

The 710 Tunnel

I am against the construction of the 710 tunnel as the connector solution between Los Angeles and Pasadena for several reasons: Cost, time to construct, disruption of traffic during construction, and when completed, it would make a non-stop truck route between the Long Beach and San Pedro ports and the 210, 5 and 15 freeways.

Commuters coming from the 710 and 10 freeways who live in Alhambra, South Pasadena, San Marino, San Gabriel and most of Pasadena will not use the tunnel, because there are no exits. Because of the cost, estimated to be \$5 billion to \$10 billion, it most likely will be a public-private partnership with a toll. Unless the toll is reasonable and the tunnel can significantly reduce the commute time, commuters will continue to use surface streets and avoid the toll.

The 210 freeway is currently heavily congested from 5am-10am and 4-7pm, without the connection. With the connection of the tunnel to the eastbound 210, two additional lanes of traffic will converge at the same point with the southbound 210 connector, forcing eight lanes of eastbound traffic to merge into five. Traffic will back up inside the tunnel, increasing exposure to exhaust fumes inside the tunnel.

The proposed 710 tunnel is about 4½ miles, with no exits or exhaust ports. Because there are no access points other than the two ends, how do first responders conduct firefighting and rescue operations should an accident or fire occur in the middle of the tunnel, two miles from an entrance?

Having lived in the San Gabriel Valley most of my life, I understand that a solution to closing the gap between the 10 and 210 freeways has been needed for decades. I favor an improved traffic management system, the widening of the streets, and the completion of the Alameda Corridor East, which will remove the delays on major roads caused by railroad trains. These street and transit improvements can take place in the next few years, unlike the tunnel which is estimated to take at least 10-12 years to complete. We need real solutions to problems that impact our daily lives, and that will only come with leadership, not politics.