

Things You Should Know About the Proposed 710 Freeway Extension

No 710 Action Committee (www.no710.com)

- **The LA Metropolitan Transit Authority (Metro) plans to build two 4.5 mile-long tunnels that will extend the 710 Freeway into the heart of Pasadena.** The tunnels would bring as many as 180,000 trucks and cars through Pasadena each day, producing unacceptable levels of traffic, noise and pollution, destroying the quality of life in our neighborhoods and City.
- **The 710 Freeway would connect Pasadena neighborhoods directly to the Ports of Los Angeles and Long Beach and hundreds of factories, warehouses, and other industrial complexes.** Metro says the 710 Freeway will “complete the natural goods movement corridor” between these industrial areas and destinations north and east of Los Angeles, bringing to Pasadena an endless stream of trucks, pollution, and noise.
- **The tunnels would not reduce congestion, but instead would simply move it to Pasadena.**
 - The tunnels would divert existing traffic from the 5, 10, and 605 Freeways onto the 210 and 134 Freeways. They also would encourage more driving and longer commutes, thus further burdening the 210 and 134 Freeways.
 - Past predictions of less congestion have been wrong. Although Metro and Caltrans said it would ease congestion, when they extended the 210 Freeway east into San Bernardino County, it made congestion in Pasadena far worse, turning the 210 into a parking lot for hours each day. Extending the 710 Freeway will make things even worse.
- **The tunnels would increase traffic on our City streets and make it harder to get around Pasadena.**
 - The tunnel would close the Del Mar and California entrances and exits on the current 710 stub. This means that traffic going between the 210 and 134 Freeways and Old Pasadena, Huntington Hospital, and the 110 Freeway would be forced onto surface streets, including Lake, Los Robles, Fair Oaks, Orange Grove, and Avenue 64. Businesses will suffer, and a new wave of “cut through” traffic will invade our neighborhoods.
 - The first places where 710 tunnel traffic could exit the freeway would be at Lake Ave., Mountain Ave., and San Rafael Ave. This will result in significant traffic increases at and near those exits.

- **The tunnels will increase Pasadena's air pollution.** Metro admits that the tunnels will increase pollution. They will **vent all of their pollution at their ends**, so concentrated pollution from 4.5 miles of tunnel would be expelled into Pasadena through exhaust portals erected next to Huntington Hospital and schools. Increased traffic on the 210 and 134 Freeways will increase pollution throughout Pasadena.
- **The tunnels may be dangerous to build and operate.** The tunnels would cross four known earthquake faults and punch through two major aquifers. They would be accessible only at either end, with no intermediate entrances or exits. It is unclear how injured or handicapped persons would be able to exit the tunnels in case of an accident, fire, or collapse in the tunnel.
- **Tunnel construction would bring a decade of disruption and bad health impacts.** Construction of the tunnels would take anywhere from 9 to 12 years. There will be NO reimbursement to businesses due to loss of trade.
 - Construction would require removing and then later rebuilding bridges along Del Mar Blvd., Green St., Colorado Blvd., and Union St., thus isolating much of west Pasadena for years. The Rose Parade could not use its traditional route with the Colorado Blvd. bridge over the freeway removed.
 - Construction will require removal of 200 million cubic feet of dirt, filling 450,000 truckloads. That means 128 truckloads of dirt transported through our area every single day, 7 days a week, for 10 years.
 - Construction will be very noisy and dusty for those living, working, in the hospital, or going to school near the construction site or along the routes taken by trucks full of excavated dirt.
- **The tunnel project will be extremely expensive.** Official estimates of the cost range from \$1 billion to \$14 billion (more recent estimates around \$5-6 billion). Part of these costs may be recouped through tolls of up to \$20 per trip, with the rest being paid by taxpayers. Other toll roads in Southern California have gone bankrupt or have needed public bailouts.
- **What should be done instead of the tunnels?**
 - **For moving people:** Light rail and bus improvements can be achieved for a small fraction of the cost and negative impacts of the tunnels. In fact, Metro could complete every transit alternative that it is considering in far less time and for far less money than the tunnels will cost.
 - **For moving cargo:** Long-haul trucks do not belong on our urban freeways and neighborhood streets. Instead of bringing more trucks into Pasadena, Metro should increase the efficiency of the Alameda Corridor and complete the Alameda Corridor East and other port and rail projects.