

Crescenta Valley Town Council

August 4, 2015

Mr. Garrett Damrath, Chief Environmental Planner
Division of Environmental Planning
Department of Transportation, District 7
100 So. Main Street, MS 16-A
Los Angeles, CA 90012

Re: Public Comment to SR 710 North Study Draft EIR/EIS (E.A. 187900/EFIS 0700000191)

To Whom It May Concern:

On behalf of the Unincorporated La Crescenta-Montrose area, the Crescenta Valley Town Council (“CVTC”) is submitting for the public record, our response to support adopting the two public transit alternatives identified in the SR 710 Draft freeway north/south gap closure EIR/EIS and opposing the tunnel alternatives.

The CVTC strongly recommends Caltrans and Metro consider adopting either the Light Rail Transit Alternative and/or Bus Rapid Transit Alternative. Either alternative will significantly improve the efficiency of the existing regional transportation network, which will have a greater impact to reducing congestion on local arterials, expanding the local transit network from north to south, and minimizing greenhouse gas emissions for the local and surrounding communities in the study area.

These two preferred alternatives will affect the region in positive ways for the following reasons:

1. It will encourage and attract discretionary riders to take public transit,
2. Provide alternate options to travel north and south to connecting bus/rail services, and with new bus feeder services,
3. Reduce the vehicles miles traveled by solo drivers,
4. Link with first mile and last connection at bus/rail stops for pedestrians and bicycle commutes,
5. Transit /Rail Stations serve as catalyst for joint development for businesses, housing and stimulates economic growth,
6. Minimize the deterioration of streets and reduces air pollution, and
7. It's a lower cost alternative than building a tunnel.

It's our belief that in order to achieve regional mobility we need to have a system that is expansive, reliable and frequent for suburban communities such as ours where we don't have a regional transportation service to rely upon to travel to and within the SR 710 communities. Investing in our future public transit system is an environmental and economic choice for the current and next generation of users.

“The Community that Cares”

Robbyn Battles
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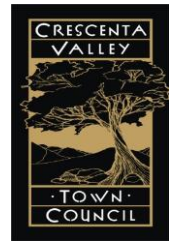
Desiree P. Rabinov

Dr. Young Seok Suh

Lisa Griffin, alternate

Kevin Kang, alternate

Charles Beatty, alternate



The Crescenta Valley has been opposed to the 710 tunnel option for many years. What was so disheartening is the complete dismissal of the La Crescenta-Montrose community in the draft EIR/EIS released last month. After a presentation to our community, we were told the tunnel option would have absolutely NO effect on our community. (Please see the attached.) Even though regular traffic studies were conducted, the Crescenta Valley Town Council would like a response to the following:

1. Why did the draft EIR EIS stop at the 2 Freeway? The distance in your study from the 710 to the 2 is 5.02 miles while you went to the east 11.04 miles to the 605. Why did the study not extend west to the 5 or at least the same 11 mile distance to see the impact the 210 will have from the westerly interchanges, not just the easterly interchanges?
2. Simple traffic studies have already shown the 210 corridor will have an increase in traffic so what steps will be taken to mitigate the effects on our community?
3. Crescenta Valley High School and La Crescenta Elementary sit immediately adjacent to the 210 freeway, so only a full study similar to the one our neighboring communities received as being a part of the EIR/EIS will allow us to see the real effect on schools, businesses and residents. We are requesting an additional EIR/EIS study be done for the La Crescenta-Montrose community.
4. Please explain to us how a non-multimodal option single or double bore tunnel will address the needs of our younger generation, how traffic will be eased, and how pollution will be reduced.
5. Why would a transportation company such as METRO even consider an option that is not multi modal?

The Crescenta Valley Town Council agrees with our Congressman, Adam Schiff, when he stated in a letter to your Board in May of 2015 “that the tunnel option is a backward solution to transportation needs in the 21st Century.” “Our communities want new and innovative ways to move people and improve air quality, not more freeways above or below ground with their smokestacks for ventilation and even more vehicles belching exhaust through their neighborhoods.”

We once again encourage Metro to embrace and expand on the alternatives studied in the draft and move away from any option involving the tunnel. For years the Crescenta Valley has sat on the edge of its seat waiting to be told about alternatives and how Metro will use multi modes of transportation and when looking at the draft EIR/EIS it is clear the energy and input was truly focused on the tunnel. The gap does not need to be closed via a tunnel or freeway. Moving goods from the port is not the biggest concern to our communities. We must find innovative ways to get Angelinos out of their cars. Metro, you need to reject the tunnel, and give serious consideration to other, more forward thinking and more suitable options.

Respectfully,

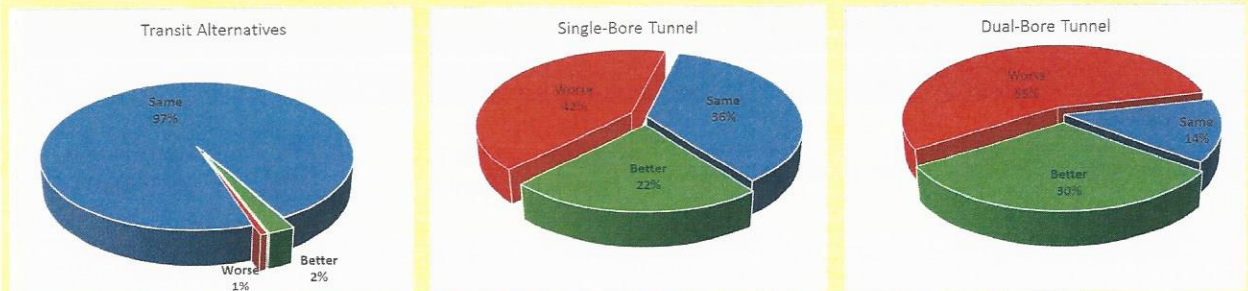
A handwritten signature in black ink, appearing to read "Robbyn Battles". The signature is fluid and cursive, with a large initial "R" and "B".

Robbyn Battles
President

Freeway Analysis – La Crescenta

Data Source: Transportation Technical Report, 2014

- ❑ 600+ freeway segments
- ❑ Reviewed 71 segments around La Crescenta
 - I-210 between La Tuna Canyon Road and SR 134
 - SR 2 between SR 134 and I-210
- ❑ Level of Service and volume changes



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Community Impacts Summary Table

La Crescenta-Montrose					
Community Impacts	TSM/TDM	BRT	LRT	Single Bore	Dual Bore
Full Parcel Acquisition	0	0	0	0	0
Partial Parcel Acquisition	0	0	0	0	0
Permanent Easements	0	0	0	0	0
Temporary Construction Easements	0	0	0	0	0
Business Displacement	0	0	0	0	0
Employee Displacement	0	0	0	0	0
Property Tax Loss (\$ Annual)	0	0	0	0	0
Sales Tax Loss (\$ Annual)	0	0	0	0	0
Permanent Parking Loss	0	0	0	0	0

Note: All property impacts are approximate and subject to further refinement during final design. Impacts to individual properties may include a combination of property acquisition, permanent easement, and/or temporary constructions easement .

Hazardous Waste
No Impacts
Cultural Resources
No Adverse Effect

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