



## CITY COUNCIL

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## SR-710 TUNNEL PERFORMANCE INFORMATION SCAG, Metro and USC Studies - Analysis

### **IF THE TUNNEL IS COMPLETED, 75% OF LOCAL SURFACE STREETS WOULD STILL BE GRIDLOCKED.**

1. Of the 80+ study segments that are currently operating over capacity (Level of Service (LOS) "F" – the lowest rating Caltrans can give and the point at which gridlock occurs, over 60 (75%) of these segments will remain over capacity after a tunnel is built.
  - a. Many believe that streets such as Fair Oaks Blvd., Fremont Avenue, Los Robles Avenue and Atlantic Boulevard would begin to improve once a tunnel was built. However, these streets will still operate over capacity with severe congestion.
  - b. At least 12 arterial streets...will experience higher traffic volumes solely due to the tunnel.

### **THE TUNNEL WOULD CAUSE SIGNIFICANT DETRIMENTAL TRAFFIC AND TRUCK IMPACTS ON THE I-210 FREEWAY THROUGH THE CITIES OF GLENDALE, PASADENA, LA CAÑADA FLINTRIDGE AND THE COMMUNITY OF LA CRESCENTA.**

1. If the tunnel is completed by 2030, the following is projected to occur:
  - a. More than a 25% increase in daily traffic volumes on I-210;
  - b. An additional 30,000 vehicles per day on I-210;
  - c. An additional 2,500 trucks per day on I-210;
  - d. 850 additional trucks in the PM peak hour on I-210;
  - e. Truck percentage on I-210 will increase from 11% to over 20%; and
  - f. Since portions of the I-210 will operate at Level of Service (LOS) "F," traffic will be forced onto local streets..

### **THE TUNNEL CONNECTION WOULD MAKE OVERALL DRIVING CONDITIONS WORSE REGIONALLY.**

1. The overall number of vehicle miles traveled would increase in the peak hour, bringing many environmental impacts;
2. The overall number of vehicle hours would increase (more delay, gas consumption and air pollution);
3. The system-wide, regional benefit would only be an increase in overall speed of .6 miles per hour; and
4. Motorists would be driving farther and spending more time on the road if the tunnel is built.

*The previous information is an analysis by of the City of La Cañada Flintridge's Traffic Engineer of the SCAG (So. Ca. Assn. Of Gov'ts.) "SR-710 Missing Link Truck Study (Preliminary Draft Final Report)," conducted by Iteris, Inc., a consulting firm. This report studied traffic as it would be if the original tunnel route proposed by Caltrans/Metro was built (Route "3").*

### **THE TUNNEL ITSELF WOULD BE GRIDLOCKED SOON AFTER COMPLETION.**

1. "In the peak (northbound) direction, the gap closure is projected to operate at LOS F..."

*The previous information is from the Metro "Route 710 Tunnel Technical Feasibility Assessment Report" (2006), p. 5-55 (this report also studied "Route 3").*

### **DUE TO A LACK OF SUBSTANTIVE REDUCTION OF GRIDLOCK (SEE ABOVE), MOST OF THE RESIDENTS SOUTH OF THE TUNNEL WOULD CONTINUE TO BE IMPACTED BY RESPIRATORY PROBLEMS ASSOCIATED WITH POLLUTION, AND THE RESIDENTS ALONG THE I-210 FREEWAY WOULD HAVE INCREASED GRIDLOCK. THOSE RESIDENTS WOULD THEREFORE SEE AN INCREASE IN RESPIRATORY PROBLEMS, PARTICULARLY AFFECTING CHILDREN AND OTHER RESIDENTS ALONG THE FREEWAY.**

1. "The increase in truck and automobile traffic on the I-210 freeway resulting from the proposed SR-710 extension would increase the exposure of surrounding communities to vehicular pollutants that may cause asthma and other respiratory disease." Dr. Rob McConnell, USC Keck School of Medicine, Division of Environmental Health
2. There is "emerging scientific consensus that residential or school proximity to major traffic corridors is associated with respiratory impairment in children and in adults." USC California Children's Health Study
3. Residential proximity to freeways is associated with increased rates of asthma. A group of pollutants is associated with slower growth in lung function, which is a strong predictor of "debilitating lung disease and mortality in later life." USC California Children's Health Study