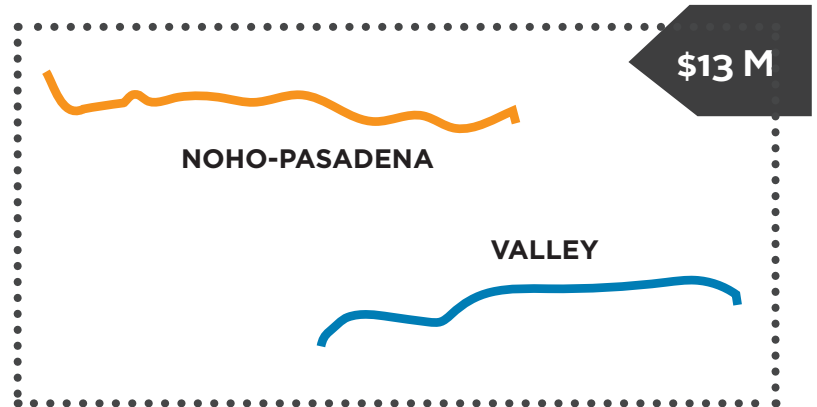
	Premium Transit to connect the network. Pasadena-Hollywood BRT and Valley Boulevard BRT.	\$13 M
	Extension of the Foothill and Eastside Gold Line.	\$2.3 B
	Metrolink upgrades to Burbank Airport and San Bernardino. Providing 30 minute all day service.	\$400 M
	Gold Level Active Transportation. Safe and comfortable bike and pedestrian networks throughout the Valley.	\$275 M

PREMIUM TRANSIT CONNECTIVITY

- **North Hollywood to Pasadena BRT** (including Burbank and Glendale)
- **Valley Boulevard BRT** (Downtown LA to El Monte Transit Center)

Rapid Bus Transit along the sub-region's key corridors can connect communities that are a bit farther from the rail network. These corridors involve more than just buses. Improvements to transit stops/stations can assure that all riders have a safe and dignified experience. Improvement of sidewalk connectivity and quality can assure people can get to the system and safely cross streets at stations. Once the sidewalks are improved, consolidating stations can make the ride much faster and more reliable.

As illustrated in this 1990 Metro Rail Plan, there has always been a “V” shaped missing link in rail planning that bypasses Glendale and Burbank. The time has come to bridge the missing link and connect communities.





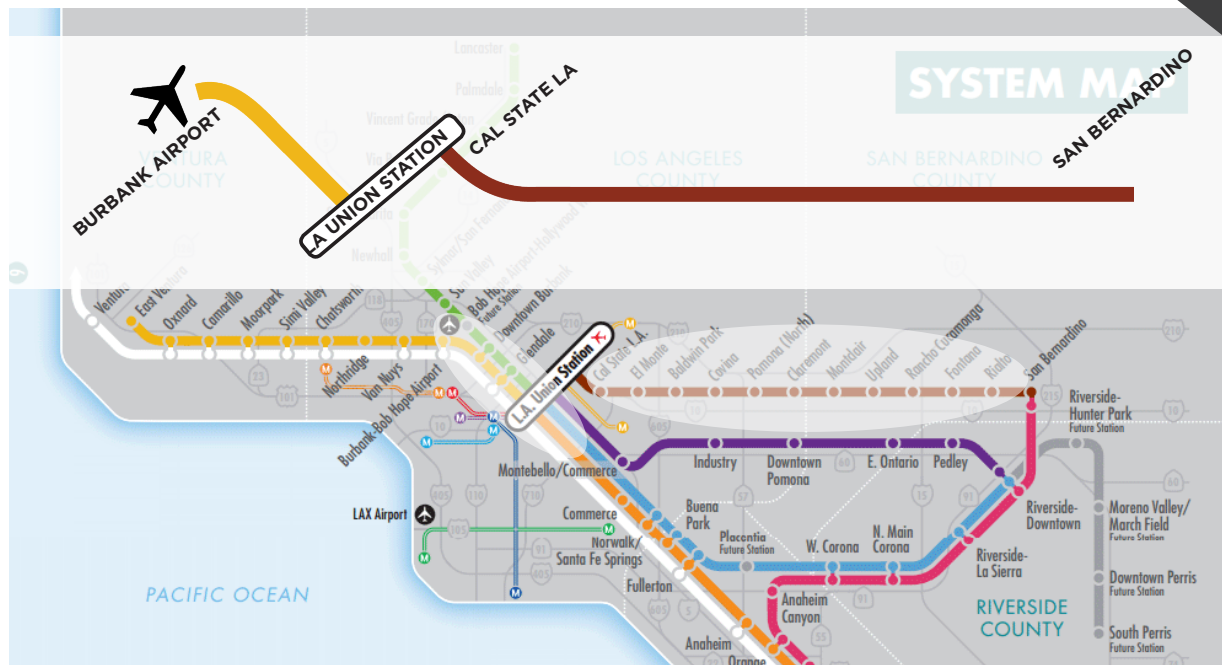
GOLD LINE COMPLETION

Premium Transit Access for the east end of the San Gabriel Valley will connect many more residents to jobs throughout Los Angeles County.

The long-planned completion of the Gold Line will connect the eastern San Gabriel Valley into the rest of the region's rapidly expanding transit network.

All day, frequent service to Burbank Airport, San Bernardino and points between will represent a significant improvement to quality of life.

\$400 M

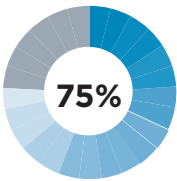


METROLINK UPGRADES

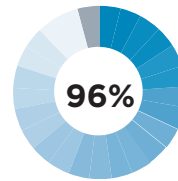
Upgrades to service on the Ventura County Line could provide 30 minute all day (and evening) service to the Burbank Airport. Improvements to the San Bernardino Line could provide hourly reverse commute and mid-day service. Both would represent a tremendous improvement to the usability of these valuable existing systems.

GOLD LEVEL ACTIVE TRANSPORTATION

This budget would be enough to create a premier, nationally-competitive bike network connecting the entire San Gabriel Valley. This system would focus on “low-stress” facilities that are comfortable to a wide range of potential users.

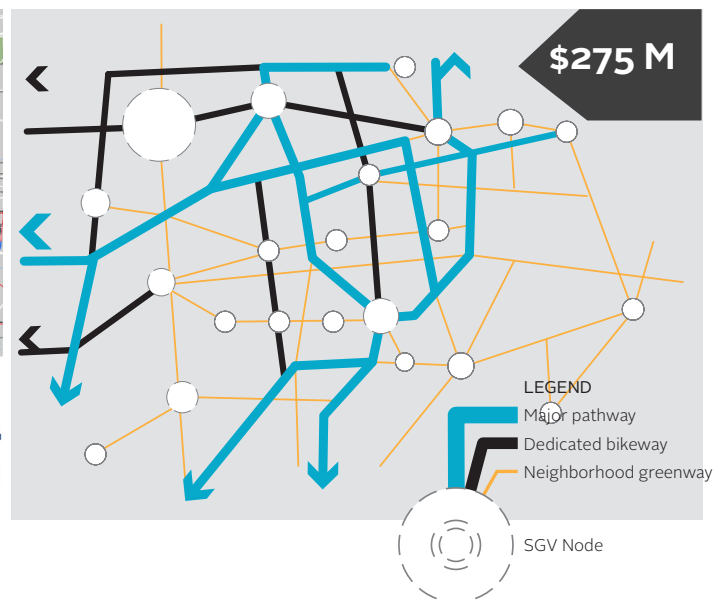
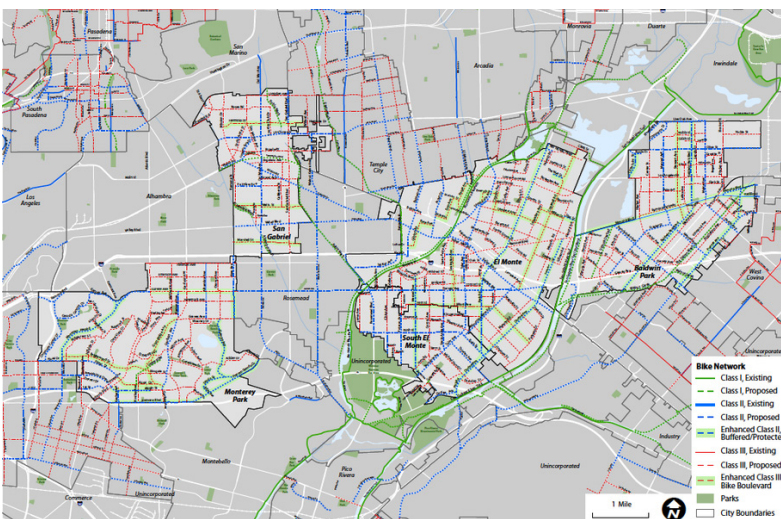


In its first year, a protected bike lane increases bicycle traffic on a street by an average of 75%



Most people riding in protected bike lanes feel safer on the street because of the lanes

SGV ACTIVE TRANSPORTATION FRAMEWORK



NETWORK PRINCIPLES



BIKING

NEIGHBORHOOD GREENWAYS EVERY 1/2 MILE

SEPARATED BACKBONE - EVERY 1 MILE