




# The 710 Tunnel Threatens Pasadena

October 8, 2012

No  Action Committee  
No710.com



## What Is The 710 Tunnel?



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

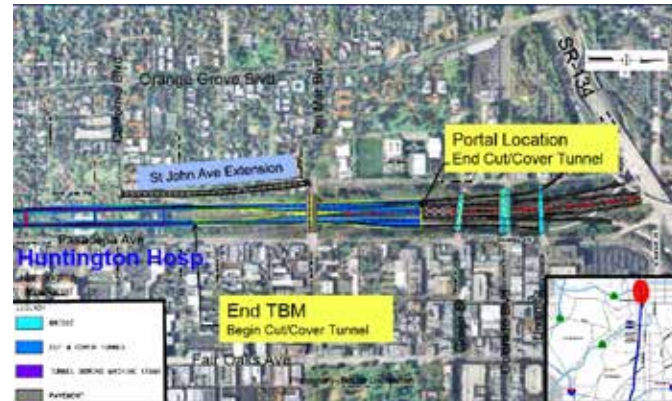
## 710 Tunnel Basics



- Twin, 4.5 mile long bores from Alhambra to Pasadena.
- No Exits Between Valley Bl. And The I-210.

## 710 Tunnel Basics

Large "Cut And Cover" And Trench Portal Areas



## 710 Tunnel Basics

160,000 To 200,000 Cars And Trucks Per Day



## 710 Tunnel Basics

Tolls: \$5 To \$15 Per Trip



## Inside The 710 Tunnel

Twin, 60 foot diameter tunnels, each with four lanes of traffic, stacked two-over-two



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Twin, 60 foot diameter tunnels, each with four lanes of traffic, stacked two-over-two

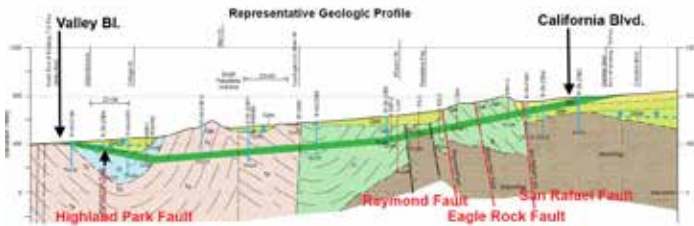
**No Exits For Nearly 5 Miles.**

**If Traffic Stops, You Wait.**

**Emergency Vehicles Must Access From The Ends.**

## 710 Tunnel Hazards

- Tunnel Crosses Four Named Earthquake Faults.
- Tunnel Punches Through Two Aquifers.
- Cars And Trucks Will Have To Navigate A Nearly 4% Grade For Two Miles.

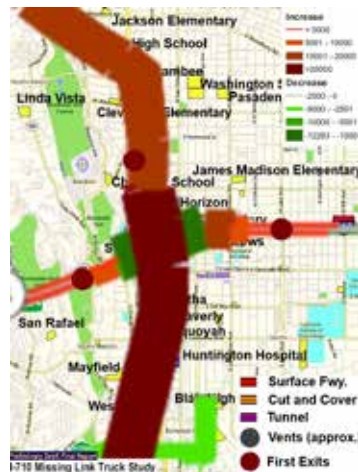


## The Tunnel In Pasadena



- Tunnel Portal Near Huntington Hospital.
- 100 To 200 Foot Exhaust Ventilation Towers Between Huntington And Maranatha H.S.
- All Tunnel Traffic To And From Central Pasadena Must Enter Or Exit At Lake Or Mountain Avenues.

## The Tunnel In Pasadena



- 160,000 To 200,000 Cars And Trucks Through The Tunnel Each Day.
- Significant Traffic Increase On I-210 In Northwest Pasadena.
- Significant Traffic Heading To Exits At Lake, Mountain, And San Rafael/Linda Vista.

## How Will The Tunnel Be Built?



## How Will The Tunnel Be Built?

- Nine To Eleven Years Of Construction.
- 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?

The Tunnel 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.

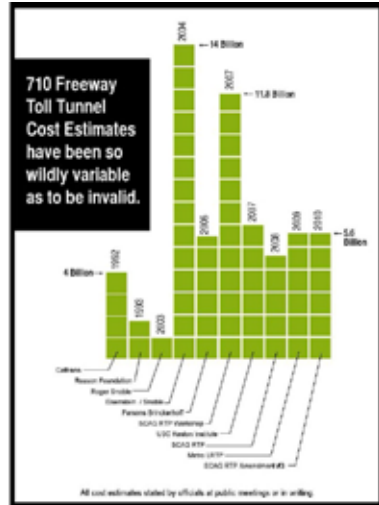


## How Will The Tunnel Be Built?

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.

How Much Will It Cost?



# Tunnel Myth 1

“The Tunnel Will Ease Congestion”

## I-710 Missing Link Truck Study Preliminary Draft Final Report

May 2009



Congestion Without 710 Tunnel



Congestion With 710 Tunnel



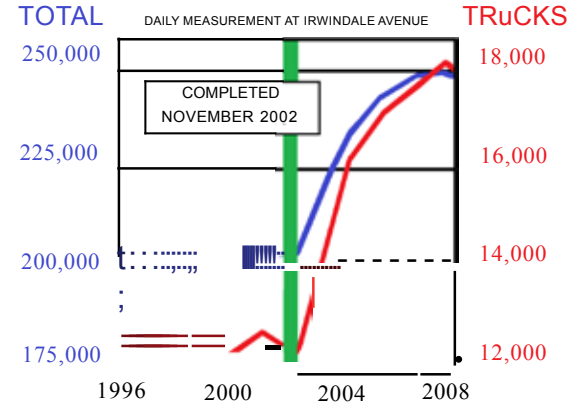
Remember What They Said The Last Time A “Gap” Was Closed



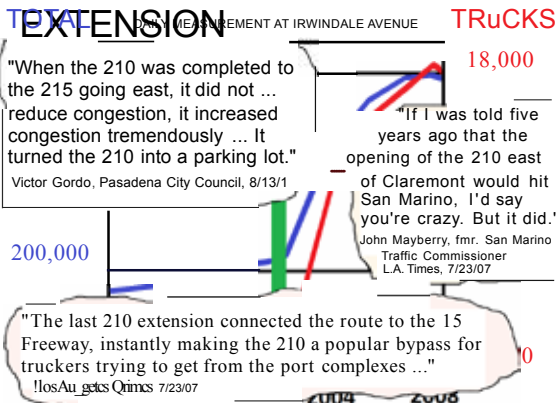
## Remember What They Said The Last Time A "Gap" Was Closed



## 210 TRAFFIC INCREASES AFTER EASTERN EXTENSION



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## Tunnel Myth 2

"The 710 Tunnel Will Complete The Freeway System."

## There Are Many So-Called "Gaps" In The System



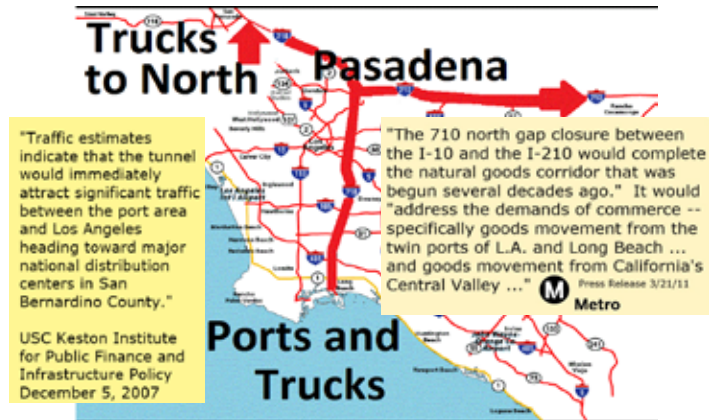
## Tunnel Myth 3

“There Won't Be A Lot Of Trucks.”

## 710 Would Funnel More Trucks And Traffic Through Pasadena



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## Trucks Head North



## Even More 710 Traffic And Trucks May Be Coming

- Metro Has Released Draft EIR For “710 South” From Long Beach To SR 60.
- Up To 14 Lanes Pointed Directly Toward Pasadena.
- No Freight-By-Rail Alternative Has Been Considered.
- Final EIR Expected In 2013.

### I-710 Freeway Construction Alternatives



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



## Tunnel Myth 4

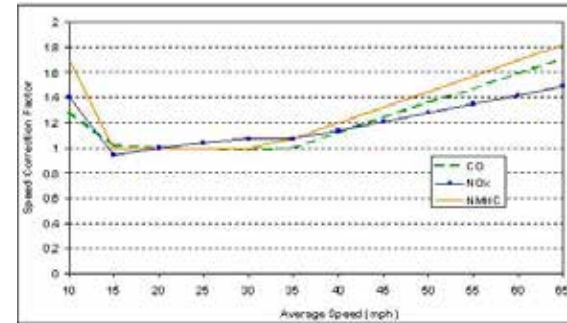
“The Tunnel Will Reduce Pollution.”



## The Tunnel Will Increase Pollution In Pasadena

- The Tunnel will vent only at its ends, concentrating 4.5 miles of freeway exhaust to stacks located between Huntington Hospital and Old Town.
- No Tunnel in the United States uses smog reducing technology, and prior Tunnel studies have questioned their feasibility.
- Tunnel will increase congestion on large portions of I-210 and SR-134, including next Muir High School, Roosevelt Elementary, and other critical locations.

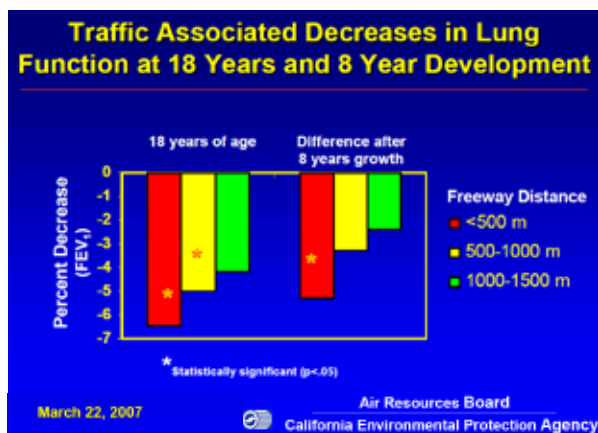
## Reducing Congestion Does Not Equate To Reducing Pollution



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

## Is This The Right Direction?



## Tunnel Myth 5

“Metro Hasn’t Chosen The Tunnel, Yet.”

# Metro Is Studying Alternatives

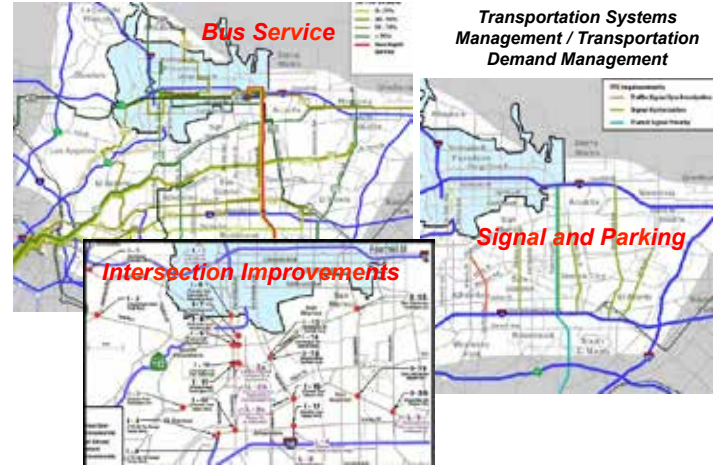
Bus Rapid Transit (BRT-6)



Light Rail (LRT-4)



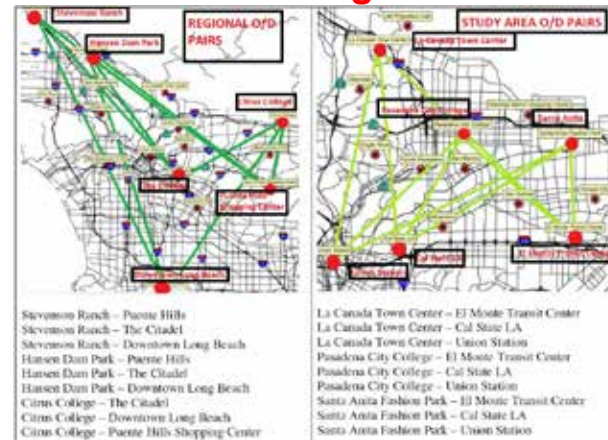
# Metro Is Studying Alternatives



# But The Deck May Be Stacked

Subject of Need	Objective	TUNNEL														
		LA BRT	LA LRT	BRT-A	BRT-B	LRT-A	LRT-B	LRT-C	LRT-D	LRT-E	LRT-F					
Regional Transportation System	1. Minimize cost	1	2	3	2	2	3	3	3	3	4	3	4	5	1	2
	2. Maximize capacity and service	1	1	1	2	2	2	2	2	2	3	4	5	4	2	2
Primary system in study area	1. Minimize cost	1	2	1	1	1	1	1	1	1	6	5	7	5	4	3
	2. Maximize capacity and service	1	1	1	1	1	1	1	1	1	4	5	6	6	1	2
Tertiary system in study area	1. Minimize cost	1	4	6	6	6	7	7	7	7	1	1	1	1	1	1
	2. Maximize capacity and service	7	7	7	7	7	7	7	6	5	3	4	1	7	1	5
Environmental & Community	1. Minimize cost	6	6	7	6	6	6	6	5	4	4	3	5	4	5	5
	2. Maximize capacity and service	7	7	6	7	7	5	5	5	7	5	4	5	5	6	7
Compatibility with Plan	1. Minimize cost	1	6	6	6	6	6	6	6	6	6	6	6	6	3	3
	2. Maximize capacity and service	7	7	7	7	7	4	4	4	5	5	5	6	6	7	7
		33	43	45	42	50										

# Because It's About Moving Cars And Trucks Through Pasadena



# There Are Better Choices.

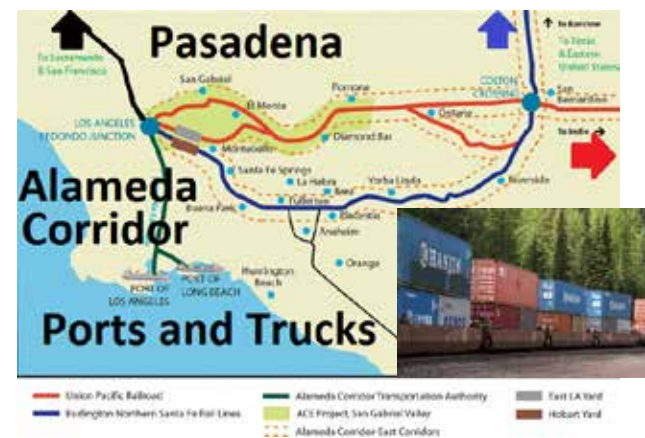
## Metro Has Failed To Adequately Consider Green Alternatives

- **Metro Gold Line Improvements** (Grade Separations, Express Train Passing Tracks, Extension To Claremont And Ontario Airport).
- **Rail Improvements For Goods** (Use 710 Funds To Complete Alameda Corridor And Move Freight By Train).
- **Other Low-Build Alternatives** (i.e., congestion pricing).

## Metro Has Not Considered Gold Line Improvements



## Metro Has Not Considered Rail Improvements



## Which Is Your Pasadena?

