

From: Julia Hastings <jahastings@att.net>  
To: cityclerk@longbeach.gov,  
Date: 10/01/2013 01:57 PM  
Subject: R 9: Resolution to Support 710 Freeway Extension

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Dear Mr. Herrera:

We read Resolution 9, which you will discuss at tonight's City Council meeting. Councilmen Austin, Johnson and Neal seem to conclude that completion of the proposed 710 to 210 Freeway Extension would pose no fiscal impacts or deleterious effects for the residents of Long Beach.

We wish the same were true for the hundreds of thousands of other citizens of LA County living along the proposed corridor. Our family lives in La Cañada, a small city on the 210 which would experience immediate and irreparable damage to health, safety and quality of life if that extension goes through. Caltrans connected the 15 and 210 stating that it would solve congestion issues on the 210. Instead, truck traffic more than doubled, and on any weekday afternoon the two right lanes are wall-to-wall trucks going 5 miles an hour or stopped altogether in both directions. On Fridays, it's a parking lot. The volume of trucks make so much noise that in formerly desirable neighborhoods you can't have a conversation in your back yard. At least five schools in our town are within 200 feet of the freeway, and our children are now subjected to vastly increased toxic pollutants. The same is true for towns all along the 210 freeway. Caltrans has put up no sound walls, nor have they maintained the road surfaces. And now they want to double truck traffic in order to service the shipping and trucking industries, channeling them through a 4.5 mile tunnel that would disgorge right at the junction of the 710 and 210, which is already a bottleneck. And they vow this will "ease congestion and mediate safety issues" on the freeway.

Metro and Caltrans want to close the 710 "Gap", yet they have not completed the Environmental Impact Report or Cost Analysis Report to determine if their project is even feasible. That they are soliciting support from the Long Beach City Council before EIR results come in is not surprising. They have good reason to want cities to buy into this massive project without being fully informed about its potential costs or problems. They would rather Long Beach not consider factors such as the huge increase in freeway truck traffic with its attendant congestion, pollution and noise; they would rather not address what might happen in the event of an earthquake on the San Rafael fault; or how they would respond when a tanker truck overturns in their 4.5 mile tunnel and hundreds of motorists are trapped in a fiery disaster.

And just because Long Beach is home to a major port does not mean that

your constituents support the 710 extension plan. We have relatives who live in Long Beach who are adamantly opposed to ANY freeway extension which would channel yet more truck traffic through your town for the very same reasons mentioned above.

The transportation paradigm is shifting. More freeways will not solve our problems. There are better, more environmentally sound and cost-effective ways to move cargo from the ports (electric rail). There are better ways to use taxpayer dollars -- Measure R Funds (light rail, better bus service, bike lanes). The so-called Gap does not NEED to be closed if better results can be achieved via more forward-thinking transport models.

The 710 Extension may have seemed like a good idea 30 years ago; it's a dinosaur now. The Long Beach City Council has an opportunity today to choose a more progressive approach to current transportation issues. We urge you to reject Resolution 9, and to think further about how Long Beach can be a leader in innovative transport planning that will benefit all of your citizens and all of Los Angeles.

Sincerely,

Lew and Julia Hastings  
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