




# The 710 Tunnel Threatens Pasadena

October 8, 2012

No  Action Committee  
No710.com



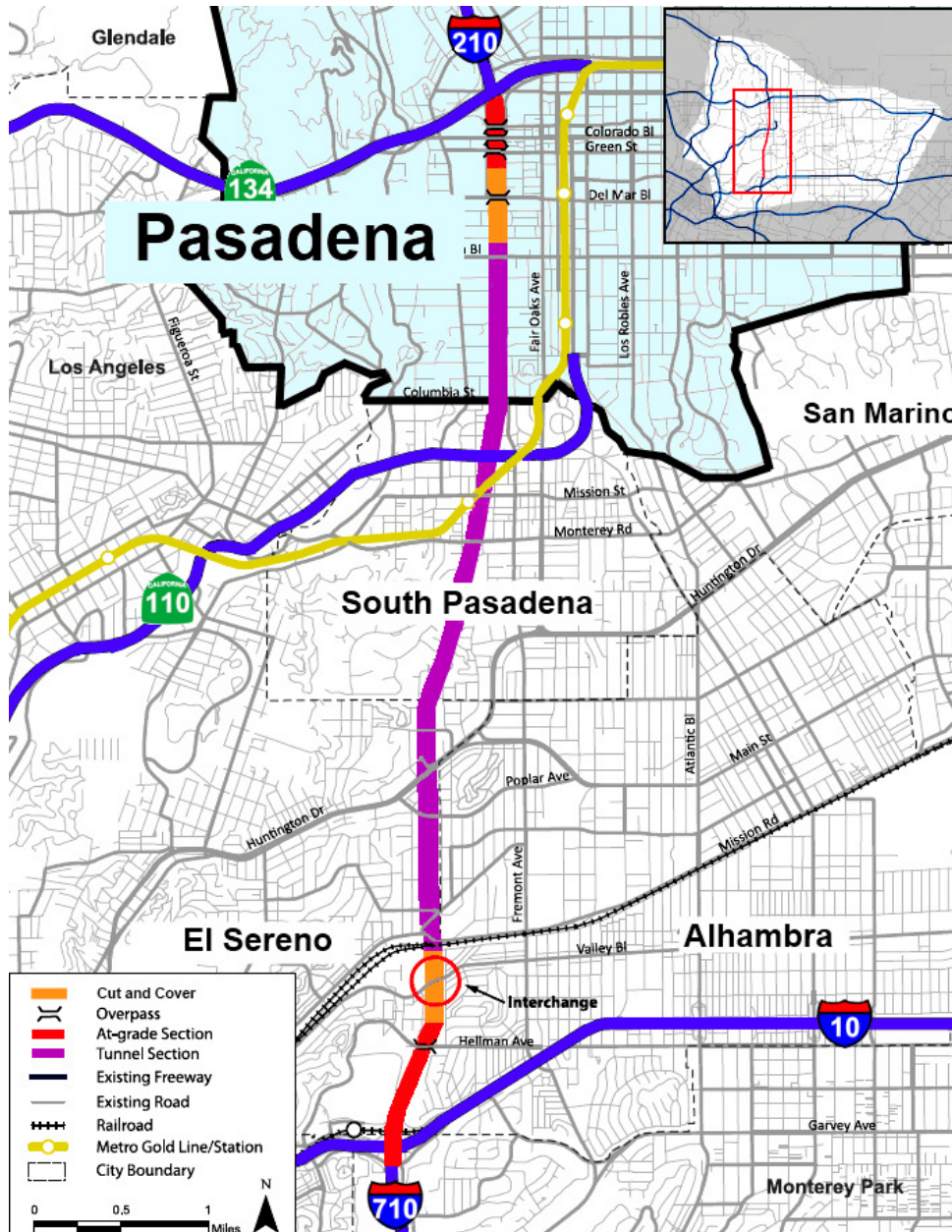
SAN RAFAEL  
NEIGHBORHOODS ASSOCIATION  
[www.srnipasadena.org](http://www.srnipasadena.org)

# What Is The 710 Tunnel?



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

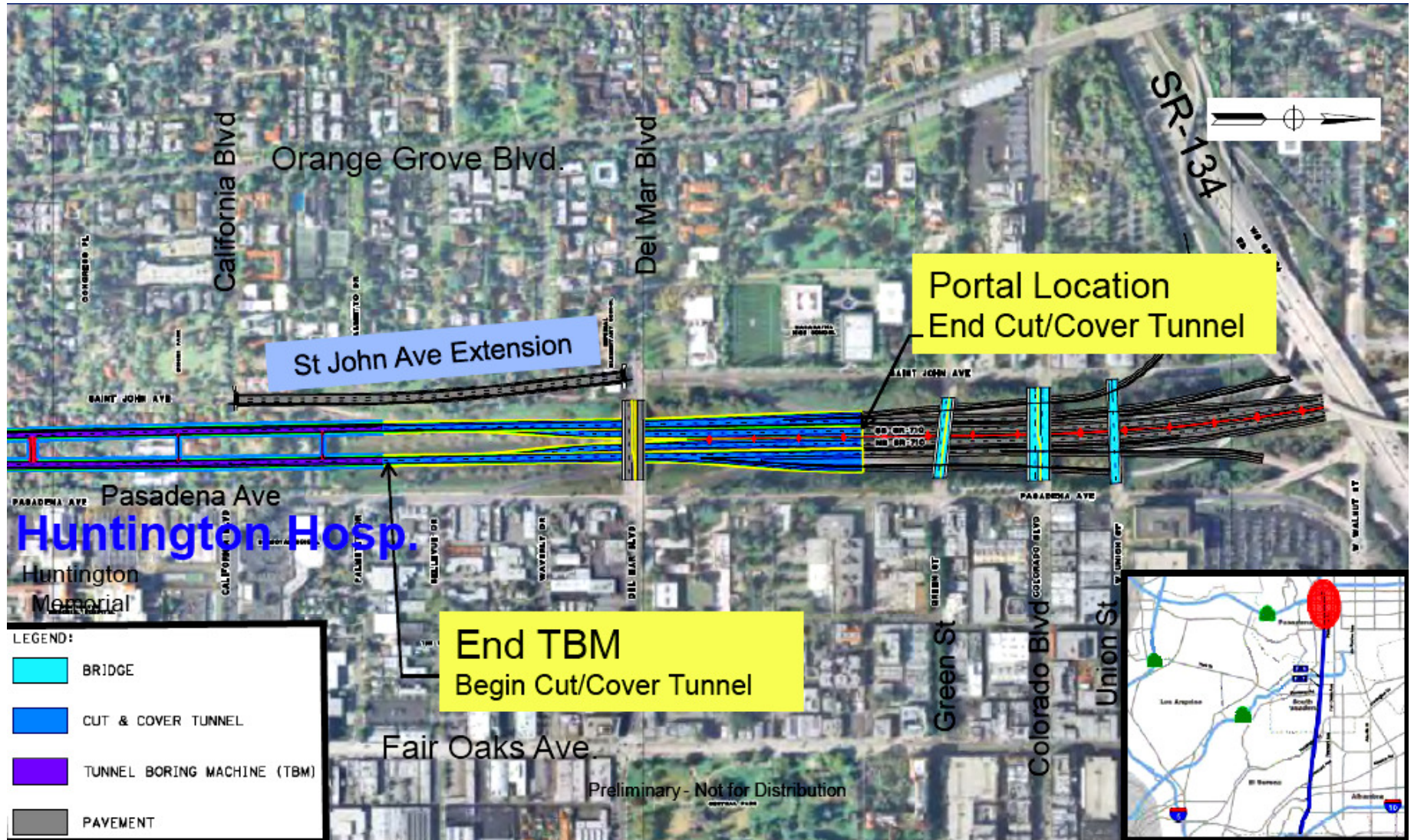
# 710 Tunnel Basics



- 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



# Inside The 710 Tunnel

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.**

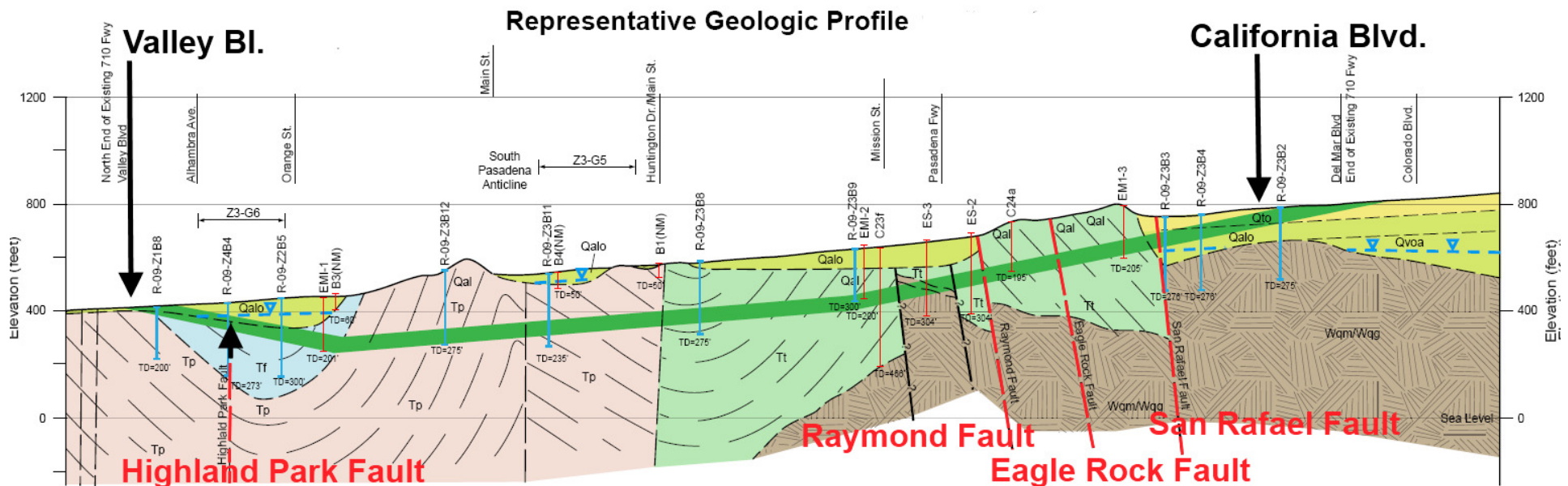
**Emergency Vehicles Must  
Access From The Ends.**



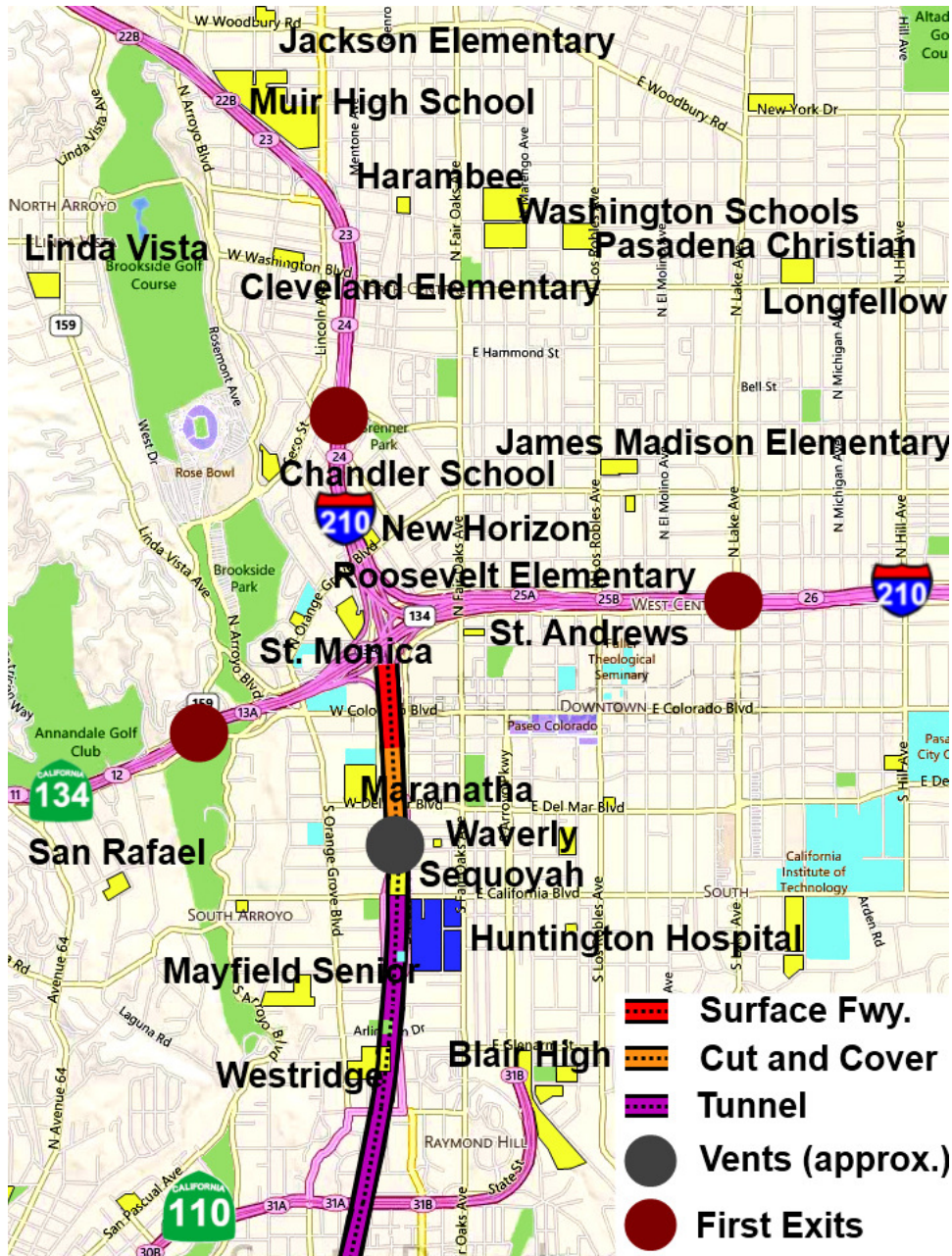


# 710 Tunnel Hazards

- 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.

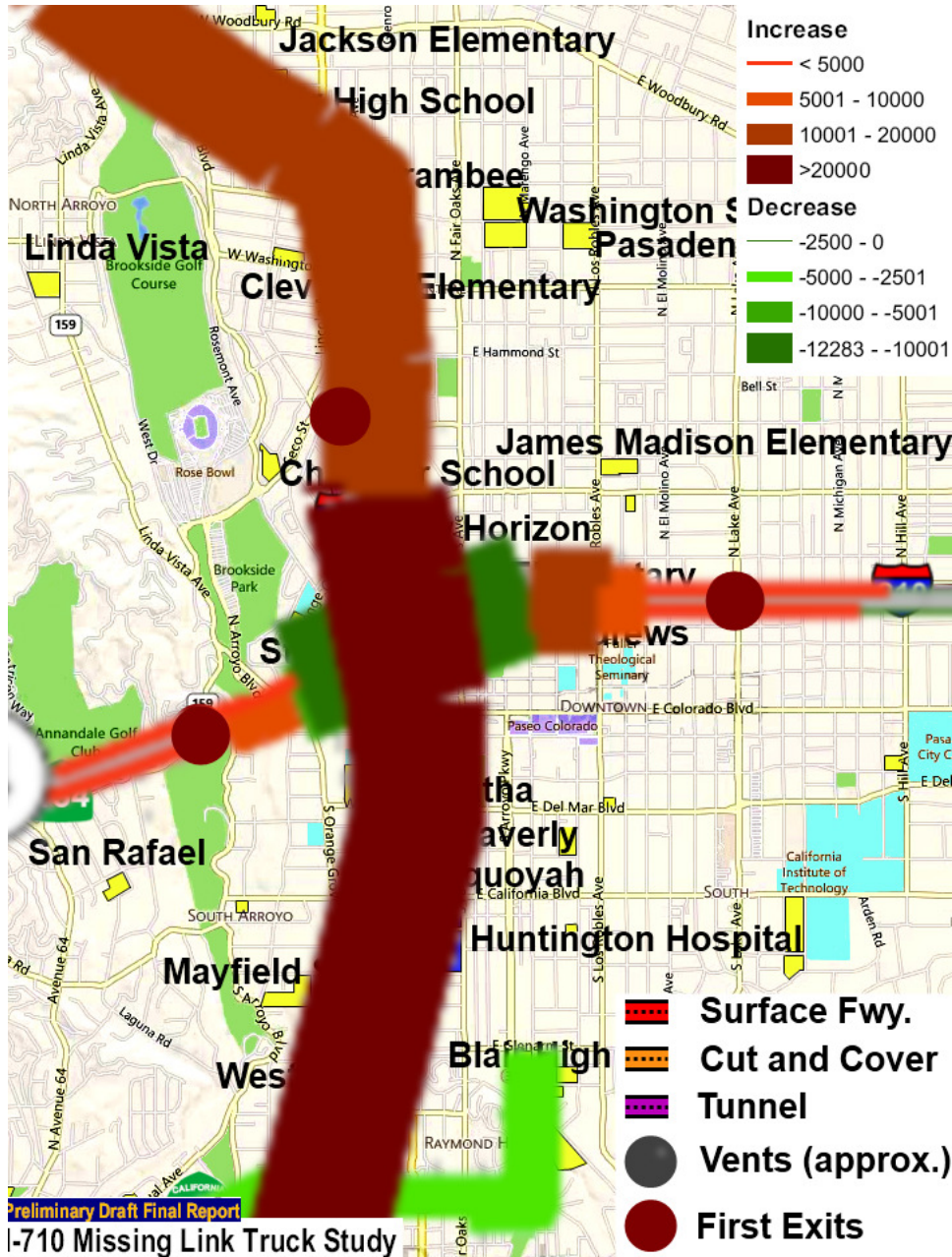


# The Tunnel In Pasadena



- 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?

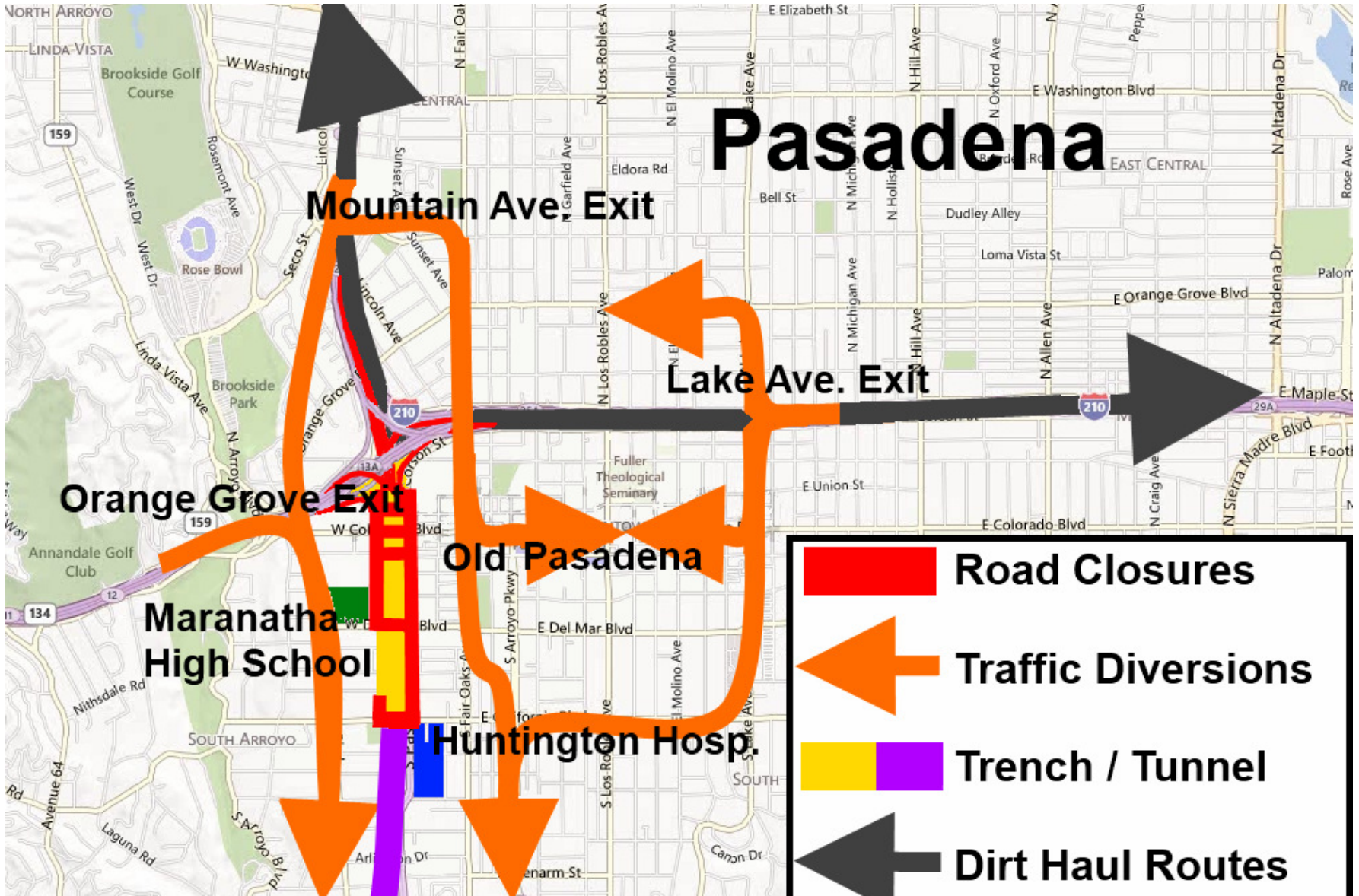


# How Will The Tunnel Be Built?

- 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?

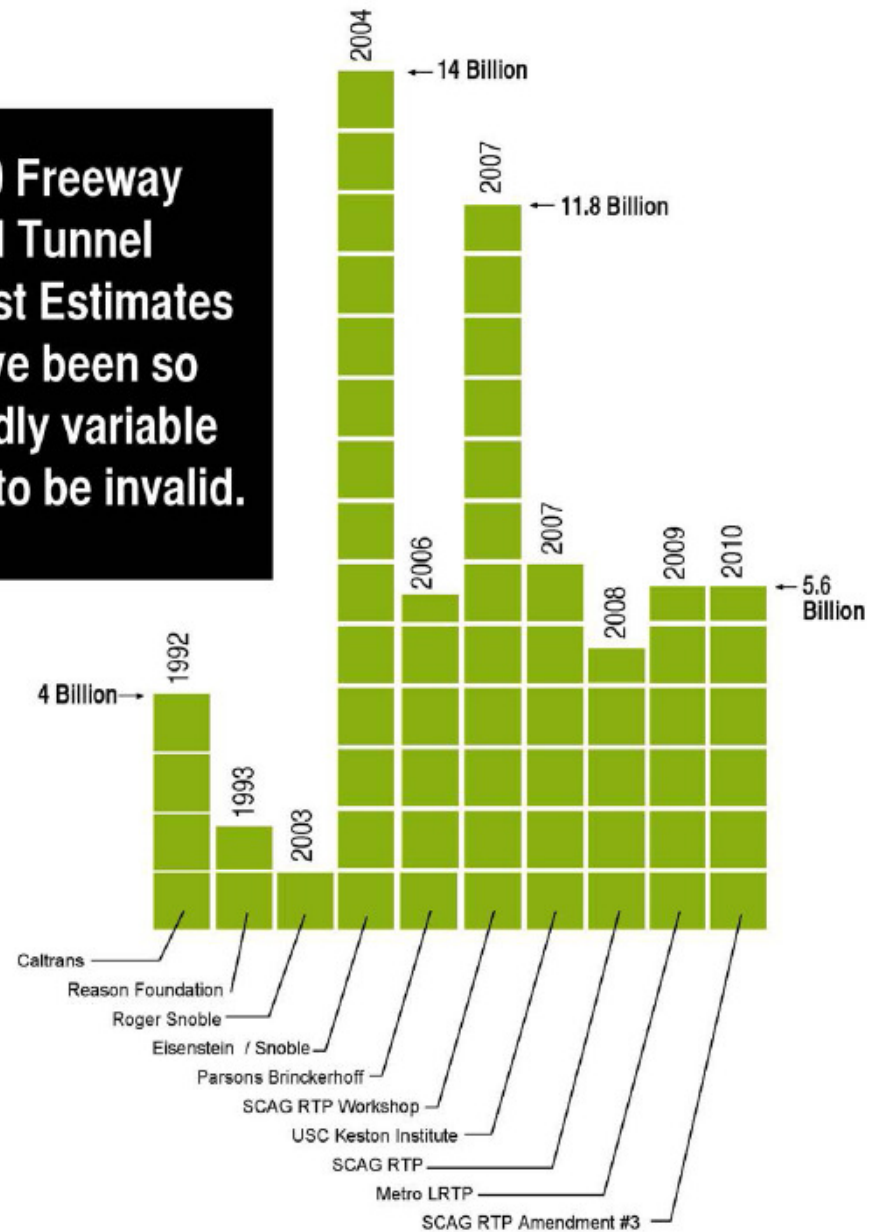
Construction Issues Include:

- 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?

710 Freeway  
Toll Tunnel  
Cost Estimates  
have been so  
wildly variable  
as to be invalid.



All cost estimates stated by officials at public meetings or in writing.

# Tunnel Myth 1

“The Tunnel Will  
Ease Congestion”

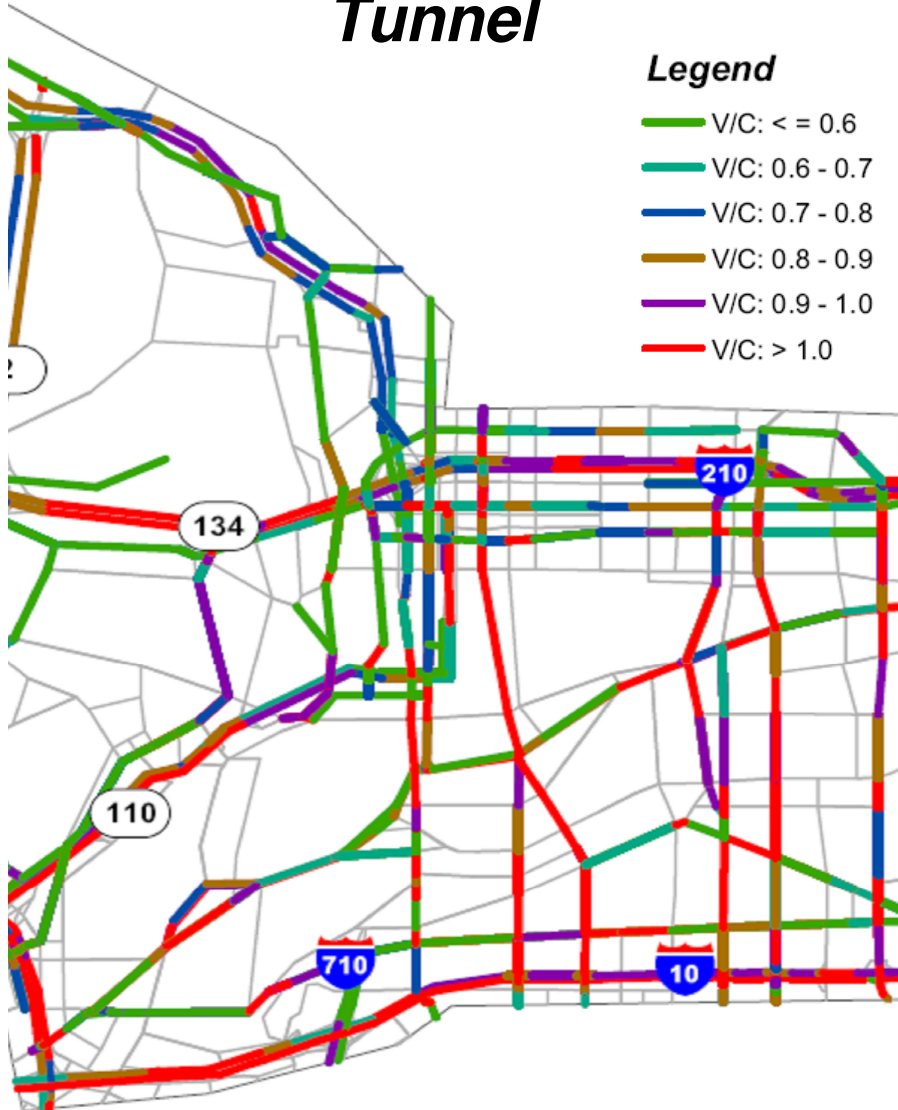
# I-710 Missing Link Truck Study

Preliminary Draft Final Report

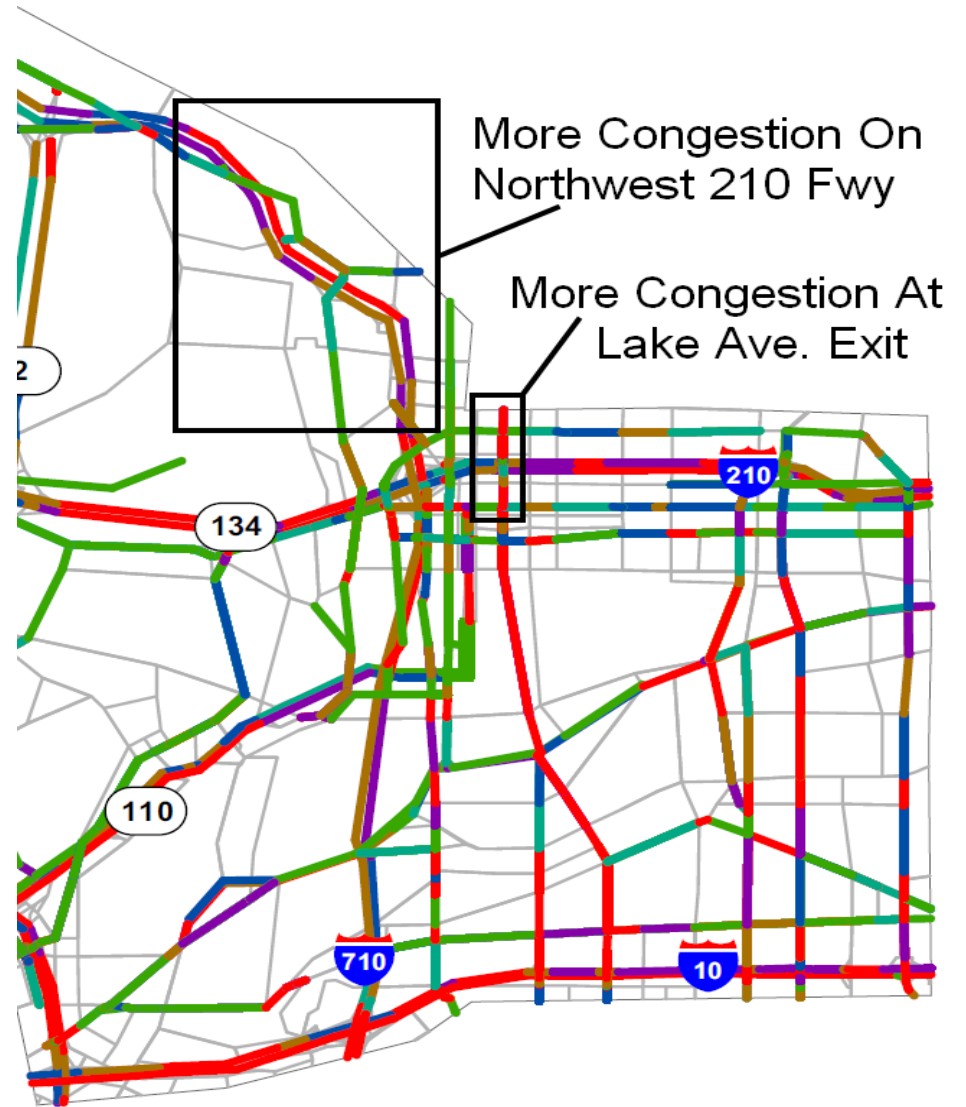
May 2009



## Congestion Without 710 Tunnel



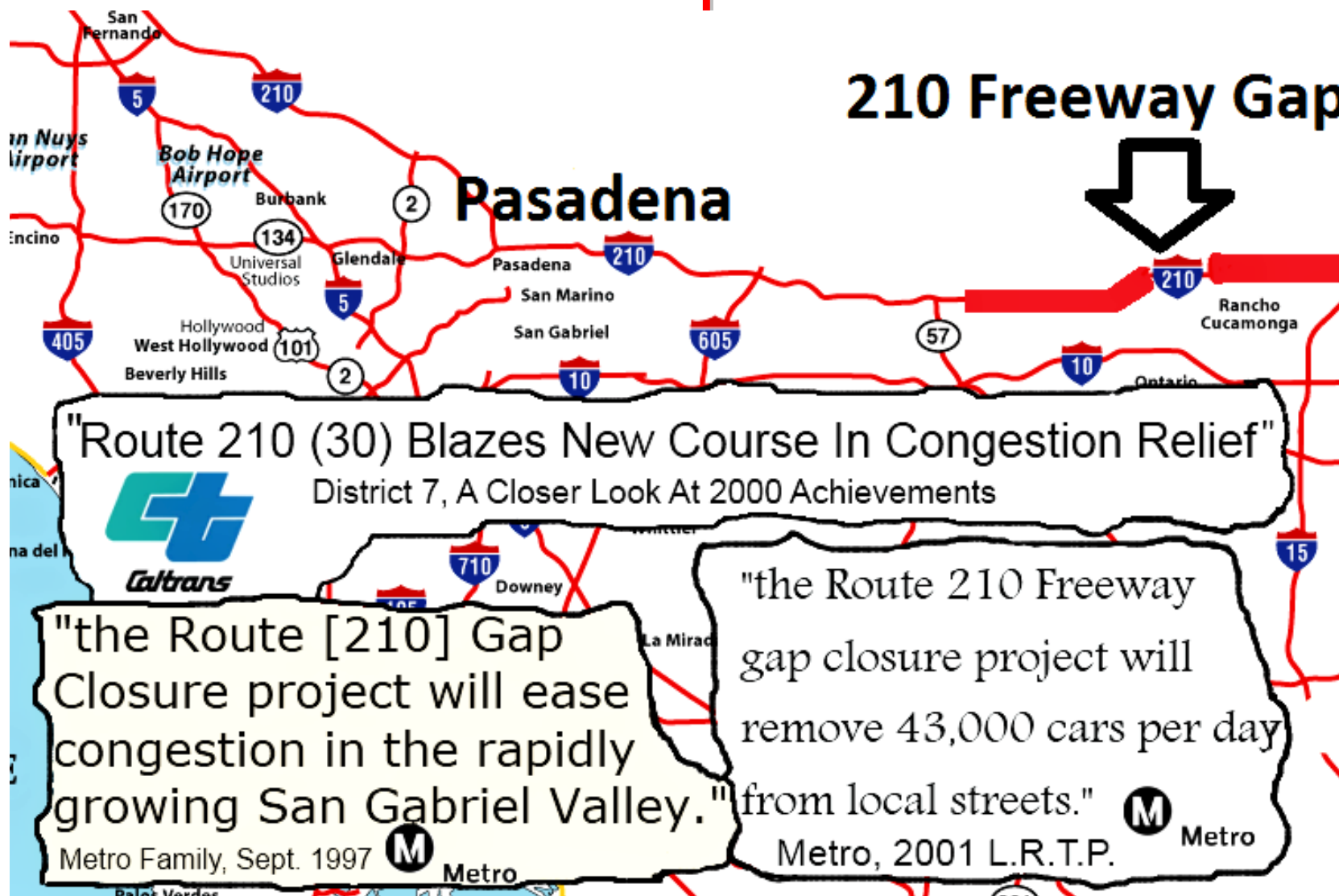
## Congestion With 710 Tunnel



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



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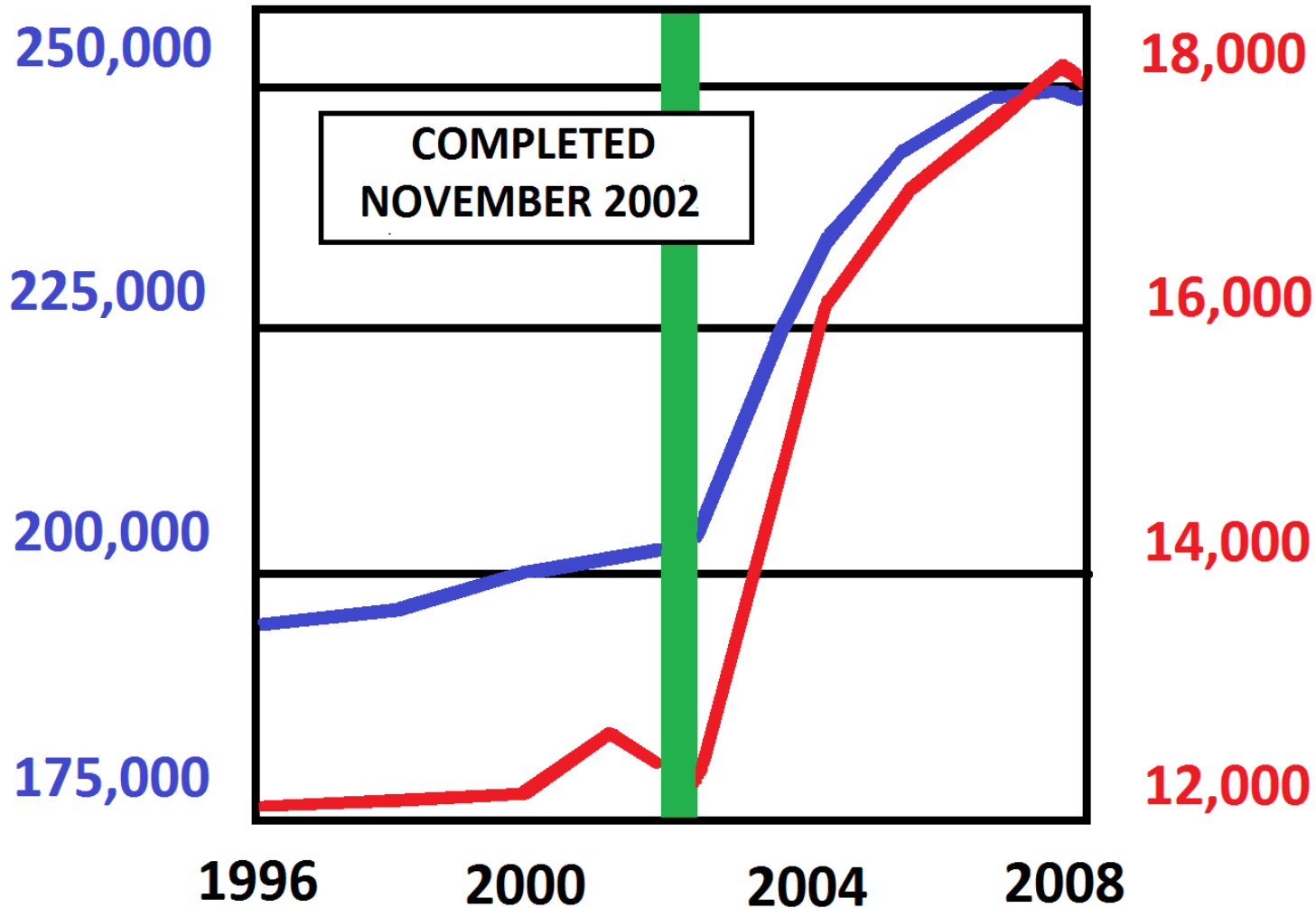


# 210 TRAFFIC INCREASES AFTER EASTERN EXTENSION

**TOTAL**

DAILY MEASUREMENT AT IRWINDALE AVENUE

**TRUCKS**



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**TOTAL**

DAILY MEASUREMENT AT IRWINDALE AVENUE

**TRUCKS**

"When the 210 was completed to the 215 going east, it did not ... reduce congestion, it increased congestion tremendously ... It turned the 210 into a parking lot."

Victor Gordo, Pasadena City Council, 8/13/12

200,000

18,000

"If I was told five years ago that the opening of the 210 east of Claremont would hit San Marino, I'd say you're crazy. But it did."

John Mayberry, fmr. San Marino Traffic Commissioner  
L.A. Times, 7/23/07

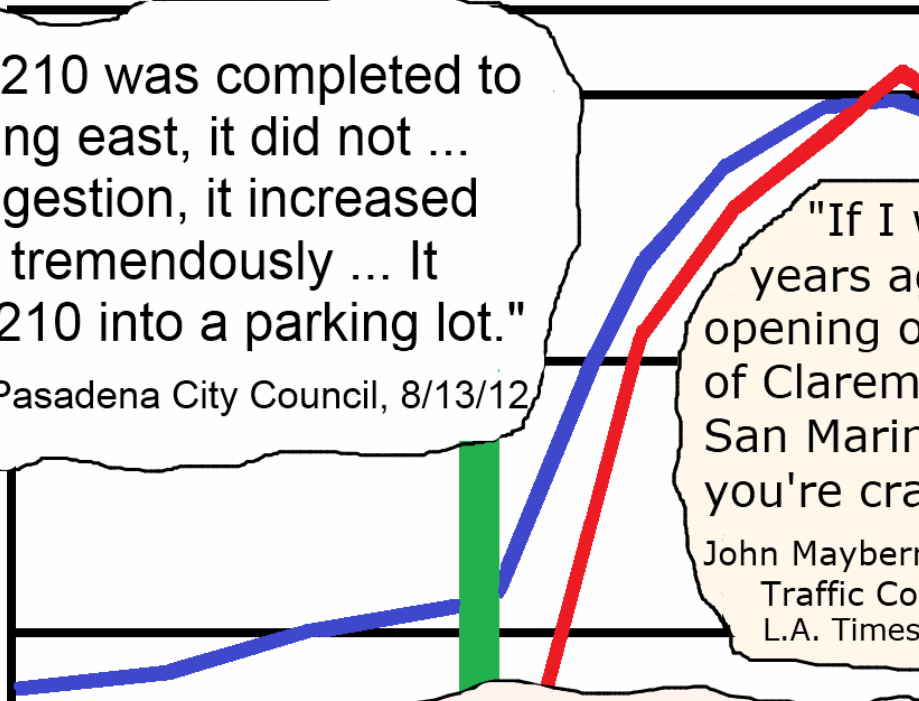
"The last 210 extension connected the route to the 15 Freeway, instantly making the 210 a popular bypass for truckers trying to get from the port complexes ..."

Los Angeles Times 7/23/07

2004

2008

0



# Tunnel Myth 2

“The 710 Tunnel Will  
Complete The  
Freeway System.”



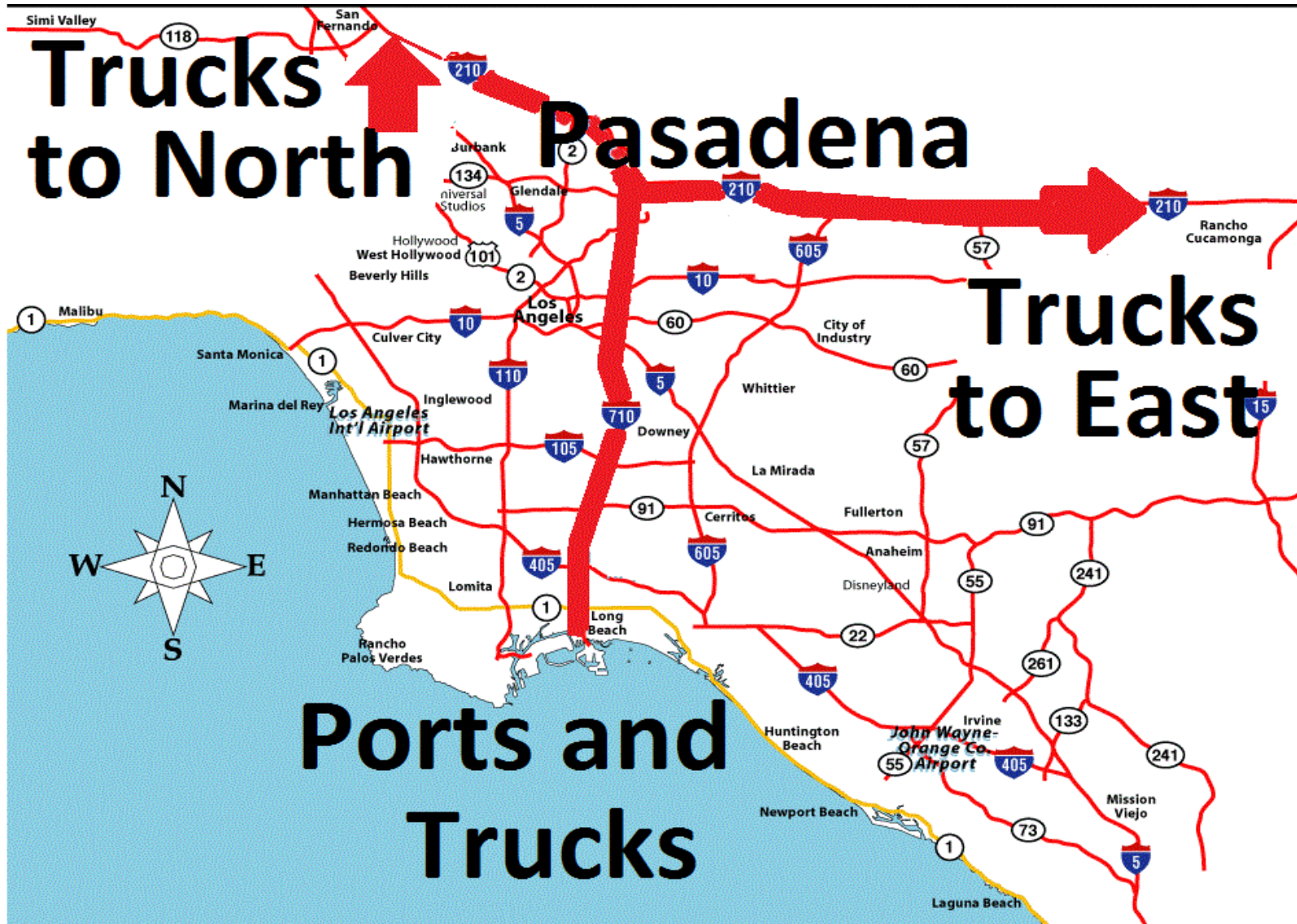
# There Are Many So-Called “Gaps” In The System



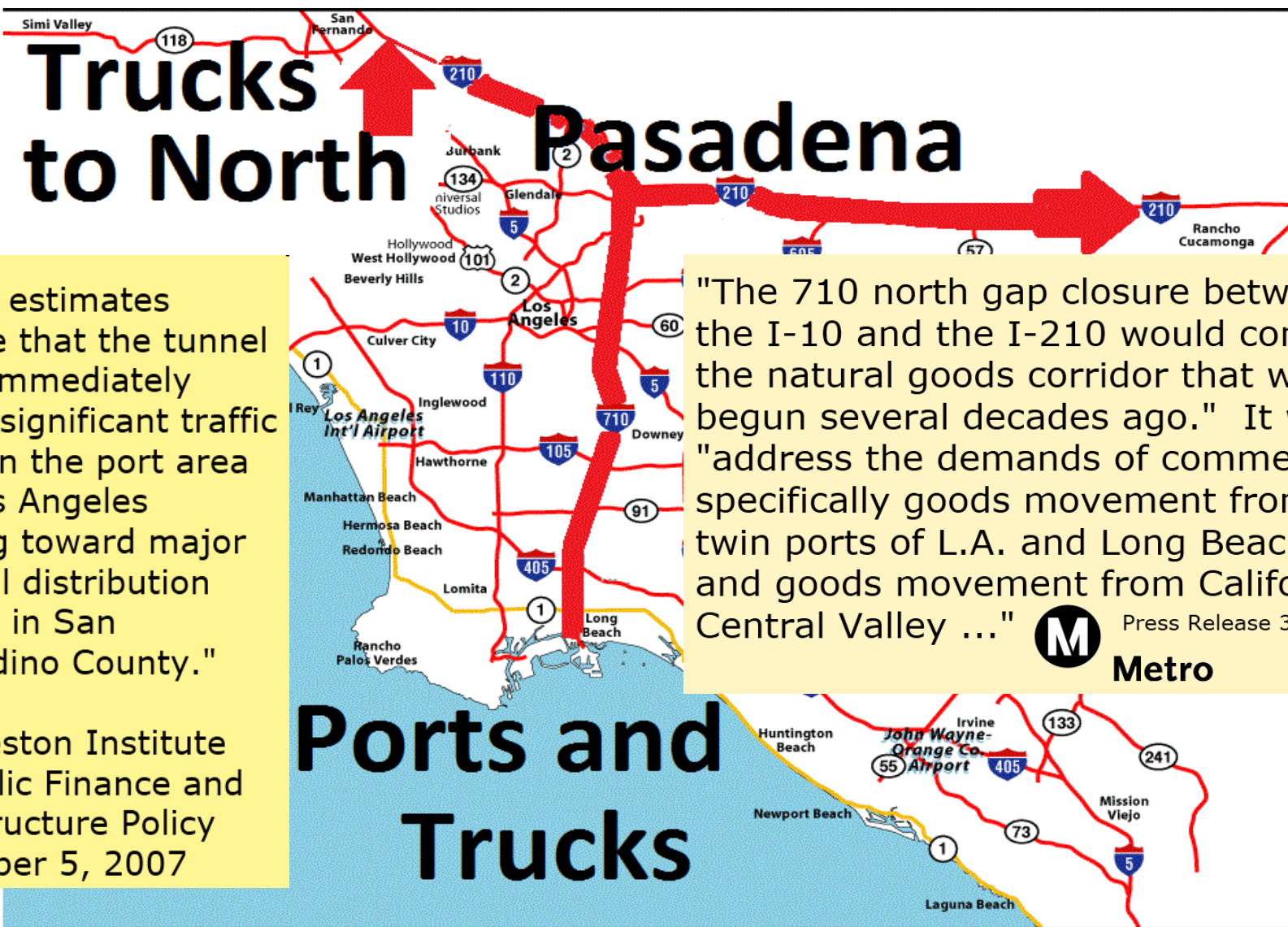
# Tunnel Myth 3

“There Won’t Be A  
Lot Of Trucks.”

# 710 Would Funnel More Trucks And Traffic Through Pasadena



# 710 Would Funnel More Trucks And Traffic Through 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**

# Trucks Head North

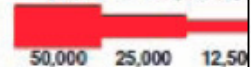


US Department of Transportation  
Federal Highway Administration  
Office of Freight Management and Operations  
Freight Analysis Framework

Estimated Average Annual Daily Truck Traffic: 2020

CALIFORNIA

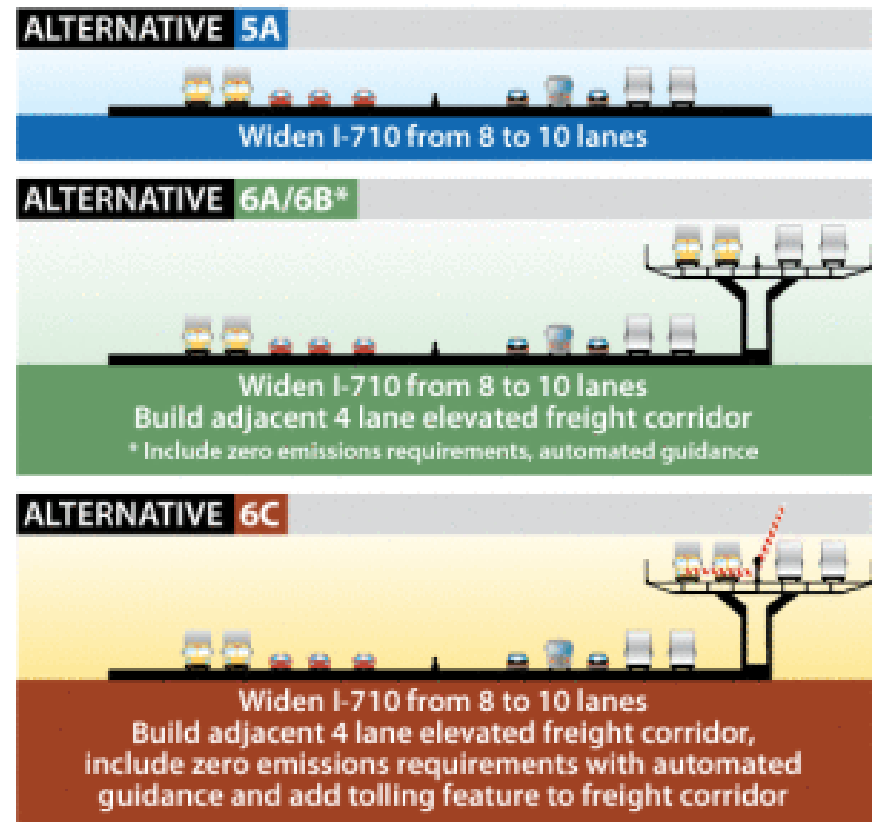
Truck Volume Scale



# 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



Note: Alternative 1 is to have no expansion

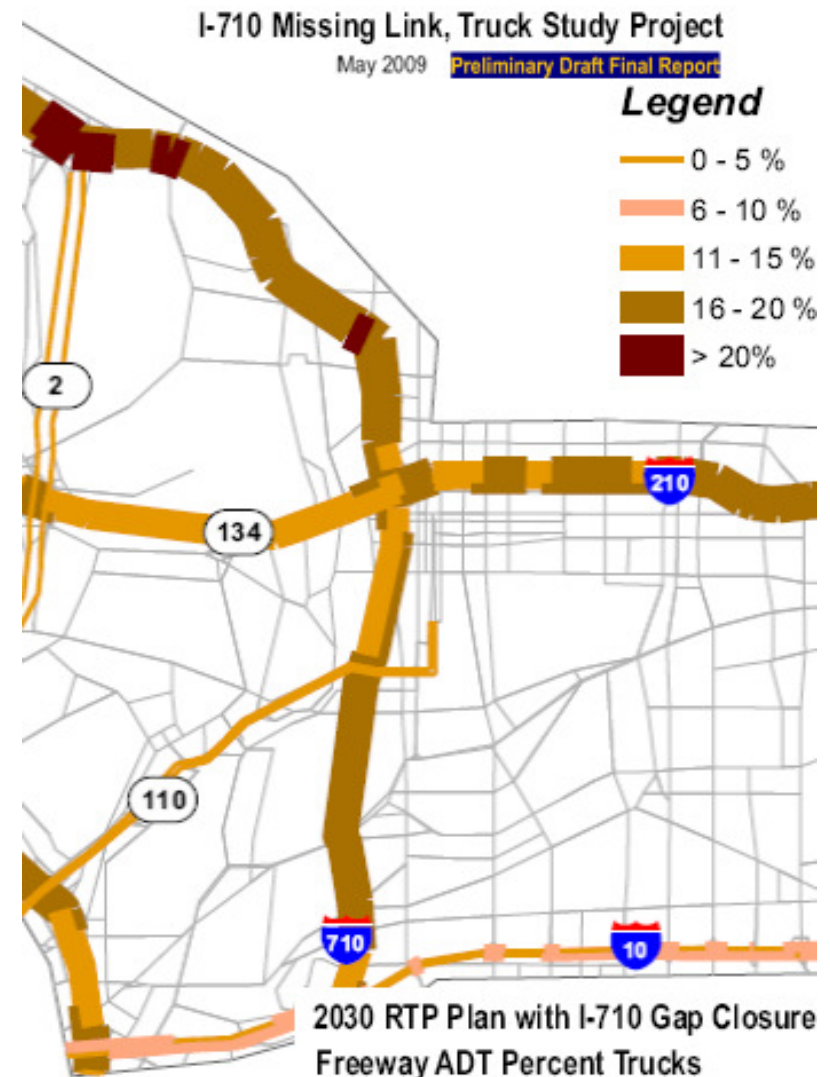
Paul Penzella Staff Artist

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

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

**RTP**  
2008  
**REGIONAL TRANSPORTATION PLAN**  
*Making the Connections*

"Due to the importance of truck traffic on the SR-710 and to provide another east-bound connection for freight, it is critical to allow truck traffic in the tunnel."



# Tunnel Myth 4

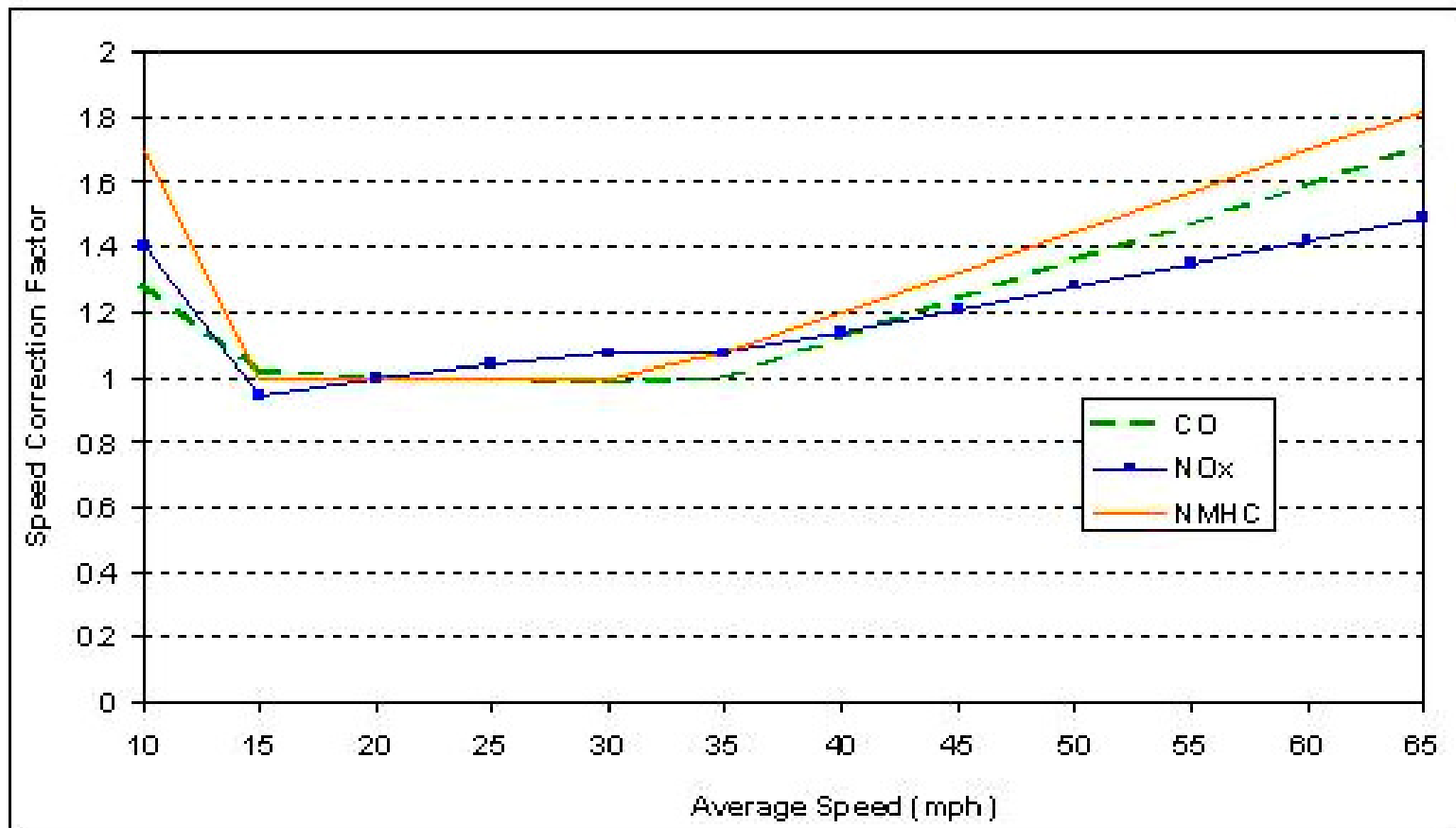
“The Tunnel Will  
Reduce Pollution.”



# **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.

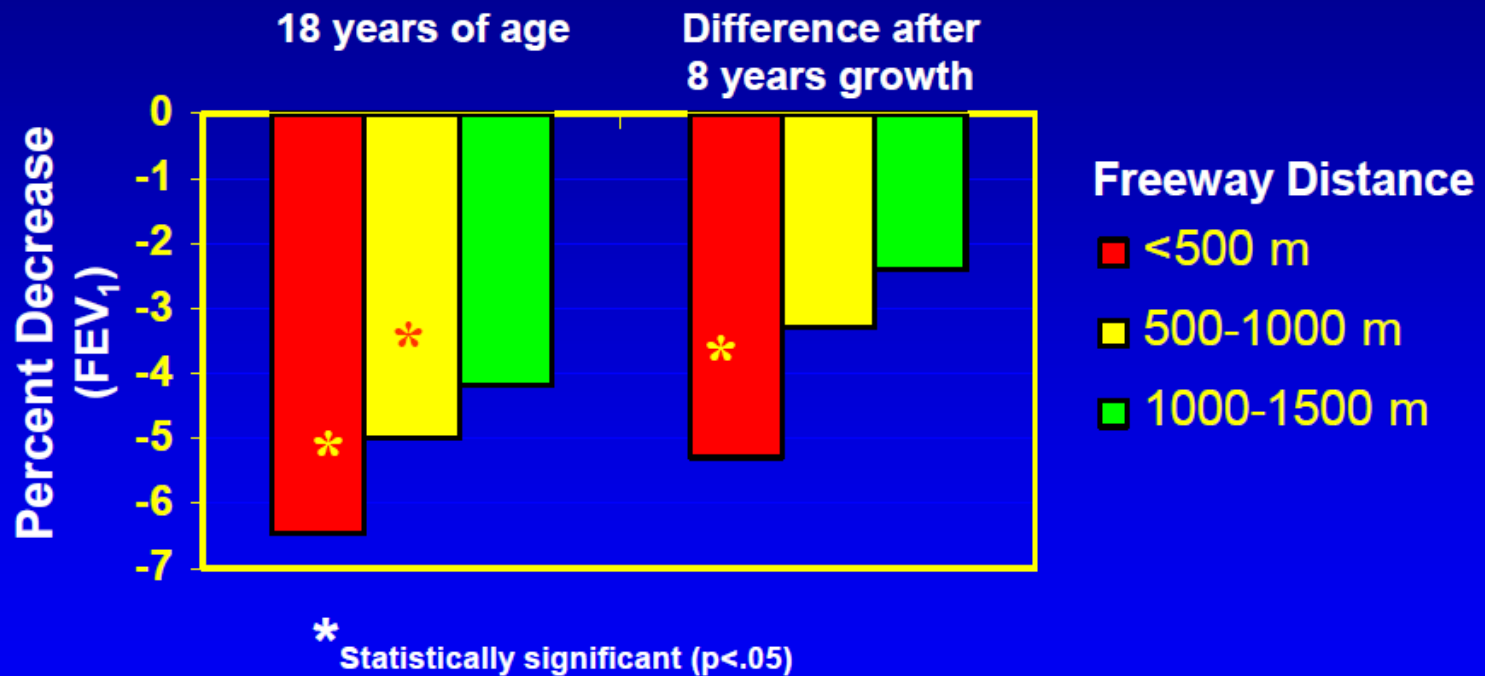
# Reducing Congestion Does Not Equate To Reducing Pollution



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

# Is This The Right Direction?

## Traffic Associated Decreases in Lung Function at 18 Years and 8 Year Development



March 22, 2007



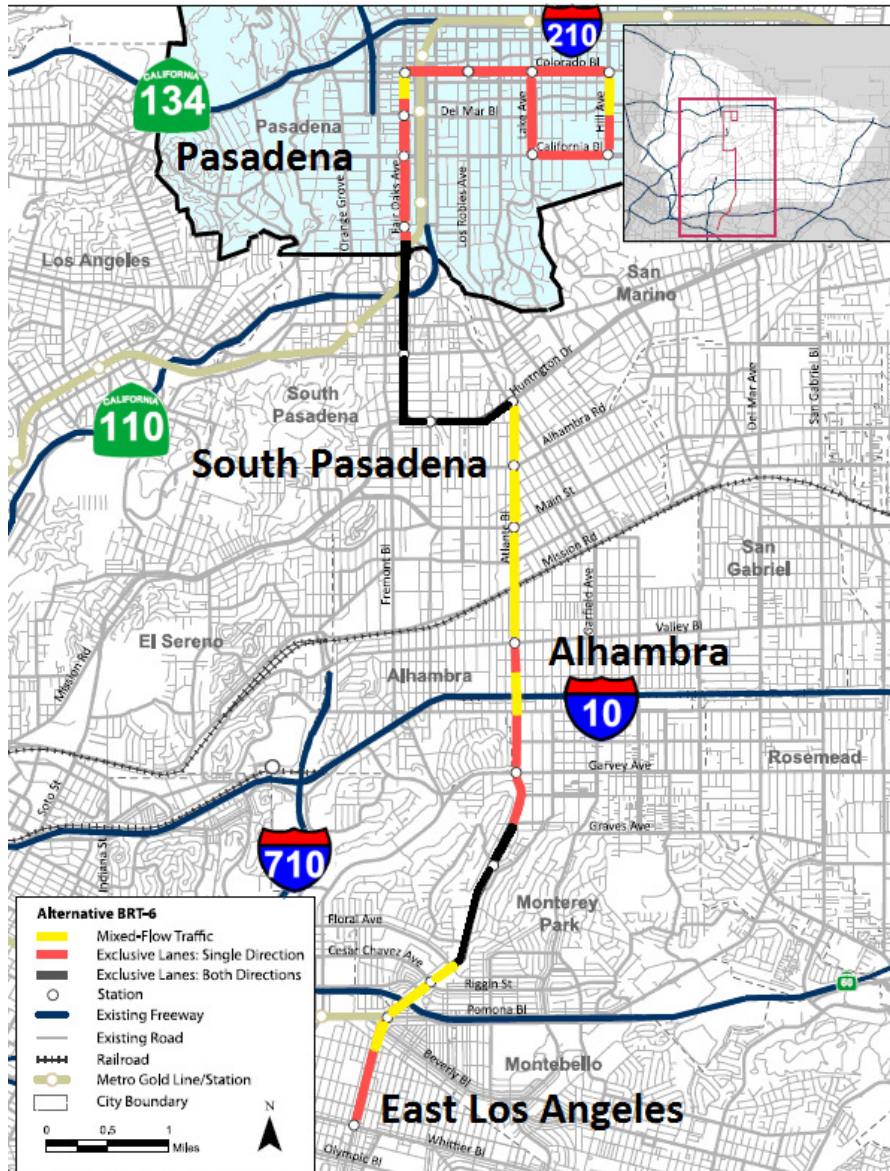
Air Resources Board  
California Environmental Protection Agency

# Tunnel Myth 5

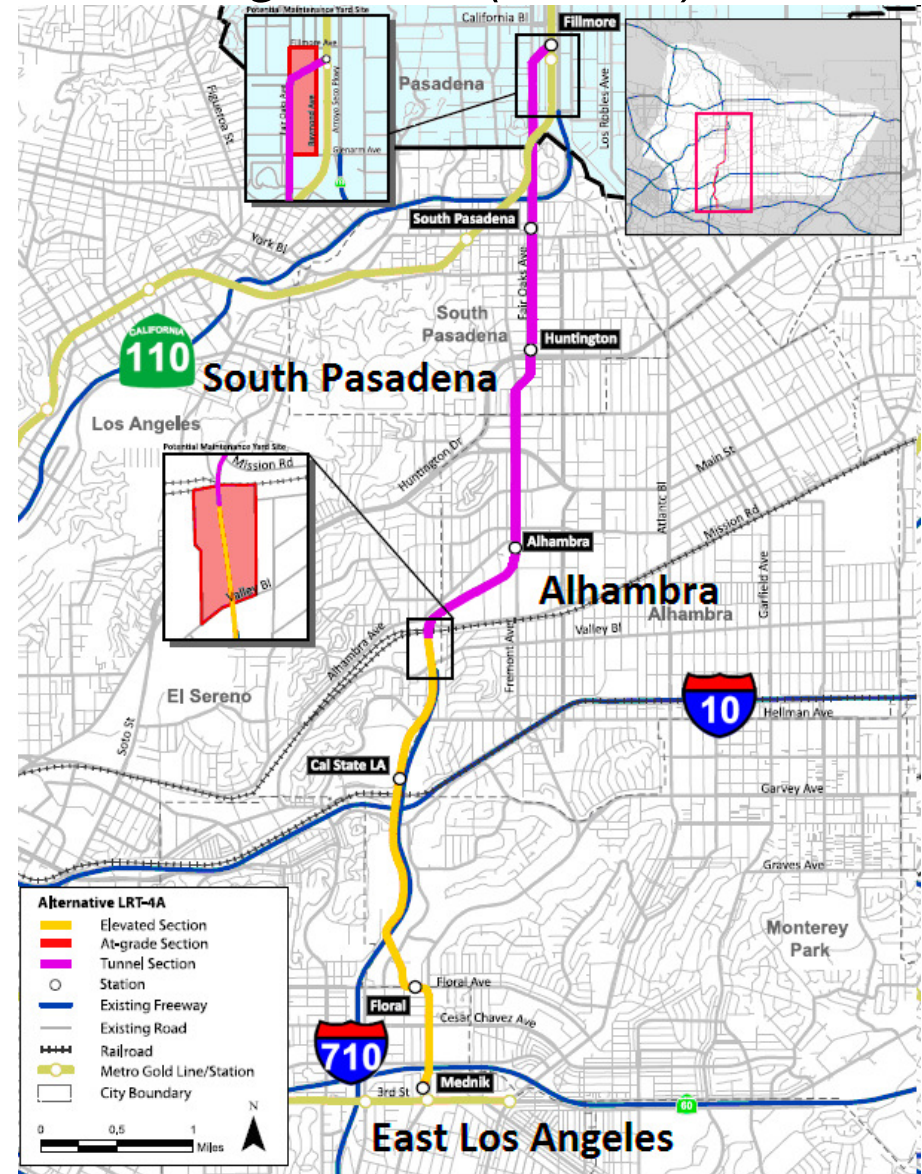
“Metro Hasn’t  
Chosen The  
Tunnel, Yet.”

# Metro Is Studying Alternatives

## Bus Rapid Transit (BRT-6)



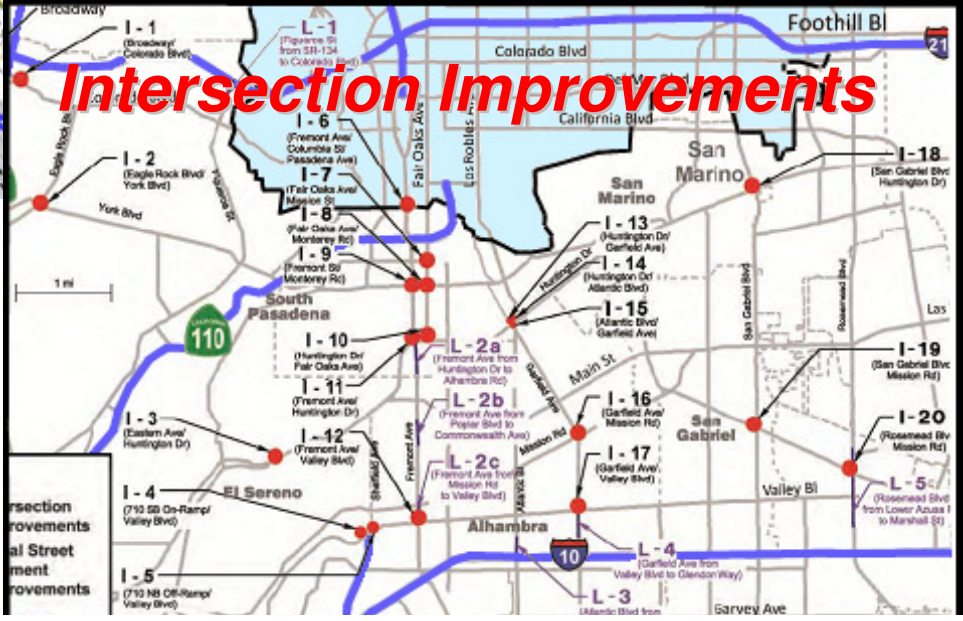
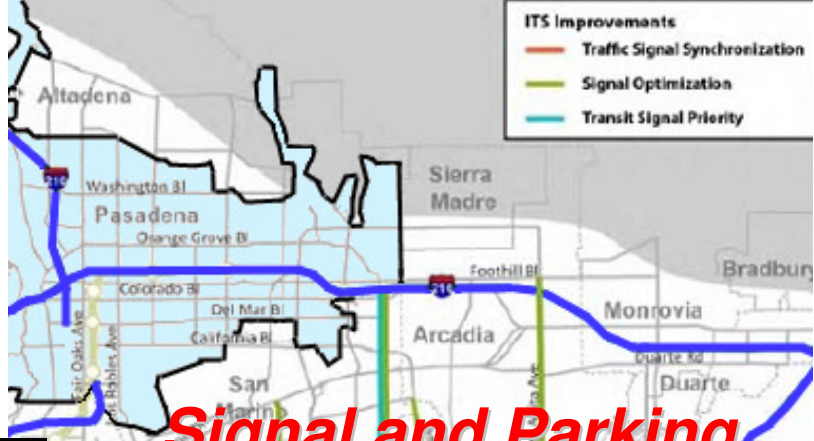
## Light Rail (LRT-4)



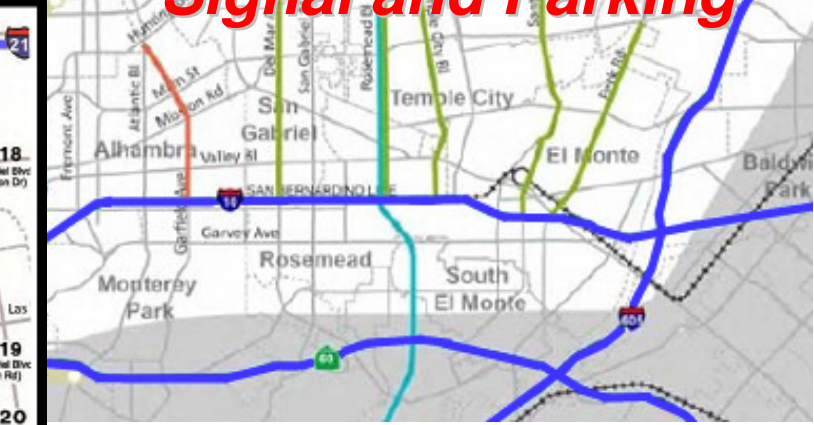
# Metro Is Studying Alternatives



## Transportation Systems Management / Transportation Demand Management



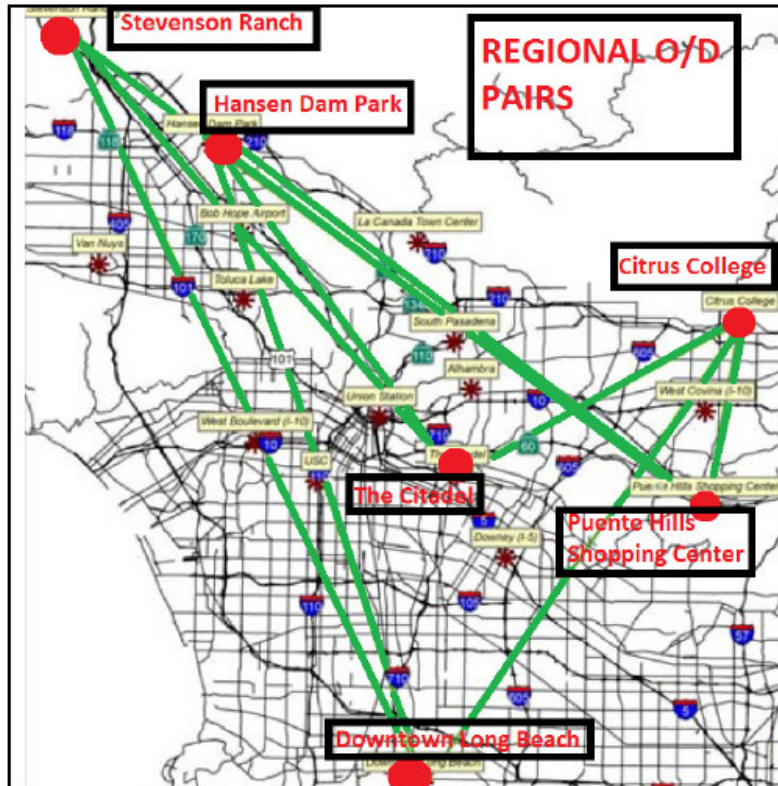
## Signal and Parking



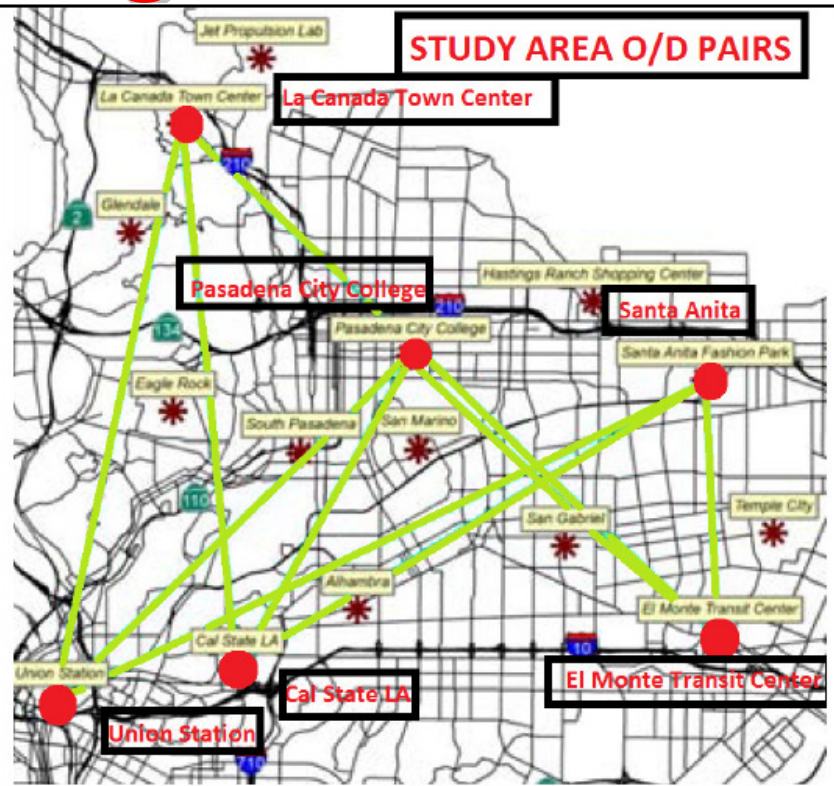
# But The Deck May Be Stacked

Element of Need	Objective	No Build	TSM/TDM	BRT-1	BRT-6	BRT-6A	LRT-4A	LRT-4B	LRT-4D	LRT-6	F-2	F-5	TUNNEL		H-2	H-6
													F-6	F-7		
Regional Transportation System	1: Minimize travel time	1	2	3	2	2	3	3	3	3	4	3	4	5	1	2
	2: Improve connectivity and mobility	1	1	1	2	2	2	2	2	2	3	4	5	4	2	2
Freeway system in study area	3: Reduce congestion on freeway system	1	2	1	1	1	1	1	1	1	6	5	7	5	4	3
Local Street system in study area	4: Reduce congestion on local street system	1	1	1	1	1	1	1	1	1	4	5	6	6	1	2
Transit system in study area	5: Increase transit ridership	1	4	6	6	6	7	7	7	7	1	1	1	1	1	1
Environmental & Communities	6A: Right of way	7	7	7	7	7	7	7	6	5	3	4	1	7	1	5
	6B: Human environment	6	6	7	6	6	6	6	6	5	4	4	3	5	4	5
	6C: Natural environment	7	7	6	7	7	5	5	5	7	5	4	5	5	6	7
Consistency with Plans	7: Consistency with regional plans and strategies	1	6	6	6	6	6	6	6	6	6	6	6	6	3	3
Provide Financially Feasible Transportation Solutions	8: Maximize cost-efficiency of public investments	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



- Stevenson Ranch – Puente Hills
- Stevenson Ranch – The Citadel
- Stevenson Ranch – Downtown Long Beach
- Hansen Dam Park – Puente Hills
- Hansen Dam Park – The Citadel
- Hansen Dam Park – Downtown Long Beach
- Citrus College – The Citadel
- Citrus College – Downtown Long Beach
- Citrus College – Puente Hills Shopping Center



- La Canada Town Center – El Monte Transit Center
- La Canada Town Center – Cal State LA
- La Canada Town Center – Union Station
- Pasadena City College – El Monte Transit Center
- Pasadena City College – Cal State LA
- Pasadena City College – Union Station
- Santa Anita Fashion Park – El Monte Transit Center
- Santa Anita Fashion Park – Cal State LA
- Santa Anita Fashion Park – Union Station

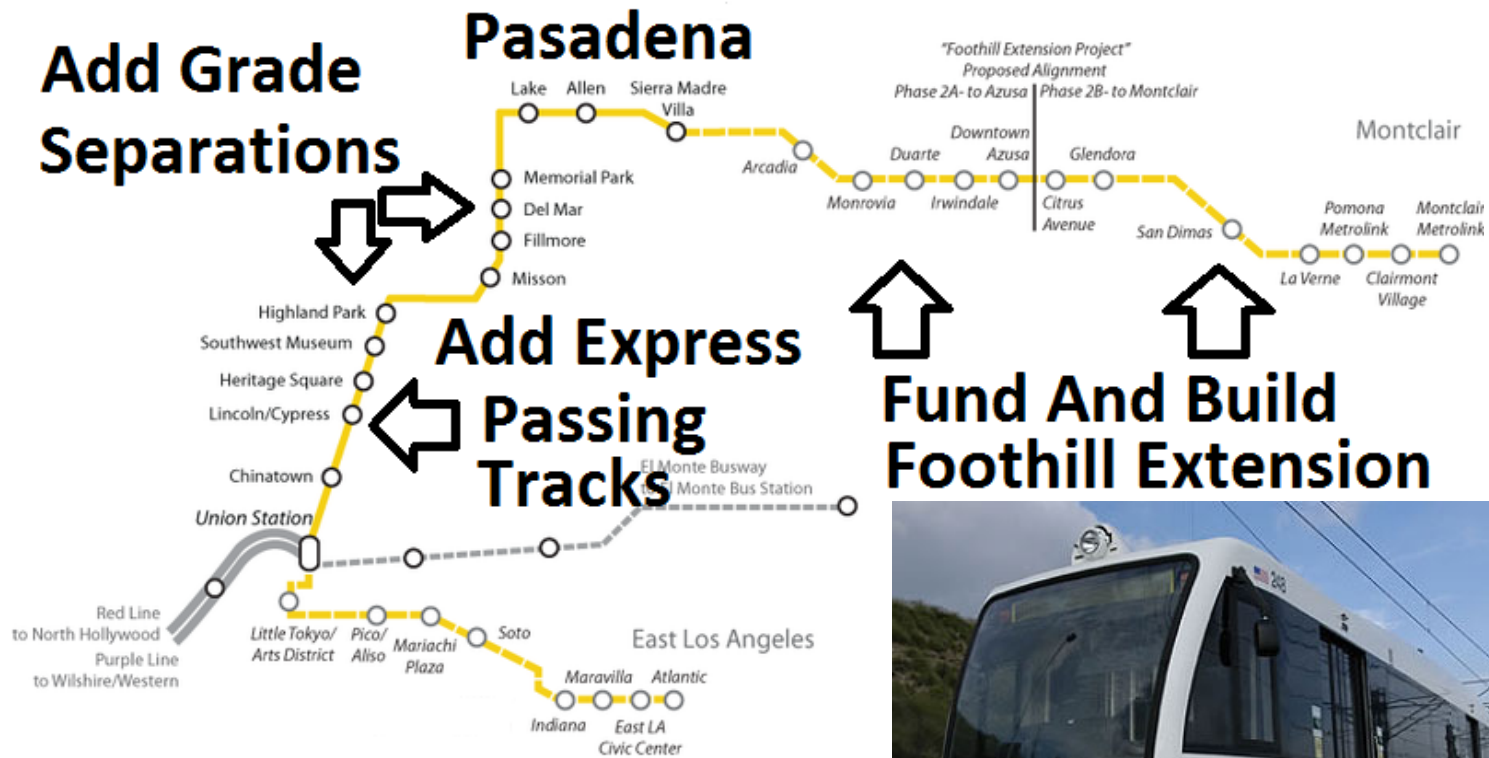


**There Are Better  
Choices.**

# **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).

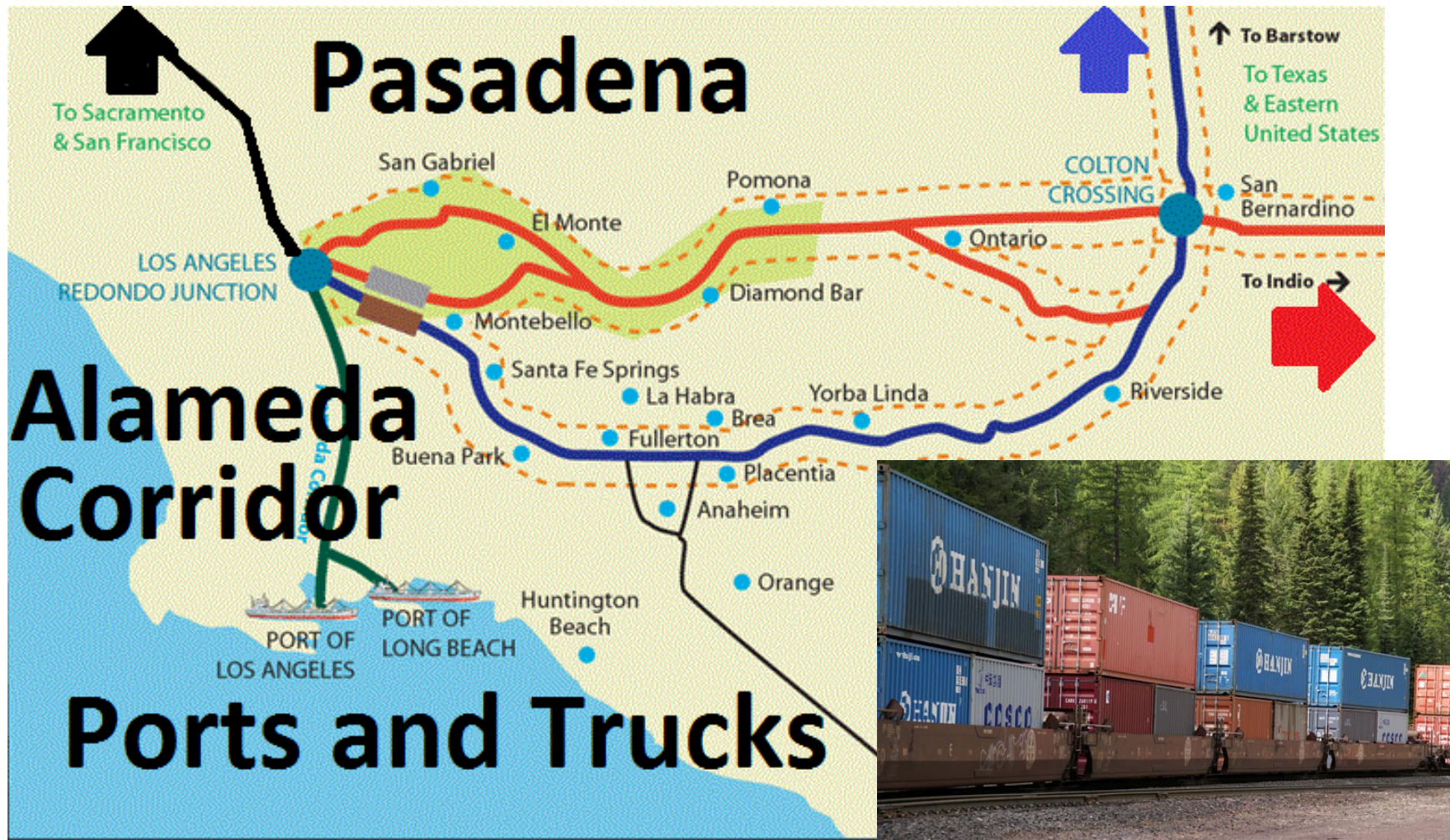
# Metro Has Not Considered Gold Line Improvements



LACMTA-Metro Gold Line  
Current Line and Extensions  
Map is simplified and not to scale.



# Metro Has Not Considered Rail Improvements



- Union Pacific Railroad
- Alameda Corridor Transportation Authority
- East LA Yard
- Burlington Northern Santa Fe Rail Lines
- ACE Project, San Gabriel Valley
- Hobart Yard
- Alameda Corridor-East Corridors

# Which Is Your Pasadena?

