

From: ANNE TRYBA <annetryba@sbcglobal.net>
To: "cityclerk@longbeach.gov" <cityclerk@longbeach.gov>,
Date: 10/01/2013 01:45 PM
Subject: Long Beach City Council | 710--SR 710-- goods movement resolution--opposition

Dear Mr. Herrera,

I live in La Canada and work in Glendale. I have attended several presentations and Open Houses in the last 3 years to learn about the options presented by the MTA with regard to the 710 freeway. Even after studying the material with an open mind, and talking to the engineers and project managers who are available for questions, I am NOT convinced that any of the remaining options (except the "No Build") will be an improvement.

I have opposed a connection from the 710 to the 210 for the obvious "detriment-to-my-immediate-neighborhood" reasons, but I would also like to point out that the rationale in the proposed resolution hinges heavily on the connection of the 710 to the 210 as completion of a goods movement corridor, which certainly *would* affect Long Beach. But this goes against the MTA denials of this as a motivating factor for the 710 project. Metro has stated over and over again that they are evaluating the performance of the tunnel **with** and **without** truck traffic, and that if no trucks are allowed, it will not achieve a goods movement corridor. By Metro's own admission, this is most likely going to be a **tolled** roadway and that trucks may avoid using it for that very reason. From my study of the situation, other options for goods movement--for example, by electric rail transport systems--could benefit ALL the communities of the 710 corridor and prevent the communities of the 210 corridor from experiencing the same environmental and health damage that the 710 corridor has suffered

I have asked pointed questions about the environmental impact, and never received satisfactory or believable answers from the Metro presenters. It seemed clear to me that Metro is focusing on the connection as the completion of a project, rather than solving a problem or enhancing existing communities--especially where I happen to live and work. I have come to the conclusion that the money spent even studying these connection options will not benefit the communities they are supposed to serve.

We all--especially those of you who are in position of representing your community--must think about the long term future and construction of transportation modes that will enhance, not harm.

Thank you.

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