**For those who say it will never happen, Metro has completed 3 of the 4 steps toward building a new tunnel; all that remains is the Environmental Impact Report (EIR).**

**Things You Should Know About the Proposed 710 Freeway Extension**

* The **LA Metropolitan Transit Authority** (Metro) plans to build two 4.9 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. Extending the **710 Freeway** will make matters 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 exiting the**210** and **134 Freeways** for **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 the tunnels’ pollution at the ends, so concentrated pollution from 4.9 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 tunnel collapse.
* Tunnel construction would bring a decade of disruption and bad health impacts. Construction of the tunnels would take anywhere from 9 to12 years. There will be NO reimbursement to businesses due to loss of trade.
* Construction would require closing**Del Mar Blvd.**, **Green St.**, **Colorado Blvd.**, and **Union St.** where they cross the freeway to allow bridges to be rebuilt, thus isolating much of west **Pasadena** for years. The**Rose Parade** could not use its traditional route with portions of Colorado Blvd. closed.
* 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, residing 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. Cut through traffic can be significantly improved by removing the **Alhambra 710** stub.
* 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.

**Contacts / Information**:

• [**www.no710.com**](http://www.no710.com/) - No 710 Action Committee website
• [**unitedagainst710@gmail.com**](http://unitedagainst710@gmail.com/) - Request to be added to this email distribution that will alert you of upcoming meetings and news announcements.
• **No 710 Freeway Extension** - Facebook
• **Stop the 710**- Yahoo