



Renee Schillaci

00:00:28 Okay looks like we have a full crowd good evening, my name is renee schillaci and i'd like to thank everybody for joining us this evening.

- 00:00:37 This is our second Community meeting for advancing alhambra which For those of you who may not know or may not be familiar, this is the city of alhambra's plan.
- 00:00:46 to cut down on cut through traffic by focusing on key intersections along the I 10.
- 00:00:52 today's format is similar to what we did last meeting our chief project engineers Bob and pat will make a presentation and we will then open it up for questions and comments.
- 00:01:03 folks will be able to call in and ask questions via phone or they'll build the right questions via the chat box i'll give instructions on the on how to access both of those.
- 00:01:16 In just a little while a few quick notes this meeting is being recorded and we will be posting this later on our website.
- 00:01:23 For those of you who don't know the website is advancing alhambra.org and that's one word.
- 00:01:31 We want to emphasize how important your input has been thus far and will continue to be in this process it's very critical.
- 00:01:39 We have had some great questions at our last meeting in fact we've updated our faq section of the Web web site, based on the comments received in the questions asked so we so you can please check it out, if you have it.
- 00:01:51 and we look forward to a very productive discussion tonight, after the presentation, we will be taking verbal and written comments, as I mentioned earlier, and you can use the Q amp a feature on your zoom screen, we will also have it have a pop up call for you, at the very end.

- 00:02:14of our presentation so be sure to stick around now i'm going to turn it over to Bob balloon was with Kimberly more impact gibson of gibson transportation consulting pat.



Patrick Gibson

00:02:29huh Bob you want to start say hello.

- 00:02:34you're on mute.
- 00:02:40Still on mute.



Robert Blume

00:02:42Hello everyone, we are excited to be here tonight and look forward to your comments.



Unknown Speaker

00:02:49At.



Patrick Gibson

00:02:51All right, let's go to the first slide.

- 00:03:06Okay next one.
- 00:03:09There we are.
- 00:03:16We want to go to slideshow and get a bigger picture.
- 00:03:21Where is this as big as.
- 00:03:25Alright, so let me while we're adjusting here, let me tell you what we're going to try and accomplish tonight.
- 00:03:33we're going to do a quick review of what we did last.

- 00:03:39Well, a month ago.
- 00:03:42answer some of the questions that you asked then show you some graphics that.
- 00:03:50That hopefully will answer those and then most of the time tonight we're going to spend on.
- 00:03:58How do we design a freeway interchange, what are the choices, and if we have apply those choices to the alhambra locations, what do they look like then we're going to chat a little bit with each other here on what we saw.
- 00:04:21And let you continue to ask some questions so let's go to the next slide.
- 00:04:31So we told you.
- 00:04:33A month ago, that this was a long process and we spent the first meeting looking at existing conditions existing operational problems.
- 00:04:45And we promised tonight we would bring back some ideas on how to fix to how to deal with the traffic at a couple locations so tonight we're going to look at interstate 10 between 710 and fremont and we're going to look at some choices for fremont itself.
- 00:05:11So we're also going to ask you what you think of the six different choices we have for fremont to help us decide which ones, we should proceed with next line.
- 00:05:34One next slide there we are so last time.
- 00:05:40You rightly asked.
- 00:05:44What is it that we're trying to accomplish what, what are the goals of this study well.
- 00:05:52First and foremost.
- 00:05:57We want to reduce the amount of cut through traffic on the city of all hammers streets and i'm going to show you.
- 00:06:06Where that cut through traffic is coming from and how much of it, there really is, then, as we focus in on the interchanges along.
- 00:06:17I tended sell we want to look at what can we do to improve the traffic safety and improve the flow through those interchanges.
- 00:06:30And when we do that we want to do it, such that we can support future bicycle pedestrian and transit improvements in the south side of of of avail hambro so next slide.

- 00:06:52let's look at first let's look at where the traffic coming through alhambra.
- 00:07:01is coming from, so if we look at the year.
- 00:07:07numbers.
- 00:07:09The computer models projected we're going to have over 58,000 cars, a day that want to use the Stub if we left everything alone and didn't do anything.
- 00:07:24And this is a model output called a select link analysis, we can ask the model to tell us where traffic on every different street piece every street segment in the city.
- 00:07:43where's that traffic coming from and where is it going to, so this is really one of the keys to figure out how do we, how do we get traffic off alhambra streets, first of all, we have to know where they're coming from so next.
- 00:08:03As traffic approaches the.
- 00:08:08The Stub the circled section here.
- 00:08:14Next slide on.
- 00:08:17Here we are so most of the traffic on the Stub is really common north, south on I 710 there's not too much of it headed for downtown on the tenant so next slide.
- 00:08:37so out of that 58,000 cars 22% of that of those trips 22% are have a destination within the city of alhambra they either work in a hammer, or they live in alhambra so 22% of the people are alhambra trips next slide.
- 00:09:06The largest majority are traveling North through the entire city of alhambra 38% are headed to the south pass to pasadena to to 10 up the lock and jada up to two Chen so, even though we don't have.
- 00:09:28A 710 extension there's still a bunch of people that want to go north, south through this corridor next slide.
- 00:09:40The focus of most of the work we're going to be doing tonight are those trips.
- 00:09:49That are driving all the way through alhambra to the eastern suburbs so 25% of the traffic that's on the Stub today is cutting all the way through alhambra doesn't care that alhambra is there is using alhambra streets to get two points east.
- 00:10:13Now, if you look at that 25%.

- 00:10:16 plus some of the 12% that driving through maybe more all hammer streets than they need to to get home you're looking at.
- 00:10:28 Between 15 and 20,000 trips a day that are driving on alhambra streets and we'd like to get at least 15,000 of those off alhambra streets by keeping them on the I 10 freeway.
- 00:10:49 Next slide the last element of this is 14% are on the stuff that come to and from the West so that's, then the next slide I think shows the.
- 00:11:03 hundred percent that's where all the traffic is going to and from, so this is really an important slide for all of us to understand.
- 00:11:13 Because I 10 is congested because some of our interchanges backup and take capacity away from it and that traffic chooses not to use it 10 but instead to use city streets so next slide.
- 00:11:36 So we've got a computer model yada yada big deal that looks at the whole region and looks at where traffic is going so we think we've got a really good picture of what the patterns look like next slide.
- 00:11:55 We talked last time about bicycles and pedestrians and what was the city doing about those and what we learned was in terms of a citywide bicycle plan, the city is actively seeking funding to do or study to put together a bike plan for for the entire city.
- 00:12:21 We continue to make pedestrian improvements throughout the city and what this study is doing is focusing on bikes and pads.
- 00:12:33 Through the four interchanges that we're going to be looking at, we want to make sure that we give bicycles and pedestrians, the ability to get through those those new interchange designs safely next slide.
- 00:12:55 We have a fair amount of transit in.
- 00:12:59 The City of all hammer and what we want to do is again make sure fremont Atlantic and garfield to make sure that those improvements that we do have the ability to help transit get across I can answer the north, south corridors in the city next slide.
- 00:13:25 We talked a little bit last time about how the money that was dedicated to the tunnels study how that money is going to be spent by the Court or cities, since.
- 00:13:40 metro and caltrans as have decided that there won't be an extension of 710 so the city of Los Angeles shown here on the yellow

lines are doing a number of corner studies, how do they move traffic on those corridors.

- 00:13:57And the red corners here, show the city of alhambra in the corner studies that alhambra is undertaking next line.
- 00:14:11And we have a number of grants that we're using.
- 00:14:16To improve traffic on these north, south, and on the valuable of our corridor.
- 00:14:23Next.
- 00:14:27We were asked the question how many cars are on the streets today and how many are supposed to be there in.
- 00:14:35So I know that this is a difficult slide to read, but it will be on the website so you can take a look at this and look between the two graphs and see where traffic is projected to grow and how much over that 20 year period between.
- 00:14:56and
- 00:14:58Next line.
- 00:15:01This is again kind of an interesting one, when we looked at what the signage what the regional signage on the entire length of 710 was telling motorists.
- 00:15:15It was telling them that you just keep driving on 710 North and you'll get to pasadena well, we all know that you don't get to pasadena and Joe or unless you cut through a lot of alhambra streets so.
- 00:15:35We need to work with caltrans to find out figure out how do we want to change that since 710 is not really a route to pasadena anymore.
- 00:15:48Next slide.
- 00:15:52So as renee said there's a whole list of frequently asked questions and answers, there are volumes from.
- 00:16:06The presentation from a month ago and tonight's presentation and survey results in a lot of history on this project are all on the website advancing alhambra.org So if you want to go back and refresh your memory on anything that we talked about it is all on the website.
- 00:16:29Next slide.
- 00:16:32So what we focus in on the travel volumes that are moving on our streets we really end up.
- 00:16:42Focusing in on some critical points next slide.

- 00:16:48The early testing that we've done have said fremont the fremont interchange and we between 710 and I can those two are so critical.
- 00:17:02They cause so much congestion on the I 10 freeway that they encourage people to jump off the freeway and cut through alhambra.
- 00:17:12So, looking at those two areas, looking at potentially changing the 710 Stub area from a freeway to an arterial street.
- 00:17:25and looking at how we might upgrade and reduce congestion at Atlantic and our and garfield these locations that we think are going to have the most effect.
- 00:17:38on reducing cut through traffic on alhambra streets, so the next slide just shows a location of the four areas we're focusing on as part of this study so that's kind of a summary of where we been a summary of some of the questions and answers from the last.
- 00:18:03Meeting let's go to the next slide and let's start talking about what does that mean going forward normally when when we traffic engineers try and figure out how to design a freeway and how to design an interchange.
- 00:18:22We have the choice of putting the freeway up in the air or in a depressed trench or at grey.
- 00:18:32In this case, the freeway is already there, so the freeway is at grade, and as we look at interchange improvements we have to take the local street over the top, as shown on the Left slide or we have to take the local.
- 00:18:53street under the freeway.
- 00:18:55As you see, on the right so Those are our choices and as we look at how do we, how do we improve the freeway interchanges along interstate 10 our choices to really go over or under the free way that's there so let's go to the next slide.
- 00:19:21There are actually five different basic interchange types here's the first four and i'm going to show you another one on the next slide but here.
- 00:19:34The interchange design that most of us are familiar with is down in the bottom right corner it's a diamond interchange.

- 00:19:47 And it's used, mostly in low volume situations, the ramps on the North side of the overpass and and on the South side of the overpass in this case.
- 00:19:59 are usually signal eyes and the limitations of this design are that those two signals are located, very close to each other there's a lot of left turns trying to get on or off the freeway.
- 00:20:17 So that's an interchange design that does not have a lot of capacity, it becomes congested pretty quickly, so a long time ago in the 1960s, when interstate 10 was built.
- 00:20:35 The interchange design right above that the full cloverleaf was used and that's what you'll see at Garfield and at Atlantic.
- 00:20:45 And, and that interchange design worked great at Garfield and Atlantic for a long time until traffic volumes got so high.
- 00:20:57 That those little areas between the loops ended up becoming very congested so Caltrans went to interchange design number three a partial cloverleaf.
- 00:21:13 That allowed them to take the Left turns off the city street put it to us to clover leaves and yet traffic on and off the freeway.
- 00:21:25 easier and we can actually handle higher volumes on number three, then we can on number two number one is a relatively new design called a single point urban interchange.
- 00:21:43 And if you compare one and four on this drawing you'll see that I've taken the two traffic signals.
- 00:21:54 that are on the mains on the city street and that combine them into one in the middle of that interception middle of the interchange that's the term single point.
- 00:22:06 And those, allow me to handle all of the Left turns much more efficiently, I don't get any intersection interchange lock So those are the four basic configurations the next slide shows another.
- 00:22:24 New concept called a diverging diamond and this one allows me to to move traffic around so that cars can get.
- 00:22:36 On to and off the freeway without making a left turn or a right turn that is opposed by any traffic so it's it's very efficient it moves traffic smoothly, it has really high capacity, but, as you can see one of its advantages, is that it takes up a pretty big footprint.

- 00:23:03 So those are kind of our basic choices now what happens when we try and start applying those to our alhambra locations so let's talk about the 710 and the 10 interchange first with the next slide.
- 00:23:24 let's go on one more here we are, so this is the congestion, the red lines show you the evening afternoon peak our congestion on the freeway.
- 00:23:36 And you can see, the area between fremont on the top right and 710 in the middle that eastbound direction is all red and it's really all red, for two reasons, one.
- 00:23:54 The fremont ramps actually backed up onto the freeway and take a lane away but, even more importantly than that the cars coming North on 710 that want to get on the eastbound tan.
- 00:24:11 They have to merge, excuse me, they have to leave with all of the traffic that's trying to move over to get off on prima so the next slide shows you.
- 00:24:26 up on top you'll see that X between the blue and red arrows that's called a weave those two flows of traffic have to weave into one another and then cross each other.
- 00:24:43 And that we've takes much more time than just driving a straight, so that we backs up traffic and, as you saw from where does traffic go.
- 00:24:57 Most of the traffic on the Stub is coming from from the south and 710 if that backs up all those cars on 710 that wanted to go East say.
- 00:25:11 yeah i'm not doing that i'll just keep going on the Stub and cut through alhambra so trying to solve that we've and the congestion caused by that we is really critical.
- 00:25:24 For us to get traffic through traffic off alhambra streets, so the way we do that is what's called a braided ramp next slide.
- 00:25:39 So here's the here's the flow of traffic.
- 00:25:44 In the morning i've got 1060 trips that want to get off the northbound 710 and onto the eastbound tan in the afternoon it's 1100 and 50 trips.
- 00:26:02 Those trips are opposed by the 630 are the 342 trips on 10 that want to get to fremont so right there in the middle of that section.

- 00:26:14I have 15 to almost 1800 trips trying to weave across each other that's that you can see i've got more in that lane than I have in the other three lanes on the freeway.
- 00:26:28that's where my congestion is coming from next, so I solve that by not having those cars cross each other, I solve that by braiding the Ram.
- 00:26:42I take one ramp over the top, one ramp underneath those cars can get on and off those freeways, without ever having to cross each other so that's the kind of thing we're looking at between 710 and fremont on 10, and this is what it would look like next slide.
- 00:27:07let's do one more.
- 00:27:12Here we are so right now on the top is the existing condition we have freeway lanes a shoulder a sound wall.
- 00:27:23And then, a frontage road Ramona road which is one lane in each direction and parking against the against the homes.
- 00:27:33In order to add that braided ramp we would actually add one more lane onto the freeway narrow those lanes down a bit we push this on wall over about four feet closer to the.
- 00:27:48To the homes and still allow parking and travel along Ramona road, so we don't change the right away, we do change the width of Ramona road, and we do that.
- 00:28:03So that there's still enough room for the fire department her to travel on that road and still have enough room to fight a fire in any of the any of the homes along there.
- 00:28:15So our idea is to do a braided ramp to eliminate that congestion, to allow traffic to stay on on I can longer next slide.
- 00:28:29So let's look at fremont itself, we have six ideas on how to adjust or how to improve the fremont interchange so we tried to.
- 00:28:43apply those different interchange configurations we showed you to the fremont interchange so most of our discussion tonight is going to be on that here's the existing condition fremont goes under the freeway.
- 00:29:03Has a signal at both ends at hellman and and down South where we turn to continue going south, so this is the existing condition.
- 00:29:15Next slide.

- 00:29:18 And here's what it looks like under the freeway the freeway is up on top really at grade level but underneath we have a sidewalk on both sides, we have.
- 00:29:32 Two lanes in each direction and we have a median going down the middle, which holds up the column that's holding up the freeway.
- 00:29:39 So that's what it looks like on the left in an aerial photo on the Right in a cross section of what the underpass actually looks like next slide so if we say all right let's forget the underpass let's put a new.
- 00:29:58 roadway let's straighten out fremont put it over the top and let's put in a single point urban interchange, so this is what it would look like.
- 00:30:13 The purple shading on parcels is where we would have to buy land to do this.
- 00:30:24 The Green is where we would probably change parking or change the frontage roads, we wouldn't buy any land, we would just change the operation of the street at that point.
- 00:30:37 So this configuration, you can see it's a long overpass that red line along fremont is the total length of the changes we would have to make.
- 00:30:52 On the left hand side of your drawing.
- 00:30:56 we've showed you in a range of minimum or maximum the number of parcels that we would impact this one impacts, the most of any of the six alternatives we're looking at we've showed you the cost this one cost the most of any that we're looking at.
- 00:31:17 In terms of performance being traffic engineers will use red, yellow and green this one and we'd like to be able to say, we could get it all the way to green but it's got some.
- 00:31:30 it's got some other ramifications, so it improves the situation but it doesn't bring it all the way to green if I look at the cost and the right of way.
- 00:31:42 And the fact that i'm only average performance, the cost benefit of this particular improvement is not very good it gets a pretty low score in terms of cost benefit.
- 00:31:56 So we said love the biggest impact here is the right of way the the impact on land parcels What if we tried to minimize that but still kept a single point urban interchange the next slide.

- 00:32:13 shows you what would happen if we tried to bend that to follow fremont a little more closely still very expensive still kind of.
- 00:32:26 Has a fair number of right away impacts, we avoid the school, but there are other right away impacts.
- 00:32:34 So a little better cost benefit, but but not so great, frankly, so the next slide.
- 00:32:44 says what if we did that diverging diamond over the top, and the freeway well we reduce the will reduce the right away impacts, a bit, but construction is still expensive because i'm still going over that freeway I get really good traffic performance out of this one.
- 00:33:07 So my cost benefit is kind of middle of the road.
- 00:33:12 Next slide.
- 00:33:16 If I went to a more straightforward.
- 00:33:22 Partial cloverleaf on a new over crossing I reduce the number of parcels that I have fact I still spend a fair amount of money because i'm building a new road over the top of the freeway I get pretty good at traffic conform performance and I get kind of average overall cost benefit.
- 00:33:49 Next slide.
- 00:33:51 So what if I say let's forget about going over the top let's use the existing underpass Can I make any improvements to the interchange.
- 00:34:02 By using the existing underpass and here's a situation where I can lengthen the on ramps and the off ramps so I have much less effect on the freeway operations for the.
- 00:34:21 eastbound a northbound loop ramp I can re stripe underneath the freeway so I get a lane that allows me to make that loop movement more smoothly.
- 00:34:36 And I can get on to the southbound freeway with a ramp unfortunately that new ramp.
- 00:34:45 As a an impact on a purple area there, which is residential which we don't really like to mess with so this one.
- 00:34:57 affects a lot fewer parcels has pretty good performance from a traffic standpoint it's it's pretty good in terms of construction costs because i'm using the underpass and it has a positive cost benefit ratio, the last one is a variation of this so next slide.

- 00:35:24The biggest difference here is i've eliminated that southbound to westbound on ramp that hoe resulted in a couple of apartment buildings being purchased.
- 00:35:35And instead I come southbound Journal and turn left to get onto the freeway so in this case it's the least amount of land.
- 00:35:46That I have fact it's the least construction costs still pretty good traffic performance and the best of the cost benefit ratios, so the the last slide here before we break up a little bit.
- 00:36:06here's the here's the summary of all six of those slides.
- 00:36:14You can see that as we go from A to F and i'm sorry that f&e should be reversed here, it should be a B, C D E and F, we continue to minimize the number of parcels that are impacted we continue to minimize the costs and our traffic performance improves.
- 00:36:43And our cost benefit ratio improves as we go from a through F.
- 00:36:51So the last slide I have before we break for questions.
- 00:36:57As we looked at this and looked at the evaluation, our goal is and we we talked about this last time, our goal is to get down to two or three alternatives that look like they make sense to keep studying so when we look at this, we think the four alternatives that perform the best.
- 00:37:26Are alternatives C or D, if we want to do an overhead choice and he or F, if we want to use the existing underpass so we're going to ask you, in a few minutes what your thoughts are what your choices are out of those six but before we do that we want to spend.
- 00:37:57A half hour so doing, questions and and going back and seeing if we can clarify anything for you.
- 00:38:08we've got a bunch of people that have.
- 00:38:12emailed in questions and a bunch of people with their hands raised so i'm going to turn it over to renee who's gonna master of ceremonies this part and then we'll come back in and get some more of your input renee right.



Renee Schillaci

00:38:30 Thank you, Pat Okay, so, as I said, we're going to open it up for questions and comments first, if you would like to write a question, please use the Q amp a.

- 00:38:42 feature at the bottom of your zoom screen just go ahead and click on the Q amp a button and you could submit your written comment that way.
- 00:38:50 If you would prefer to have a verbal comment, please raise your hand button.
- 00:38:55 At the bottom of your zoom screen when it's your turn to speak, we will call your name in turn your microphone on you'll be muted until we turn it on that way allows everyone a chance to speak, you will then be, as I said.
- 00:39:09 I needed, and you will be able to speak each speaker will be given two minutes and we'll have a clock running on the screen to help us keep track of time.
- 00:39:18 And in the event that you go or please partners in advance, we will have to let you kindly know that your time is exhausted, also for folks who are calling in this evening.
- 00:39:30 You need to press star nine to raise your hand when it's your turn to speak, you will read out loud, the last four digits of your phone number, so we will read your last four digits of your phone number, and we will unmute you.
- 00:39:46 I actually excuse me, you will unmute yourself so let's back up will read your four digits of your phone number, and when you hear your number's called you will go ahead and you're on mute yourself by dialing star six and then you'll be able to speak.
- 00:40:05 and also for any callers or folks that we miss pronounce your name I apologize, in advance, and please let us know the correct pronunciation of your name so let's get started.
- 00:40:18 We have some couple hands we're going to start with the first caller Edwin son.
- 00:40:27 Please take off his new button.



Edwin Sun

00:40:31hi can you hear me.



Renee Schillaci

00:40:32Yes, can you hear us.



Edwin Sun

00:40:33Yes, I am very disappointed in the lack of imagination, that we just witnessed, let me summarize what we have seen.

- 00:40:40you'd like the San Gabriel valley community to give you more space in our communities that was dedicated to homes and businesses.
- 00:40:47For diverting diamond on and off rounds you want more space to widen the I 10 you want more money for a bridge to break the interchange and reduce lane weeding.
- 00:40:56Oh, you mentioned that the reason for pursuing these improvements is because of congestion on the I 10.
- 00:41:03What I have not seen is you guys asking the question of whether or not inducing mode change would be a better way to mitigate traffic along the high 10.
- 00:41:14Then continuing this path of doing auto centric infrastructure it's just very disappointing it really just locks imagination, it is so.
- 00:41:24Forgive me, but such an indictment of the traffic engineering profession that you guys continually focus on these types of solutions that are not the the.
- 00:41:36fix for traffic in Los Angeles, and the San Gabriel Valley, is not an engineering solution, it is a political solution.
- 00:41:44The only thing that can fix traffic is us deciding to make some mode change change mode changes and get people out of their cars, you are frankly just not going to be able to do this.
- 00:41:57And I think it's very revealing that your slides instead of using quantifiable metrics for telling us what the estimated.

- 00:42:05 Traffic impact of each improvement would be in terms of vehicle throughput on the I 10 or what vehicle speeds would be up during rush hour.
- 00:42:13 You instead tell us that this one's read this one's yellow this one's green.
- 00:42:18 So you are not giving us Community members any type of objective measurements for us to be able to gauge your performance, which I just expect will be very poor, so I am very disappointed, I hope that you will change drastically what you are proposing.



Renee Schillaci

00:42:35 Thank you for your comments Edwin our next color J show Jay can you hear us.



Jeshow Yang

00:42:44 Okay, hear me.



Renee Schillaci

00:42:45 Yes, thank you for attending again I remember you from our last meeting.



Jeshow Yang

00:42:51 Absolutely i'm here to provide input for more multimodal green space on personally biker I frequently take the US our suffering to the heart so nice.

- 00:43:02Honestly, I mean for me as a resident I don't really see those resources invested into allow for more bicyclists spiders and partygoers.
- 00:43:11really just see like a lot of resources invested in moving cars for it looks like the conversation is only about moving cars on the ferry rounds and from my understanding of.
- 00:43:24The project is supposed to be like a holistic view of in transit, but like I said before, I just looks like all the conversation is just the.
- 00:43:32Justification on cars and I love to have more resources and timing put on to multimodal transit I mean I would love to see if we can reimagine our Hombre where the city's mobile for parents and students, especially the ones that.
- 00:43:45are bound fremont elementary walking to school still have to fear that speeding vehicle crashes, from whom lot parents have expressed those concerns to me.
- 00:43:55To see you know Hombre where we can like walk through some of our local restaurants grocery stores or two and there's a little X or X nice purse.
- 00:44:06But I can wait like 1015 minutes got the POs and then mash get to dance.
- 00:44:12I mean I, I will be interested in being able to at some point for going my vehicle to go to work to grocery shop or even go to the park.
- 00:44:21I just don't really see that reliable infrastructure that allow me to do, I mean it could be a boy I could avoid contributing your traffic on the freeway or double streets.
- 00:44:30or means to other transportation methods, I feel like i'm not the only one who feels that way 80% of millennials so that access to transportation is very important to them on the new next.
- 00:44:44day or so that's similar funding, much of the generation wants to walk by for bus and we just provide that opportunity for them, so I love to have more of a conversation around those topics as well.



Renee Schillaci

00:45:05 Okay we're going to take a couple of questions that have been submitted in writing pat and Bob i'm going to take two questions here, and you guys feel free to answer them.

- 00:45:18 The first question would these interchange improvements be funded with measure our highway funds and the second question goes to the color Edwin point earlier has the engineering team explored inducing will change.
- 00:45:36 Will choice change rather than auto centric infrastructure for mitigation mitigating traffic.



Patrick Gibson

00:45:45 So Bob, let me start, and then you can take the funding question.

- 00:45:52 We talked about this a little bit at the at the first meeting.
- 00:45:58 You have to understand the different functions of the plans that we're trying to look at we're our goal, our task was to look at improving these four locations.
- 00:46:16 I don't think there's anybody that would argue or anybody, that would not like to see a mode shift I don't think there's anybody that wouldn't like to see bicycle planning on a city wide basis.
- 00:46:32 The transit planning that needs to be done to encourage mode shift is really done at a regional basis, not even at a city wide basis, so the goals that we're all talking about to get people out of our cars and into a different mode Those are all laudable goals.
- 00:46:56 But what we're trying to do is give ourselves a chance to make those choices make those improvements.
- 00:47:04 by getting some of these cut through traffic off our streets, when you say we'd like our kids to be able to walk to school.
- 00:47:14 Well i'm not letting my kid walk to school until after those cars are off my streets, so I we don't disagree with anything we've heard in those first two or three comments.
- 00:47:29 we're just saying.

- 00:47:32 There are steps that we have to take along the way to get us there.
- 00:47:37 Bob.



Robert Blume

00:47:39 To to answer the question on the measure our funding on the city was able to secure funds when the tunnel was abandoned.

- 00:47:47 By metro and caltrans recently and now those funds are being applied in the city was able to secure those to start making some of these programs to help out of the residents of our island.



Renee Schillaci

00:48:00 Okay we're going to take two more written questions and then we'll go back to the live.

- 00:48:05 folks that called in, so the next two questions are how accurate are project traffic traffic volumes i've heard that traffic projections tend not to be very accurate and the second question to that is where our pedestrian fluence being constantly implemented.
- 00:48:26 In half.



Patrick Gibson

00:48:28 So, in terms of traffic projections and traffic models.

- 00:48:36 A lot of well all of our existing traffic levels are actually based on counts of vehicles moving it along a particular street So those are not estimates, those are actual traffic flows and what we've done is take.
- 00:48:59 Years of history, looking at land use changes and looking at.

- 00:49:06 traffic flow changes and we use that history to help us build a model to predict what's going to happen in the future.
- 00:49:17 Are they perfect no but i'm not trying to use those to figure out how many seconds, the green light is on i'm using those to try and figure out what the patterns are and what the.
- 00:49:33 What the traffic flow is going to look like, so it doesn't have to be.
- 00:49:39 Precise to the fourth decimal point they are, they are certainly close enough to help us figure out where our traffic is moving and what the what the ramifications are of some of those changes.
- 00:49:54 To the extent I can get 10% 20% 30% of those cars off the street, by getting people into bikes or buses or light rail that would be great and we're also trying to factor that into our into our models.
- 00:50:15 renee what was the second.



Renee Schillaci

00:50:17 Part Okay, and then the second question.

- 00:50:20 was where are pedestrian improvements be constantly implemented.



Patrick Gibson

00:50:29 Well, I think, Martin might be able to help me with that one where we're The city is always looking at improving sidewalks and fixing.

- 00:50:40 sidewalks and handicap ramps and looking at places where trees are picking up your sidewalks, so I think, from a city standpoint, maintaining and improving the sidewalks system is a continuously ongoing operation.



Renee Schillaci

00:51:03 Okay we're gonna take a call now the next caller is se de Stefano sal can you hear us.



Sal Di Stefano

00:51:14 Yes, I can, can you hear me I.



Renee Schillaci

00:51:16 sure can.



Sal Di Stefano

00:51:17 yeah so I just want to reiterate some of the comments that were made previously, and just use a intuitive common sense thing if you.

- 00:51:28 Make interchanges a higher capacity, more efficient all that's going to do is put more traffic on the streets, I mean you know why, would you.
- 00:51:37 want to get off at Valley, for example, if you could go to Atlantic and go through alhambra streets at Atlantic.
- 00:51:45 So i'm not convinced that making higher efficiency higher capacity interchanges is going to help the cars that are going through all him right now.
- 00:51:56 And again you're only trying to mitigate I gave you said 25% because you know, the people are going to pass the veena nor saw that was whatever the number was they're still going to have to go.

- 00:52:08north, south on fremont or whatever closest to their to their destination, so that 25% that your model is predicting is what you're trying to mitigate.
- 00:52:19And so i'm not real comfortable with that the other thing is that we keep saying well let's make these big changes now, when will do most changes, you know.
- 00:52:2720 years later, or something like that we know that's not going to happen if at all, we will make the bigger more efficient interchanges and that'll, be it.
- 00:52:37yeah i'm finished for now.



Renee Schillaci

00:52:40Thank you so.

- 00:52:42Our next speaker is Melissa Nicholson.



Meliss Michelson

00:52:47hi hi i'm in alhambra resident, you can hear me right.



Renee Schillaci

00:52:51yeah we can hear you.



Meliss Michelson

00:52:52Great so I was just taking notes, as other people were talking i'm not prepared at all to vote on one of these six options, because they don't seem like real options to me these seem like false options.

- 00:53:07If the weave is a problem, why can't you just fix that I don't know why we have to go through everything because it might experience on the North side of the 10 freeway never extreme.
- 00:53:24And I am one of those people that exits I need to get to fremont but I go to the 710 instead, and then I end up getting stuck in valley traffic.
- 00:53:37So if the weave is that problem than just fix that.
- 00:53:42i've asked for data at the other.
- 00:53:45At the other meeting a couple weeks ago and here we're just getting again pretty colors green and red and.
- 00:53:53The pictures that you show don't have any don't tell us when those times are that commuting time.
- 00:53:58feels like you're creating a problem or you're presenting some kind of problem to satisfy the need for you guys to spend money, a big pot of money, I think if gibson.
- 00:54:09Traffic engineers aren't prepared to or specialized in making in this multi mode change options and presenting those to us them the city should get more bids there's more than one way to skin a cat.
- 00:54:22i'm also concerned about the 710 Stub that needs to be looked at all, together with the free month and it just seemed like you focused on the fremont.
- 00:54:30Exchange finally angry I don't see any pedestrian improvements in alhambra I think that needs to be qualified with data.
- 00:54:37as well that comment and yeah if you're planning to factor bikes into this modes and these changes, please show us that in your data I don't see that anywhere either Thank you.



Renee Schillaci

00:54:51Thank you, Melissa next question we received was how safe are diverting diamonds for pedestrians and bicyclists.



Patrick Gibson

00:55:04I think I can address that that.

- 00:55:07The diverging diamond interchange actually has two traffic signals at it, so all all the pedestrian flows.
- 00:55:18are protected by a by a walk don't walk signal all are protected by a crosswalk so the diverging diamond.
- 00:55:29is actually a very friendly and safe design for pedestrians.



Renee Schillaci

00:55:41Our next written question.

- 00:55:45let's see here hold on one second.
- 00:55:49I the traffic modes for the fremont Rana, taking into account the 60% of the 710 Stub.



Patrick Gibson

00:56:03i'm not sure I understand the question, but the volumes that we're using.

- 00:56:11Getting on and off the fremont interchange assume all of the traffic flow along 710 and assume all of the flow along I 10 so.
- 00:56:25I don't know what the 60% refers to, but.
- 00:56:30All of the traffic that we're looking at kind of flowing through the whole system is being considered.



Renee Schillaci

00:56:41How long would it take to complete the project.



Patrick Gibson

00:56:49Bob.



Robert Blume

00:56:50yeah so as pat is talked about the next step of this is after we get your input, as we start talking to caltrans about these potential solutions.

- 00:57:00and start working with them to get their input, they have quite a rigorous process that we need to get through, I think most of you witness that, as you watch the the studies that have been completed, over the years.
- 00:57:14So after we get through this initial.
- 00:57:18narrowing down of alternatives, we move into the environmental process, and then the final design and construction, so it could be, as early as six years out for construction.



Renee Schillaci

00:57:32we'll take a live color.

- 00:57:36Henry.
- 00:57:38Henry.
- 00:57:47yeah asked me.



Henry Aviles

00:57:48hear me.



Renee Schillaci

00:57:49yeah yeah we got you.



Henry Aviles

00:57:51You know I got the the concept of the the the fremont.

- 00:57:59exits but you know you lost me on on the the whole we've in this at at the 710 Stub you know I I, I understand that concept of the cars are crossing each other.
- 00:58:14But what type of bridging are you going to do there I didn't get it, you know you went too fast, I think we need to meet lot in person.
- 00:58:25At some point, and then you know you can put up the screen and if somebody has a question, you know they can raise their hand and ask you to explain it a little bit more in depth.
- 00:58:39Because this is, I i'm not getting it.
- 00:58:45And I want to get it.
- 00:58:48But I just am not getting it.



Patrick Gibson

00:58:51yeah I agree, I think we'd all like to be live we all like to be talking to each other and showing your drawings.

- 00:59:00were limited to this, not for now, but hopefully by the fall, we can get in a big room and look at drawings and pointed the wall and do lots of things like we used to do so, I feel, your pain.



Henry Aviles

00:59:15So, Mr gibson can you get Okay, so can we like I actually we can go back and look at it right, I mean you know, on.

- 00:59:26On the on your on advancing alhambra.org right.

- 00:59:31 Yes, and then Okay, and then can we submit a question do that platform.



Patrick Gibson

00:59:37 Another shakin yeah.



Henry Aviles

00:59:39 Okay, because I I i'm not getting it.

- 00:59:42 And I want to get it.



Patrick Gibson

00:59:45 All right, well take a look at it submitted question and well we'll figure out how to work through so you so you understand what we're what we're talking about.



Renee Schillaci

00:59:58 And Henry as as pat mentioned we're going to be having more public meeting so hopefully we'll be alive and we'll have an opportunity to to meet in person and and answer questions and go through this more thoroughly and and the website has a lot of information.

- 01:00:14 Advancing alhambra work on, thank you for calling in our next caller is Connie Hello.



Connie Ho

01:00:26 Good evening everybody, I was at the first meeting and I have to say that I am so frustrated that we're just being shown the same apples green apples red apples yellow apples these.

- 01:00:42 interchanges are not going to solve our traffic problems and I want to know how the you know once in a lifetime amount of money coming from.
- 01:00:55 The 710 project is going to be wisely spent for the next hundred years because.
- 01:01:02 It really seems like this is out of date information, it seems like urban planning, one on one will tell you that if you build.
- 01:01:11 better roads faster roads, then the cars will just move better and faster is your traffic study, accounting for multimodal transit and what where are we.
- 01:01:24 going to put the new bus lines existing bus lines, how are we going to improve the road so that cyclists and pedestrians are actually safe.
- 01:01:34 I need to hear this information and i'm incredibly frustrated that you're wasting our time with us again, with all due respect, Pat, Mr gibson.
- 01:01:42 I think that changing the interchanges will not make our city better our cars will just duplicate and it's frustrating I.
- 01:01:56 I see you drawing plans to tear up my neighborhood I live off the fremont Stub the 710 Stub I live near the ramp you are moving the walls you're asking people to.
- 01:02:10 pick up and move, just so we can build a road that goes faster that hurts our elders hurts the children, and you know pushes more cars, through a school I I just I don't want to hear any more about these interchanges we need multimodal transit Thank you.



Renee Schillaci

01:02:40 Can we extend the.

- 01:02:44 To mission or Huntington with an overpass.



Patrick Gibson

01:02:50So this has been a a popular question we have looked at it.

- 01:02:58there's no appetite at all to extend the roadway nor to Huntington.
- 01:03:09there's just too much private property land use in the way.
- 01:03:16caltrans is already committed that they would not do that extension.
- 01:03:22We did look at extending it to mission and what happens is we push all of that traffic that 58,000 cars instead of 85% of it going on the valley 85% of it goes up and goes on to mission and people have said, well yeah but that that really improves the intersection of.
- 01:03:52fremont and valley yeah it does, but it transfers that to the intersection of mission.
- 01:04:03and free month, so we haven't really accomplished anything with that and mission itself doesn't have the capacity or the intent of wanting to serve that amount of through traffic, so we really didn't get.
- 01:04:25The kind of improvement by doing the mission extension that people had hoped for.



Renee Schillaci

01:04:37OK, the next written question we received, is there a way to fix the leaf problem but also use the existing ramp configuration.



Patrick Gibson

01:04:50Bob you did most of the work on the we've what I think the answer is no, but go ahead.



Robert Blume

01:04:57 Well yeah I mean anything's possible but we're seeing that you know with the fremont ramps and that stop sign and some of the limited.

- 01:05:06 Operational opportunities at fremont that if you fix the we've that's part of the solution.
- 01:05:14 But it is still going to back up on the freeway and it's not going to help that relief for the traffic trying to get off fremont often on the short run outs are.
- 01:05:23 really a problem up wise and we're just trying to help improve that with the braided rap and that starts to be.
- 01:05:31 The things that start to pull some of the traffic off of the seven times stop that's the goal that we're trying to do with that, so we can look at that, but I think we're going to find a resistance with caltrans when we start looking at not improving those very deficient friends.



Renee Schillaci

01:05:50 Thank you, our next written question has the design team considered eliminating and offering at some locations and just making in on ramp.

- 01:06:01 To reduce cut through traffic and eliminate a difficult dangerous we've This could be done at a fraction of the cost of the alternatives proposed and would make it harder for the 75% of traffic that is cutting through town to do so.



Patrick Gibson

01:06:28 caltrans has a has a philosophical problem with.

- 01:06:35 An on ramp and not having an off ramp or an off ramp and not having an on ramp.

- 01:06:42 They like to keep their on and off balance so that people can figure out how to use the roadway system and freeway system, I think, in very unique situations we might be able to look at something like that, so if you have an idea of how what ramp make some sense to eliminate.
- 01:07:07 Let us know, and we can take a look at it.



Renee Schillaci

01:07:14 Our next written comment, I found that this presentation is very technical i'm really worried that folks who are not within the transportation within transportation, will be able to follow.



Patrick Gibson

01:07:31 Well we've tried to make it as on technical as possible and we've been criticized for.

- 01:07:38 Not using numbers and calculations so we're trying to find that happy balance that lets people understand what we're talking about, but still give you enough information to know why we why we came up with the conclusions we did so.
- 01:07:57 we'll we'll keep trying.



Renee Schillaci

01:08:01 Okay next question, this is a long question so i'll read it slowly.

- 01:08:10 We got a detailed account of the number of cars being affected by the 710 and 10 freeway interchange, however, when you went into talking about the free man interchange there was absolutely no mention of the number of cars.

- 01:08:25 That drive through the interchange, what are the numbers for traffic in the area, I would like to know how many cars go to the 10 freeway using the on ramp and how many cars that use the intersection to go North on fremont.
- 01:08:42 Why aren't these numbers included.
- 01:08:46 The people wouldn't have been happy to go back and peace out.



Patrick Gibson

01:08:51 No, I I think what we're.

- 01:08:55 What we're trying to do with this presentation is give you concepts and not bother you with a bunch of capacity calculations that don't mean much to to most people anyway so.
- 01:09:12 I mean we're happy to show you the volume's on each of these ramps we can put it on the website and let you look at it and study it but.
- 01:09:26 there's six different alternatives here if I showed you morning and afternoon volume is for six alternatives for eight ramps and each alternative it's it's a lot of numbers.
- 01:09:40 And what we're trying to look at now is concepts and what makes sense and the thing that.
- 01:09:49 affects us most is physically how big how much room how much land do some of these alternatives take up and frankly that's enough in in most in many cases to just say yeah well that alternative doesn't make any sense so rather than study it.
- 01:10:17 to death, we can look at it and say boy that that alternative that goes over the top and does this and does that it just is is too impactful let's not consider that one anymore so.
- 01:10:35 Again, as we refine these alternatives as we narrow it down then we'll get into the numbers and the kinds of details that.
- 01:10:48 that some of you are asking for, but right now there's too many concepts too many alternatives to worry about the number of left turns at a particular ramp in the year 2014.



Renee Schillaci

01:11:05Okay, thank you, Pat our next written question what studies are you referencing that show diversion diamonds are actually say every study i've seen shows a day are fatal to pedestrians and cyclists.



Patrick Gibson

01:11:23Well, I don't know that I read that that study that.

- 01:11:29The numbers that i've seen and we'll try and find some references for you suggest that the traffic signal control at those are a positive safety and.
- 01:11:44tool for resident appropriate so.



Renee Schillaci

01:11:49Our next rate and comment question the survey asked which interchange is most in need of improvement, I think this depends on which improves the whole system, the most, I suspect, improving fremont will help garfield is their data to confirm or deny that.



Patrick Gibson

01:12:11yeah we're trying to look at all four of these locations and as we tried to indicate tonight fremont.

- 01:12:22And we that occurs leading up to fremont Those are the two most critical pieces of a congestion, the cause of congestion, if I solve those to.

- 01:12:37The, then I am able to make both Atlantic and.
- 01:12:44garfield work a little better, but we're also looking at how those might be improved so all four of them are working together as a system.
- 01:12:57And I don't think there's any one location, that we can fix that one location and then say Oh well, all of the rest of them will take care of themselves.
- 01:13:07So we are looking at that whole corridor or all four of those locations to try and figure out which set of improvements work best together.



Renee Schillaci

01:13:22Thank you Okay, we have a handout from ap Medina.



AP Medina

01:13:33hi everybody i'm a first you know, I would like to just us straight out say I don't like any of the other proposals i've been a resident of alhambra.

- 01:13:46i've been a resident warhammer for a little bit over 20 years I didn't y'all have a park neighborhood every park neighborhood and now i'm i'm in the we're not a park neighborhood.
- 01:13:57i'm very concerned that these interchange improvements are going to affect you know free my elementary school it's going to bring more speeding traffic to the intersection of fremont and hellman.
- 01:14:09I noticed in the slides that it also creates dead ends, for many of the residential streets I feel like it's going to negatively impact the circulation in our neighborhood here in Granada park.
- 01:14:21I also saw that you guys are proposing to widen freeways.

- 01:14:27Honestly, I don't support any more air pollution than we already receive here, where I live, I mean I can't even open my window because there's lots of grit that comes in i'm constantly clean.
- 01:14:41There was also some proposals about constructing an overhead bridge, and so I feel like i'm already burdened by.
- 01:14:49The noise that we hear from from you know from cars, like their mufflers motorcycles music blaring any any proposal to build a bridge.
- 01:15:02I do not support, and that would also bring more air pollution to to my home, so I was part of the first meeting I had some I still have the same questions, I still don't understand why we as a city have a hamburger, why are we paying for improvements to a caltrans facility.
- 01:15:22Like I mentioned in the first meeting these these proposals they're not going to make any difference to the congestion that already exists on fremont mission.
- 01:15:31So I guess what, in conclusion, what i'm hearing from my neighbors is we're not supportive of these proposals, thank you.



Renee Schillaci

01:15:47Okay, and with that we are going to before we wrap up tonight we.

- 01:15:55want to get your opinion about the six interchange design options that pat had laid out this evening and we're going to put up a quick poll.
- 01:16:05and get your input in this will be very helpful for the city and also for caltrans to determine which of these concepts makes sense and keep working on in which.
- 01:16:18We should not, you know which, which would be the most important for residents and which we should not further any more research sources studying.
- 01:16:27or run through these six concepts again refresh your memory, because you've heard a lot of information before you tonight and then we'll get your opinion, one way, one is we go.
- 01:17:21I don't see the slides, could you could you pull those up.



Patrick Gibson

01:17:45The next slide.



Renee Schillaci

01:18:02seems we might be having a little technical difficulty.



Unknown Speaker

01:18:06let's see here.



Patrick Gibson

01:18:16There we go.



Renee Schillaci

01:18:37done it slide 46 fan.



Patrick Gibson

01:18:40there's no word.



Unknown Speaker

01:18:41Okay.



Patrick Gibson

01:18:43yeah This is fine okay so.

- 01:18:49we're we're looking here at the single point urban interchange the one that goes up in the air and through the school, so this is the one that had the greatest.
- 01:19:01impact and the least cost benefit ratio.
- 01:19:07So, unfortunately, the poll question is right on top of the interchange design.
- 01:19:14So maybe we can look at the next one before we put the poll question up.



Renee Schillaci

01:19:30So you again.



Patrick Gibson

01:19:36Alright, so not so much support for the first one now the second one, and then do we.

- 01:19:47Can we move the polling box to the side or This is where it is.
- 01:19:56Alright, so this is this ui that.
- 01:20:00goes along the roadway itself doesn't have so much impact on land uses, but still.
- 01:20:10is an expensive alternative.



Renee Schillaci

01:20:25If you're viewing this at home, maybe try moving the polling box mind just moved by dragging it to the side with your your arrow.

- 01:20:36It worked for me.



Patrick Gibson

01:20:51alright.

- 01:20:53ladders see which was.
- 01:20:59Diverging diamond.
- 01:21:07So.
- 01:21:15Oh, there you go, so if you are looking at a screen.
- 01:21:20You can put your cursor on the Paul and move the Paul right over rene's head.
- 01:21:30And then you can see, the alternative we're looking at, so this is a diverging diamond that goes over the freeway.



Robert Blume

01:21:42to advance the slide.



Patrick Gibson

01:21:47Well yeah.

- 01:21:53Then, can we go to the next slide number 39, then, can we advance the slide.



City of Alhambra

01:22:17you're not seeing 39.



Patrick Gibson

01:22:19Know 30 at.

- 01:22:24least I am.



Renee Schillaci

01:22:26I see 30.



Patrick Gibson

01:22:58There we are.



Renee Schillaci

01:22:59Here we go.



Patrick Gibson

01:23:02Alright, so this is the diverging diamond over the top of the freeway.

- 01:23:09think most of you have voted.
- 01:23:13there's still some more.
- 01:23:29Okay let's go to slide number 40.
- 01:23:37All right, this is the partial cloverleaf.

- 01:23:43We should be in there, we go poll number four, this is the partial cloverleaf.
- 01:23:50doesn't affect the school, but it still is.
- 01:23:55over the top of the over the freeway, so this is a new overpass.
- 01:24:39All right, let's go to 41.
- 01:24:58So 41 is the using the underground existing underground.
- 01:25:07Changing the ramps and putting a new ramp cell phone onto the freeway.
- 01:25:58Okay, and then we'll go to the last one.
- 01:26:15Okay, this is the same word sort of the same but we've eliminated a ramp that affected the residential So this is the least expensive and the least impactful in terms of.
- 01:26:32right away or parcels.
- 01:27:10Okay, I think we have our votes.
- 01:27:14So renee you want to wrap it up.



Renee Schillaci

01:27:17Sure happy to do that.

- 01:27:25Okay.
- 01:27:26**Well, first of all, I just want to thank everyone for their time this evening and joining us and providing comments and asking questions, and if you didn't get a chance to speak, or you wanted more information.**
- 01:27:39You can always email our team at info at Al advancing alhambra or info at advancing alhambra.org.
- 01:27:51Or you could go to the website at advancing alhambra.org and you can push the tab get connected and there you can submit any questions or comments and we're happy to get back to you.
- 01:28:04and appreciate your effort all your time tonight and your effort in participating in this will see you in the fall and we hope that you have a good and safe and healthy summer, thank you very much goodnight.

