



August 5, 2015

Garrett Damrath, Division of Environmental Planning
California Department of Transportation, District 7
100 South Main Street, MS-16
Los Angeles, CA 90012

RE: March 2015 SR-710 North Study Draft Environmental Impact Report/Environmental Impact Statement and Draft Section 4(f) De Minimis Findings (SCH# 1982092310) - Connected Cities and Communities Comments

Dear Mr. Damrath,

On behalf of Connected Cities and Communities ("C3"), we herewith submit comments on the SR-710 Draft EIR/EIS ("Draft EIR/EIS"), and we look forward to receiving and reviewing your responses to these comments, as contemplated by the CEQA and NEPA procedures. The C3 was formed by the cities of Glendale, La Cañada Flintridge, Los Angeles, Pasadena, Sierra Madre, and South Pasadena, along with the National Trust for Historic Preservation, Natural Resources Defense Council, and No 710 Action Committee, to evaluate the current transportation needs along the State Route 710 (SR-710) corridor and identify potential solutions, and to offer comments, in the context of such transportation needs, on the Draft EIR/EIS. The C3 worked with local community groups to evaluate both local and regional needs and provide a starting point for communities to identify sustainable transportation alternatives that reduce traffic congestion and provide greater transit connectivity and more mobility alternatives. As a result of these efforts, the C3 developed the attached initiative, "Beyond the 710: Moving Forward - New Initiative for Mobility and Community", which sets forth innovative transportation solutions that address current mobility challenges; protect the environment; enhance economic vitality; preserve the unique culture and character of our cities and neighborhoods; and improve quality of life for residents throughout the region. In addition, this initiative incorporates an economic analysis of some of the economic opportunities associated with the transportation approaches involved in re-purposing the existing SR-710 stubs in Pasadena and in El Sereno near Alhambra.

Beyond the 710: Moving Forward

A New Initiative for Mobility and Community

A project of Connected Cities and Communities, which includes the Cities of Glendale, La Canada Flintridge, Pasadena, Sierra Madre, and South Pasadena, and the National Trust for Historic Preservation and the Natural Resources Defense Council

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We appreciate this opportunity to submit the Beyond the 710 initiative reflecting a much preferable and less costly approach to enhancing mobility and increasing transportation options in the west San Gabriel Valley. Moreover, we have carefully reviewed the Draft EIR/EIS and found it to be critically deficient in the following areas:

- **The Project Purpose and Need Statements Are Fundamentally Flawed.** The Project's Purpose and Need statements fail to address larger community needs related to transportation, such as: economic development, social equity, ecological sustainability, and most notably, overall mobility. Instead, the SR-710 North Project narrowly focuses on issues of north-south freeway and transit system efficiency, roadway congestion, and noise and air pollution (and our assessment of Draft EIR/EIS analysis has found that the proposed Tunnel Alternatives fail to achieve even these narrowly defined goals). The Purpose and Need statements also contain material assumptions that are not supported – most significantly that local arterials have been adversely affected by accommodating regional traffic.
- **The Project's Study Area Is Too Narrowly Defined.** While the project Study Area formally extends as far east as the 605, the project's Purpose statement specifically cites "north-south travel demands," excluding east-west travel. Furthermore, the Study Area extends only from the vicinity of the 210/134 interchange in the north to the 10/710 interchange in the south. The Draft EIR/EIS fails to explain why all of the proposed alternatives are limited to the narrow SR-710 corridor within the expansive study area. These arbitrary constraints are reflected in the project alternatives, which are limited to a narrow corridor between Pasadena and East Los Angeles, and they make it impossible to consider more comprehensive approaches (such as connections with the I-710 south), particularly in the area of transit. While downtown Pasadena may be a logical transit destination, there are major destinations south of the 10 that cannot be taken into account due to this constrained definition. Moreover, east-west solutions are ignored, even if they would result in significant benefits for the communities of concern. The communities in the San Gabriel Valley do not just have a north-south mobility problem; they also have an east-west problem. By ignoring this reality and proposing to spend all available funding on only a part of the problem, the Draft EIR/EIS will preclude real and comprehensive solutions.
- **The Analysis Is Designed To Lead To Predetermined Outcomes – Specifically, It Is Biased Toward The Tunnel Alternatives.** While the poorly designed non-freeway alternatives, such as a light rail line that does not connect to the region's existing rail system and disproportionately disrupts communities in East Los Angeles, provide clear evidence that the process was not designed to evaluate real alternatives, even the freeway analysis ignores basic facts. The analysis concludes that the Tunnel Alternative "would not generate new vehicular traffic trips because it would not construct new homes or businesses." This finding is directly contradicted

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by a body of evidence that has confirmed the phenomenon of “induced demand”: as more freeway lane miles are introduced, driving becomes a more convenient option, and this serves to induce more vehicle trips from people who otherwise would not have traveled via car or made the trip at all. The Tunnel Alternative was found to significantly increase regional vehicle miles traveled (VMT) as a result of increased speeds. However, the failure to fully account for induced demand means that the numbers of trips and resulting levels of congestion have likely been understated.

- **The Analysis Is Highly Segmented, Resulting In Inadequate Review Of Cumulative Impacts.** The I-710 Corridor Project is proceeding on a parallel but separate track to the SR-710 North Study, a classic example of segmentation in environmental review. The I-710 Corridor Project could widen the existing 710 to as many as 14 lanes, and reconfigure a series of interchanges to further increase capacity. Together with extension of the 710, and connection to the 210, this would serve to only further increase numbers of trips, levels of congestion, VMT and CO² emissions.
- **The Tunnel Alternatives Increase Regional VMT And GHG Emissions, Conflicting With Climate Change Policies.** All of the Tunnel Alternative variations result in an increase in actual and per capita VMT beyond the no-build scenario, by as many as 460,000 miles per day¹. These projected VMT increases likely do not take into account the actual induced demand of the project, since the EIS does not state the assumptions that were used to calculate induced demand. In any case, the increase in daily VMT caused by the Tunnel Alternatives directly contradicts State and regional efforts to reduce VMT and greenhouse gas (GHG) emissions, including:
 - The Southern California Association of Governments’ 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy, which sets a goal for a 10.8% reduction in per capita VMT across the region.
 - Caltrans Strategic Management Plan 2015-2020, particularly Caltrans’ stated goals and performance metrics.
 - The California Air Resources Board 3-8% VMT reduction goals necessary to implement AB 32.

The Tunnel Alternatives are proceeding even as Governor Brown is moving ahead with new efforts to combat climate change, including an executive order to reduce GHG 40% below 1990 levels by 2030 and a new emissions-reduction agreement with 11 other states and foreign

¹ Table 3.5.11 (pg. 3.5-37)

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provinces. Climate change is at the top of California's policy agenda; yet the Draft EIR/EIS fails to address the proven adverse impacts associated with increased VMT. Further, the increase in VMT is counter to the stated Purpose and Need goal of minimizing environmental impacts.

- **The Tunnel Would Benefit Only A Select Few, and Only By A Small Amount.** Supporters of the Tunnel Alternative cites its ability to shift long distance cut-through traffic off of existing arterials in the study area and onto the regional highway network. According to the Transportation Technical report, only 13.7% of current peak period traffic on study area arterials represents "cut-through traffic," defined to include motorists driving between adjacent cities. By providing a new freeway link, the Tunnel Alternatives would reduce this cut-through share from 13.7% to between 7.3% and 10.6%, which represents a rather small reduction given the high project costs (~\$5.7 billion).
- **The Proposed Freeway Tunnel Alternatives Have The Potential To Damage Irreplaceable Historic And Cultural Resources.** The Tunnel Alternatives have the potential to seriously harm scores of historic properties in historic commercial and residential districts, and historic transportation projects like old Route 66 and the Arroyo Seco Parkway. Metro states there will be "no adverse effect" to historic properties and cultural resources along the proposed tunnel route, but even Caltrans has not been willing to endorse this unsubstantiated finding. The proposed finding by Metro is also contradicted by the analysis of their own consultants, which shows the potential for vibration and settlement impacts that could range from slight cosmetic damage to severe structural damage that would render properties unusable. Ground-borne vibration levels from the construction of the tunnel would exceed the Federal Transit Administration's thresholds, yet the Draft EIR/DEIS erroneously concludes that these impacts would be "less than significant." Excavation-based ground settlement is a real and potentially significant threat for historic properties located above and near the freeway tunnel alternatives. These impacts have not yet been fully identified because the necessary geotechnical studies have not been conducted to understand soil conditions, the necessary data has not been collected to know important construction methods and details of existing structures and the construction methods have not been specified to be able to determine their adequacy and impact. The analysis of impacts to historic properties from the boring of a 60 foot wide tunnel is fundamentally flawed because it relies on data from projects three times smaller. No comparable tunnel has been built in the United States and extreme caution must be used when there is no model to understand potential impacts. The tunnel construction disaster currently playing out in Seattle is an important reminder that the potential adverse impacts from vibration and settlement must not be underestimated.
- **Regional Traffic Would Not Be Improved As A Result Of the Tunnel; Rather, It Would Merely Shift Congestion.** In analyzing projected 2035 traffic patterns under the No-Build and Tunnel

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Alternatives, it is clear that the overall performance of the freeway network would not improve as a result of the project; traffic would merely be shifted around from various freeway segments (such as I-605 and SR-2) to others (I-5, I-10, I-210, and I-710). Some of the freeway segments that would see increased congestion, such as the I-5, are those that are already operating at stressed levels (LOS F) during peak periods².

- **The Tunnel Would Make Arterial Traffic Worse Along Certain Streets In Alhambra And Rosemead.** The Tunnel Alternatives would result in reduced cut-through traffic along some study area arterials. However, the Tunnel Alternatives would also result in increased congestion in certain areas and decreased intersection performance. While performance would improve at some intersections (notably along Huntington Drive, portions of South Fremont Avenue, and portions of East Valley Boulevard), the tunnel options would actually make arterial congestion generally worse in parts of Alhambra, Rosemead, San Marino, Pasadena, and South Pasadena³.
- **Traffic Would Get Significantly Worse On Various Connecting Freeways As A Result Of The Tunnel, In Part By Inducing Extra Driving.** The Tunnel Alternatives would make congestion significantly worse on the 210 from 710 to I-5, and worse on the 710 south of the 10⁴. There are minor improvements on the north end of the 605 and on 210 east of the 710. What happens to the 5 when all this new 210 traffic is dumped on it where the 5 and 210 merge? Or on the congested portions of the 710 south of SR 60? These impacts are not analyzed. Numerous studies exist showing that adding highway capacity leads to additional vehicle travel, including a report by the California Air Resources Board. Generally, it has been shown that a one-to-one relationship exists between road capacity and vehicle travel. In other words, if capacity is increased by 10%, the amount of driving also increases by 10%.
- **Most Traffic Isn't Long-Distance, Refuting The Need For The Tunnel Alternative.** According to Table 5-2 of the Transportation Technical Appendices, about 40% of study area residents work in the study area, and over 90% work in LA County. Similarly, 90% of Study Area employees live in LA County. About 60% of non-work trips in the Study Area start and end there.
- **The EIR Analysis Seems To Assume An Ever-Increasing Amount Of Auto Traffic On Streets Throughout The Study Area.** Available data, however, show that traffic levels on area streets have remained fairly steady over the last 30 years, despite significant ongoing growth and development in the area. In many cases, traffic counts are lower today than in 1999.

² Table 1.7 (pg. 1-25)

³ Table 3.5.12 (pg. 3.5-39)

⁴ Table 3.5.13 (pg. 3.5-45)

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- **The Draft EIR/EIS Identifies Measure R, A Half-Cent Sales Tax For Transportation Projects In Los Angeles County, As The Key Source Of Funding For The Tunnel Alternative.** However, Measure R cannot be read as a commitment of the \$780 million to the Tunnel Alternative. On the contrary, Metro stated that Measure R itself did not constitute a commitment to fund the Tunnel Alternative, and that if the SR-710 North Tunnel project is not pursued, the remaining Measure R funds can be applied to other projects or programs. Furthermore, during the July 23, 2015, San Gabriel Valley Council of Government (SGVCOG) Transportation Committee unanimously voted to remove the SR-710 North Project from the SGVCOG Measure R2 Priority Project List.

Based on this assessment, it is our determination that the proposed Tunnel Alternatives should be removed from further consideration, and that a new package of multimodal alternatives should be developed and then subjected to formal analysis – specifically, projects found in the Beyond the 710 initiative developed by the C3 in collaboration with surrounding neighborhoods and community groups could be utilized as a starting point. This package includes many worthwhile proposals already developed by Metro (including elements of the Draft EIR/EIS’s Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative) and supports many of Metro’s existing projects and goals that are aligned with the needs of the local communities and the region. However, it goes beyond the limited TSM/TDM Alternative by introducing new ideas such as reconfiguration of the existing 710 stubs to better disperse traffic and provide opportunities for smart growth, an expanded Bus Rapid Transit project (prioritizing connectivity between activity centers such as educational institutions which has the potential to be phased for a light rail “brain train”), a range of active transportation improvements (including pedestrian and bicycle facilities), and more robust demand management measures (such as transit passes). These could further be supplemented by the Metro Gold Line Foothill and Eastside extensions, and Metrolink improvements. Together, these projects would improve regional mobility, economic growth, regional sustainability, and quality-of-life in the San Gabriel Valley far more cost-effectively than the Tunnel Alternatives, and with fewer harmful impacts on our communities, environment, and cultural resources. Additionally, these projects would be consistent with and supportive of regional and State policy goals for GHG emission reductions and climate change prevention.

The foregoing discussion clearly establishes that the Draft EIR/EIS is fatally flawed and does not provide a path forward that is in the best interests of the residents of the affected communities. Caltrans should instead reexamine and revise the needs and purposes for the proposed project to seek outcomes that provide a holistic approach more in line with modern thinking about mobility in settled urban areas. This is the spirit in which we present the Beyond the 710 proposal, which is attached.

Beyond the 710 is a community-based effort to reimagine how to solve the congestion and mobility problems created by the present configuration of SR-710 between Alhambra and Pasadena

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without the destruction and disruption that would be caused by a freeway tunnel. The coalition supporting Beyond the 710 includes cities, elected officials, organizations, and community leaders. The Beyond the 710 Proposal, first released in May 2015, shows that congestion can be relieved and economic development promoted by removing the freeway stubs at both the I-10 and I-210 freeways. This would free up land for smart development, employ transit to connect people to important local destinations and other transit lines, and employ modern strategies for increasing bikeability and walkability. We strongly urge Caltrans to abandon the freeway tunnel alternative and adopt a holistic process that addresses the real needs of the communities in the SR-710 corridor.

We appreciate the opportunity to provide comments on the Draft EIR/EIS and to present the Beyond the 710: Moving Forward - New Initiative for Mobility and Community for your consideration.

Sincerely,



Ara Najarian
Chair



Marina Khubesrian, M.D.
Vice-Chair

Attachment: Beyond the 710: Moving Forward - New Initiative for Mobility and Community

cc: Governor Jerry Brown
Secretary Brian P. Kelly, California State Transportation Agency
Will Kempton, Executive Director, California Transportation Commission
The Honorable Carol Liu, Senator, 25th District
The Honorable Chris Holden, Assembly Member, 41st District
Metro Board
Connected Cities and Communities
5-Cities Alliance

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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.

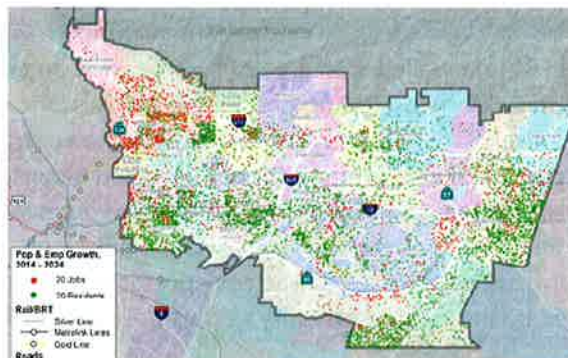
Problems with the tunnel proposal include:

- 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.

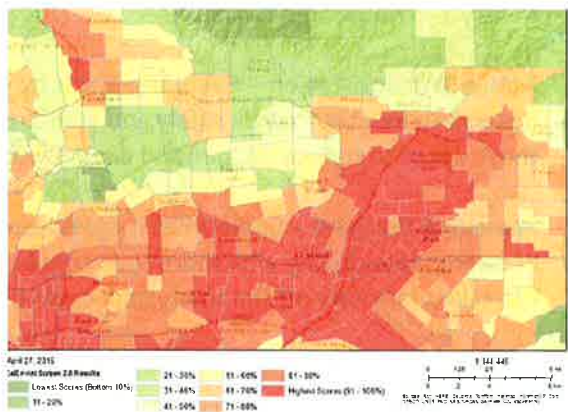
The San Gabriel Valley is a community of diverse people, with widely varying commute patterns. Employees need to make short commutes to Pasadena and long commutes to Burbank (Metro has found that 70 percent of study area vehicle trips start and end within the San Gabriel Valley). Students attending Cal 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



THE NORTH STUB

Offers the potential to create 35 “new acres” of developable land to link the vibrant West Pasadena neighborhoods with Old Town Pasadena. This could create as much as 2.5 million square feet of new housing, retail, and office space.



**Nearly 1,300
Residential units**

**Retail equivalent of
expanding Old
Town Pasadena by
one-third**



48-story office building



JOB CREATION

Building this development program will create more than 8,000 construction job years and more than \$275 million in wages. Property and sales taxes are estimated to be more than \$12 million per year.

Commercial space in the north stub could potentially house more than 4,000 on-going office and retail jobs.





THE SOUTH STUB

Enhanced quality of life and home values from proximity to parks, open space, and transit.



Construction jobs from the development of a gateway for Cal State LA and buildout of the bus rapid transit system.



Support for the emerging Valley Boulevard Biosciences Corridor, connecting LAC/USC Medical Center, Keck School of Medicine, Bravo Medical Magnet High School, Grifols, Inc. and other private sector biotech firms.



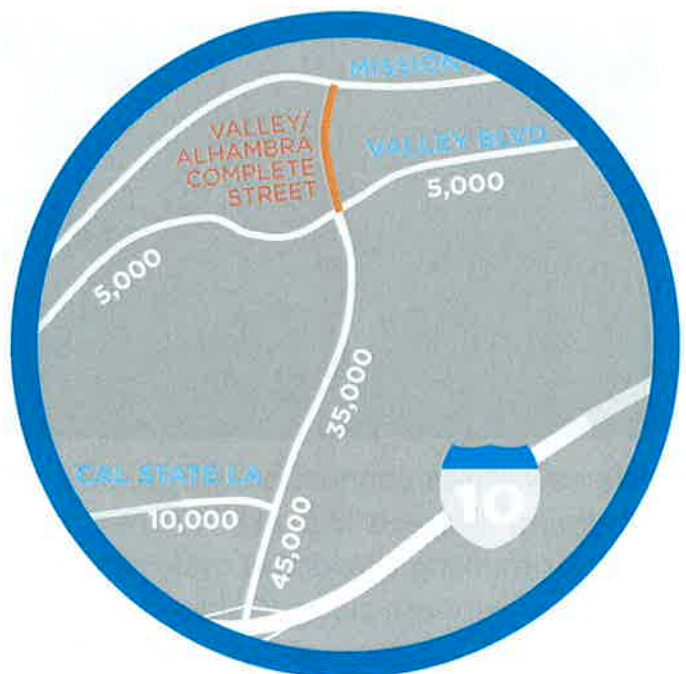
CONGESTION RELIEF

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.



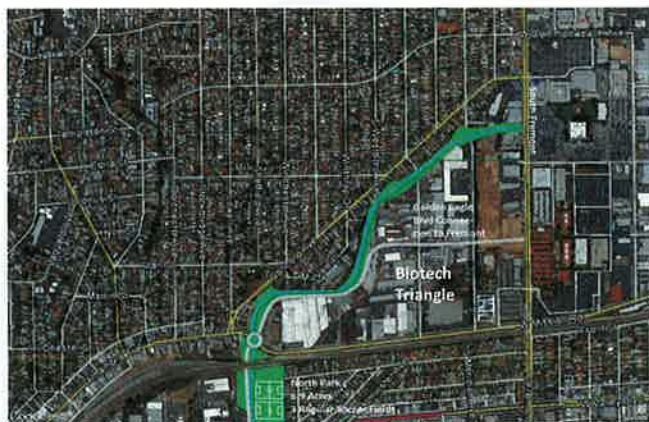
Changing the Freeway stub to a connected street and adding a complete street link to Mission Road is the real solution to area congestion.

RESTORATION



Restoration of the Arroyo Rosa de Castilla will provide local residents with increased open space, beautiful vistas, opportunities for active mobility, areas for community gatherings and overall improved quality of life.

BIOTECH TRIANGLE



Rebuilding the stub as a complete street would allow the restoration of the Arroyo Rosa de Castilla – a natural waterway that was piped and channelized to make room for the freeway stub.

The new street connection will provide a link between the University and the emerging “Biotech Triangle.” Connecting these minds to the investment outcomes of their thinking allows this cycle of creativity to happen in the San Gabriel Valley. The new network along “Golden Eagle Boulevard” can reduce traffic at Fremont/Mission and cut-through traffic along Concord Ave. The resulting complete street intersection on Mission will have such a manageable level of traffic entering that it could likely be handled by a single lane roundabout.

ON-GOING COMMUNITY DEVELOPMENT BENEFITS



Creation of a diverse mobility plan provides long-term economic benefits that cannot be duplicated with the tunnel solution.

- Thousands of permanent transit jobs for operators, maintenance workers, and administrators

Opportunities for transit oriented development at each transit station

- Phase 1 of the Gold Line to Pasadena has already generated \$1.4B in private investment, with a potential of many times this amount as the light rail system develops regionally.
- Phase 2A and B is estimated to generate over twice the investment of Phase 1.
- The Gold Line Eastside Extension, proposed BRT, and increased Metrolink service create significant additional opportunities for sustainable community development.





ADDITIONAL BENEFITS

PUBLIC HEALTH

- Reduces air pollution and greenhouse gases
- Increases physical activity through walking and biking
- Reduces traffic-related injuries and fatalities
- Provides access to medical facilities
- Reduces the stress of commuting



QUALITY OF LIFE

- Open space and recreation promote healthy lifestyles
- Access to transit makes regional destinations more accessible
- Parks and complete streets reduce the noise, stress, and vibration associated with living near a freeway.

ECONOMIC OPPORTUNITIES

- The average transit pass holder in Los Angeles saves about \$11,000 per year on commuting costs
- Transit access and nearby parks create a premium for housing values
- Transit supports sustainable community development and more opportunities for housing



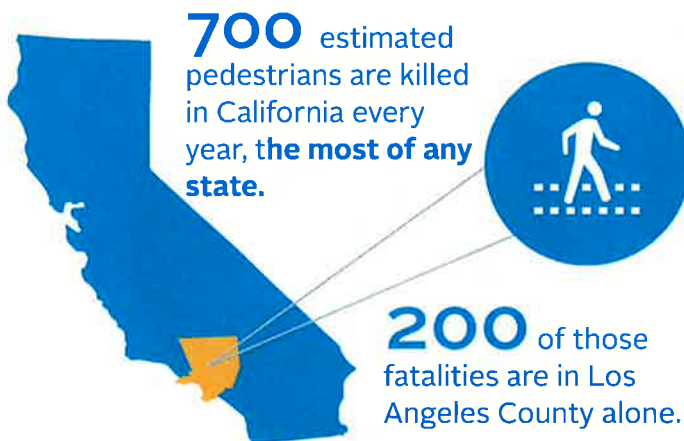


WALKING

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



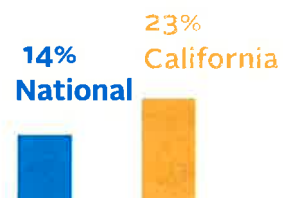
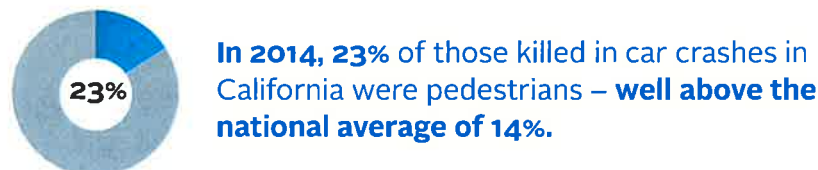
COLLISIONS IN LA

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

\$25 M



CAR CRASHES AND PEDESTRIANS IN CALIFORNIA



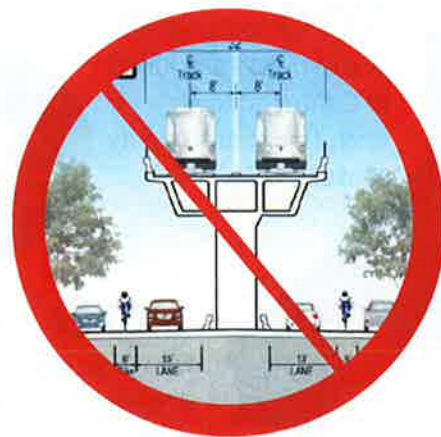
The map illustrates the proposed Los Angeles Metro Rail system, divided into three main phases:

- PHASE 1:** Indicated by a pink line, this phase runs from the San Gabriel area in the north, through Pasadena, San Marino, and Alhambra, down to the Long Beach area. Key stations include Del Mar Gold Line Station, Huntington Hospital, Pasadena City College, CalTech, San Marino, Downtown South Pasadena, Alhambra, Cal State LA, Monterey Park, East LA College, Atlantic Gold Line Station, East LA, Metrolink - New Riverside Line Station, Commerce, Metrolink - New Orange County Line Station, Maywood, Bell, Cudahy, Southgate, and St Francis Medical Center.
- PHASE 1 OPTION:** A dashed pink line shows an alternative route from Pasadena City College, through San Gabriel, to Rosemead and South El Monte.
- PHASE 2:** Indicated by a yellow line, this phase runs from the Long Beach area, through the Long Beach Blvd Green Line Station, Lynwood, and down to the Long Beach area.
- PHASE 3:** Indicated by a purple line, this phase runs from the Long Beach area, through the Long Beach Blvd Green Line Station, Lynwood, and down to the Long Beach area.

The map also shows major freeways (Interstates 5, 10, 60, 710, 605, 210, 134, 2, 110) and other landmarks like the Long Beach Blvd Green Line Station, Lynwood, and various hospitals and colleges.

● Activity Centers

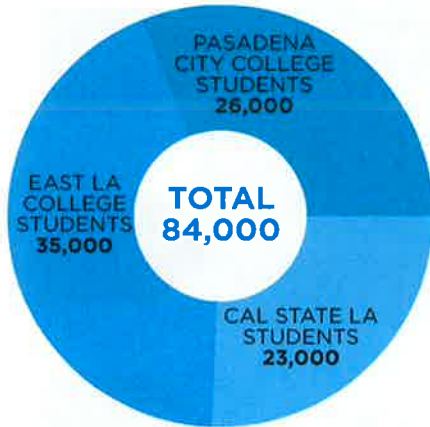
This area's great east-west transit connectivity could be supplemented by a north-south corridor that would connect both legs of the Gold Line, MetroLink's San Bernardino, Riverside and Orange County Lines, the El Monte Busway, the Green Line and the Blue Line. In addition to all those transit linkages, 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.



12

DEMAND MANAGEMENT

CAN TDM SOLVE THE PROBLEM?



20%
VEHICLE TRIP
REDUCTION ESTIMATE

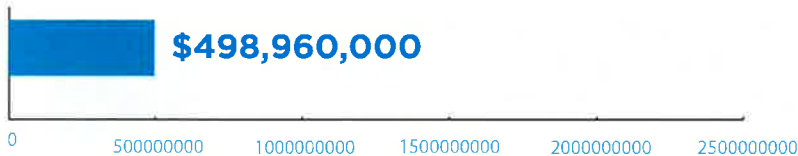
33,600 TRIPS
SAVED PER DAY

302,400 TRIPS
SAVED PER YEAR

YES

COST
\$500 M

30 YEAR COST AT MARGINAL COST RATE

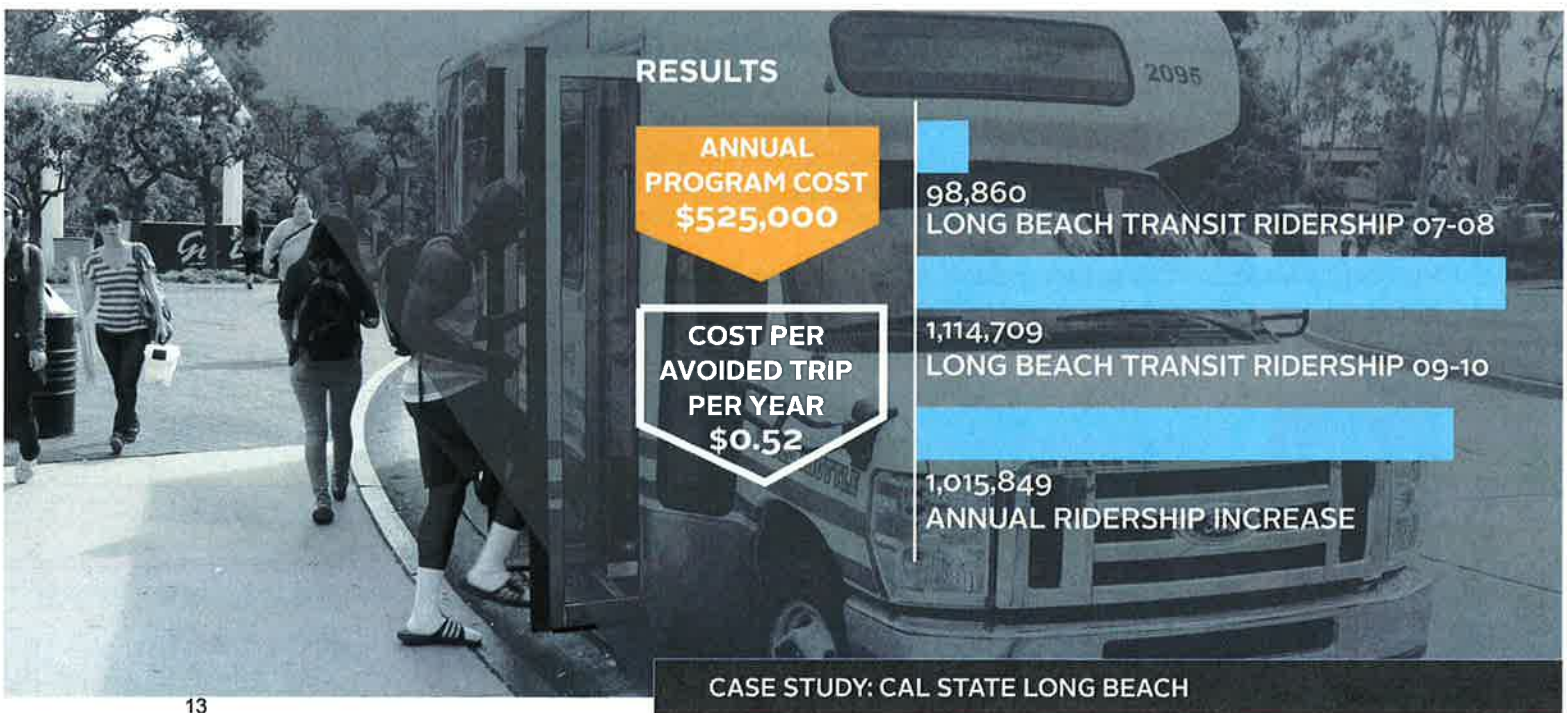


\$73.00







**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.



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.

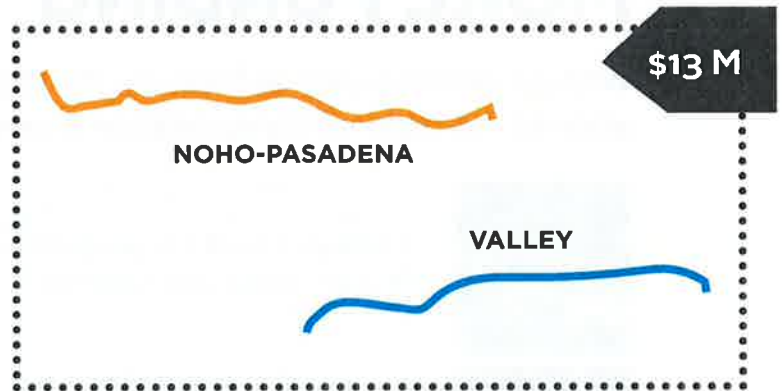
	Premium Transit to connect the network. Pasadena-Hollywood BRT and Valley Boulevard BRT.	\$13 M
	Extension of the Foothill and Eastside Gold Line.	\$2.3 B
	Metrolink upgrades to Burbank Airport and San Bernardino. Providing 30 minute all day service.	\$400 M
	Gold Level Active Transportation. Safe and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

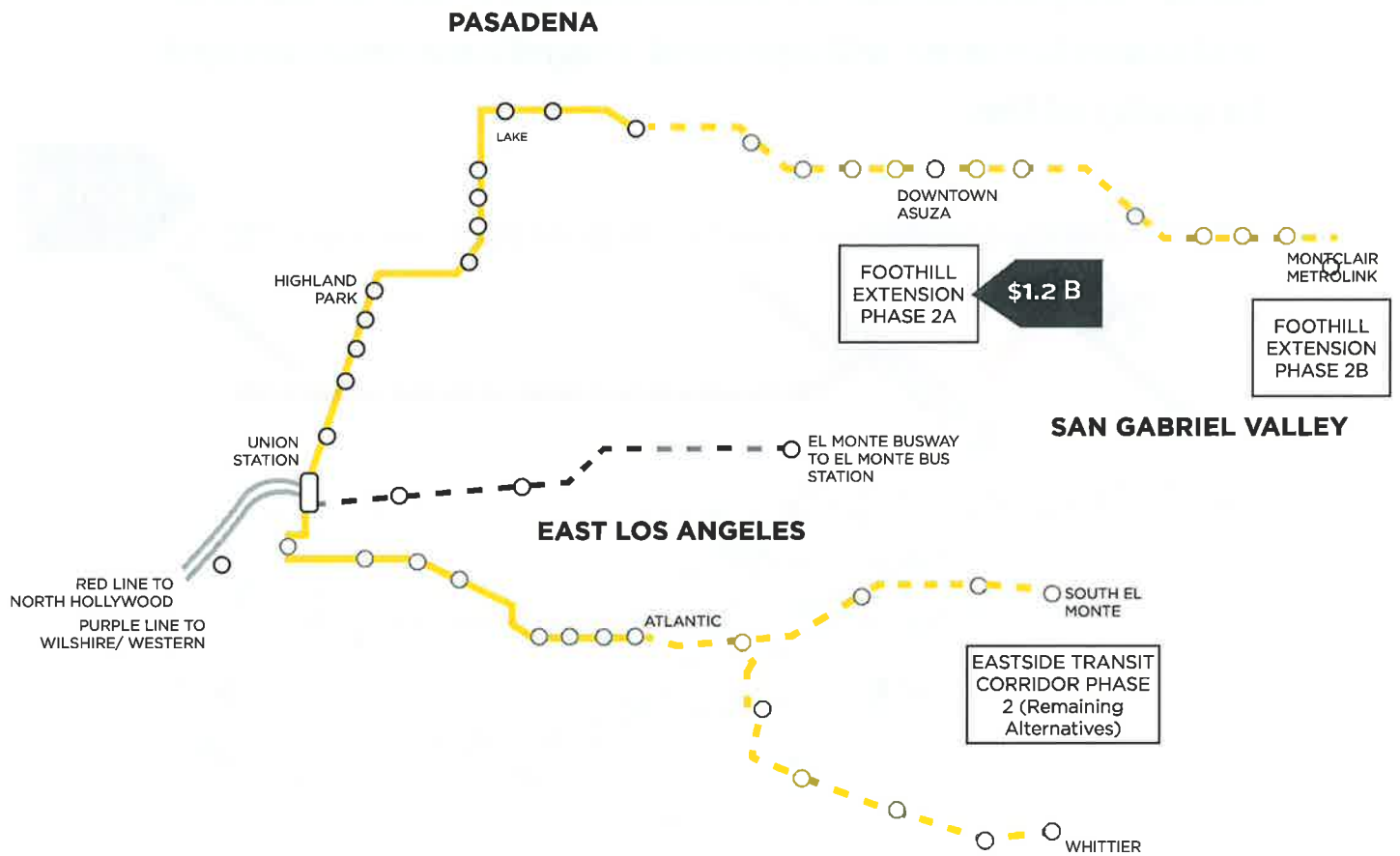
Rapid Bus Transit along the sub-region's key corridors can connect communities that are a bit farther from the rail network. These corridors involve more than just buses. Improvements to transit stops/stations can assure that all riders have a safe and dignified experience. Improvement of sidewalk connectivity 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.



LOS ANGELES METRO RAIL PLAN





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.

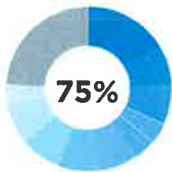


METROLINK UPGRADES

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.

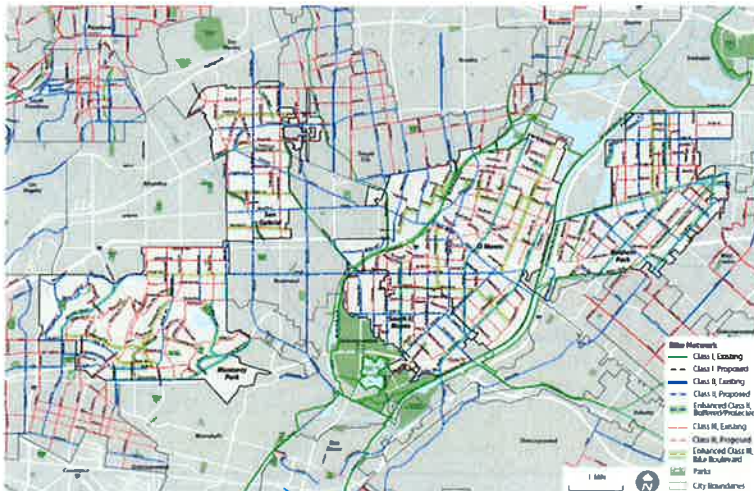


In its first year, a protected bike lane increases bicycle traffic on a street by an average of 75%

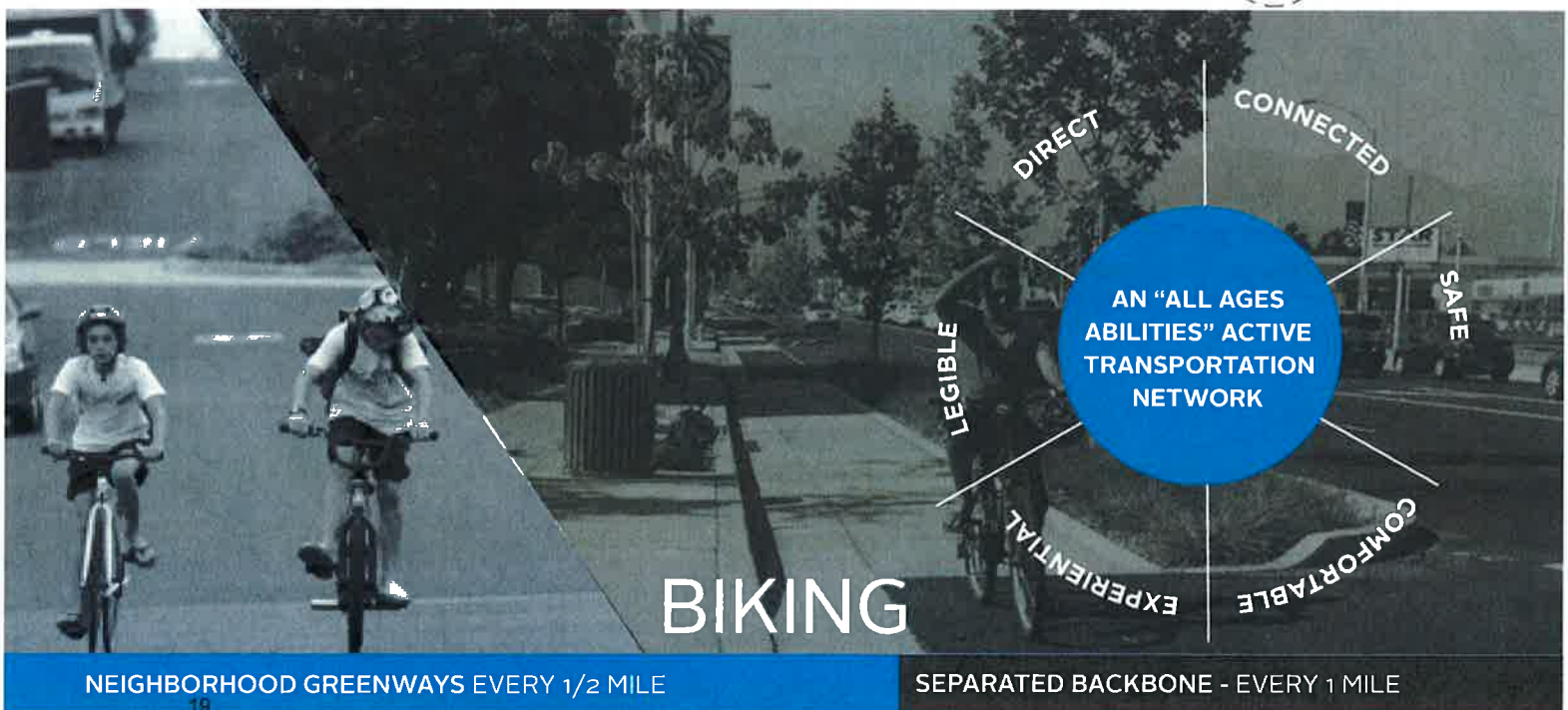


Most people riding in protected bike lanes feel safer on the street because of the lanes

SGV ACTIVE TRANSPORTATION FRAMEWORK



NETWORK PRINCIPLES



Since the initial release of the Beyond the 710: New Initiative for Mobility and Community during the May 28, 2015, press conferences at Gateway Plaza, the Connected Cities and Communities has met with numerous stakeholders to refine the projects and strategies identified in the Initiative to build consensus, provide opportunities for stakeholder engagement and collaboration.

Future revisions and refinements will be provided to reflect ongoing public input of impacted communities and interested stakeholders.

The Beyond the 710: New Initiative for Mobility and Community and associated economic analysis was produced in conjunction with the internationally recognized transportation firm Nelson\Nygaard Consulting Associates, and The Maxima Group LLC, Real Estate and Business Solutions.

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