

## **Renee Schillaci**

00:00:01 I want to welcome everyone for joining us, my name is renee schillaci and I will be your moderator this evening, this is the first of many meetings for advancing alhambra, which is the city of alhambra's plan to reduce.

- 00:00:18 cut through traffic by focusing on key intersections and we are so pleased to be joined by so many of you this evening the communities participation in this process is critical.
- 00:00:30 Before we get started i'd like to go over a few housekeeping items, the meeting is being recorded this evening.
- 00:00:38 And it will be posted later on our project website, which is advancing alhambra or one word advancing alhambra or Spanish Chinese Vietnamese transcripts will be posted there as well.
- 00:00:55 After tonight's presentation by the city's engineering team, we will be taking verbal and written columns your input is so very critical in this process and we look forward to hearing from each of you.
- 00:01:08 Now for this evening, if you'd like to write in a question, please use the Q amp a feature at the bottom of your zoom screen just go ahead and click on the Q amp a button and you can submit your comment that way.
- 00:01:22 For those who would like to speak verbally, please raise your virtual hand button at the bottom of your zoom screen.
- 00:01:30 When it's your turn to speak, we will call on you, and will call out your name and turn on your microphone you will then need to unmute yourself on your end.
- 00:01:40 Each speaker will be given two minutes and we'll have a clock up on the screen to help track time.
- 00:01:46 In the event that you go over please pardon us in advance for letting you know that your time is exhausted, we have a lot of people here tonight we want to make sure we get a chance to hear from everyone.
- 00:01:59 For color speaking in please dial star nine raise your hand when it's your turn to speak will read out loud, the last four numbers of your phone number.

- 00:02:11 When your numbers announce go ahead and unmute yourself by dialing star six and don't worry there's a lot of information and we're going to be going over this again and I will review it before we start speaking with the public.
- 00:02:27 And also i'd like to apologize in advance to anyone's name that we may miss pronounce this evening, please correct us, we want to know who you are and meet you.
- 00:02:38 And now, from the city i'd like to introduce Martin Ray director of utilities department and Lucy Garcia assistant city manager, who will be saying a few words Lucy.



**Lucy Garcia, ACM City of Alhambra**

00:02:55 Thank you renee and Thank you everyone, welcome to the city of alhambra advancing alhambra, which is the city's.

- 00:03:03 710 mobility improvement project program on behalf of the city of La habra we wish to, we want to thank you, strictly for your interest and for your feedback, both today and in the future, as we go through these important traffic relief efforts.
- 00:03:21 As the assistant city manager i'm joined today by Marty rave public works and utilities director for the city of alhambra we represent, or are your city liaison to the 710 ability improvement projects.
- 00:03:36 In the event, you have questions, please don't hesitate to contact us here at City Hall.
- 00:03:42 As part of the cities and efforts to develop appropriate concepts and projects earlier this year, the city engaged the traffic engineering services Kimberly warm.
- 00:03:53 born and give some transportation together these engineers provide expert support to the city towards the development of these important Community projects.
- 00:04:07 And of course you've met renee renee is also our Community partner but her focus is a comprehensive outreach to the alhambra community.

- 00:04:16 We want to make sure that all of our residents and all of our stakeholders have an opportunity to participate in our process Thank you again for joining us this evening at this point, I will turn it back to you renee Thank you.



### **Renee Schillaci**

00:04:30 Great Thank you Lucy and now introduce the engineering team Robert bloom is with Kimberly Horn and pat gibson is with gifts and transportation following their presentation this evening we'll open it up to questions and comments backpack let's begin.



### **Patrick Gibson**

00:04:49 Thank you let's try the next slide.

- 00:05:01 Okay, I think renee has already gone over this so let's go the next one.
- 00:05:07 So let's do a quick overview of what we're going to try and accomplish tonight.
- 00:05:13 We want to make sure we're all on the same page in terms of the status of the 710 extension and the 710 tunnel.
- 00:05:23 So let's talk about that, where are we now and what kind of choices, do we have given the current status of the of the tunnel so really the purpose of tonight's meeting is to.
- 00:05:43 identify your experience with.
- 00:05:48 traffic and the roadways in the southeastern Southwestern portion of the city of alhambra so we're going to tell you what we think some of the issues are and you're going to tell us if we're correct or good you're going to tell us what we've missed next slide.
- 00:06:12 So.
- 00:06:14 Here we are the the status of connecting the 710 the tunnel connection.

- 00:06:23The tunnel study that's been looked at connecting I 10 and 210 is no more there is not going to be a tunnel built between 710 to 10 caltrans.
- 00:06:40And metro will no longer support not only a tunnel i'll no longer support any freeway connection between 210 and 10 via 710 corridor, so what caltrans in metro told the communities along that corridor or is that those court our cities will have to develop.
- 00:07:09**Excuse me their own transportation solutions.**
- 00:07:13and
- 00:07:14They allocated some money.
- 00:07:18To the cities to help them start planning and even implementing whatever solutions they could come up with, given the fact that they were not going to have the 710.
- 00:07:32Next line so as you can imagine that means there's a lot of planning going on right now, so the roadways in yellow are the corridors that the city of Los Angeles, is looking at how do they.
- 00:07:52reconfigure those corridors do they have more cars on those corridors do they put more bicycles and pedestrians So those are the Court or studies that the city of Los Angeles, is doing.
- 00:08:08The red lines show the corridors that the city of alhambra is studying and those are the ones who are going to focus on tonight next line.
- 00:08:21If we look closer alhambra here are the core doors that we're looking at her and the for.
- 00:08:33Improvements you see along the Stub.
- 00:08:37On the left hand side fremont Atlantic and garfield those are the corridors and the interchanges we're going to talk about primarily tonight.
- 00:08:50But there are also studies going along north of valley and all the way along valleys, so the next slide will show us a list of him improvements.
- 00:09:03That we're gonna that we're already working on through the city garfield fremont Atlantic and valley all of those corridors are being reviewed and.
- 00:09:18Improved in terms of traffic signal synchronization and traffic signal equipment upgrades and and fremont from Valley, all the way to

mission is the subject of a of an improvement program that's being studied right now next slide.

- 00:09:41So in this particular study we're really focusing on the area along I 10.
- 00:09:50and South of fremont i'm sorry South the valley.
- 00:09:55So where we are in the study is looking at existing operational problems so we're right at the beginning of this study.
- 00:10:04Next we're going to focus on developing and studying alternatives for the Stub for Atlantic garfield and the fremont interchanges and we're going to bring those ideas.
- 00:10:24And the and the performance of those ideas back to you over the next few months to work through which ones, make the most sense, which ones, do the best.
- 00:10:38at improving transportation, which ones, have the least impact on her right away or land purchases so together we can selected a.
- 00:10:51list of finalists for those improvement areas which will allow us to do an environmental analysis and go through the caltrans approval process.
- 00:11:03To get us to design and construction Now I would like to tell you that we're all going to be driving on improved roadways by September but that's not going to happen so realistically, this is a multi year program and we're at the beginning of that Program.
- 00:11:26Next line.
- 00:11:28we've done some work we've been working on this for a few months now, and what our early testing has shown is that the highest priority for alhambra residents and businesses.
- 00:11:47is really to look at how do we improve the fremont interchange and how do we deal with the weave of traffic between I 10 and 710 and i'll i'll tell you more about that in a moment.
- 00:12:06we've looked at the possibility of turning the 710 area between I tan and Valley.
- 00:12:16Changing that from its current six lane freeway status to maybe a four lane arterial city street.
- 00:12:27And then we're also looking at upgrades to our to Atlantic and garfield So this is the program we want to talk about with you tonight next slide.

- 00:12:42 So what we've done is we've looked at not only just Alhambra but what's happening in the whole San Gabriel Valley.
- 00:12:54 And this graphic is from our fancy computer model that projects traffic forward to the year 2040 and.
- 00:13:09 It compares where the traffic is going and how much traffic is on each of these streets it compares the alternate that does nothing just continues, what we have compared that to the to the improvements that we just talked about.
- 00:13:31 Changing the Stub to an arterial.
- 00:13:35 and improving the the interchanges at Fremont Atlantic and Garfield and in this graphic if you see a blue line that represents a reduction in traffic.
- 00:13:52 as compared to the future do nothing alternative if you see a orange line that means traffic actually went up so in the in the lower middle of your screen you see the blue heavy blue line.
- 00:14:12 That represents changing the 710 stop to an arterial street and the orange lines at Fremont Atlantic and Garfield show that, if we improve those.
- 00:14:30 We could get a little more traffic through those but the important part for all of us is, if we look north of the freeway we're not adding a bunch of traffic to the to the city streets system.
- 00:14:47 Now that the city I'm sorry Caltrans really wanted to see what this looked like on a whole San Gabriel valley basis and that's what this graphic was for, but the next graphic the next slide.
- 00:15:03 focuses more on the South West portion of the city of Alhambra so you'll see where we're able to reduce traffic and the most important part of this slide is the portion of I can between the 710 on the left and over to Garfield a new avenue interchanges on the right, the.
- 00:15:32 I'm sorry the tan.
- 00:15:35 actually increases traffic a little, so what we're able to do with the improvement program we put together with the concepts, we put together.
- 00:15:46 we're able to keep traffic on the freeway longer and that's really a major victory for Alhambra so we'll come back to that and explain that, but this is the focused area around the item corridor next slide.

- 00:16:09 So when we ran all these fancy computer models, what we really found is.
- 00:16:17 fremont the fremont interchange is really the key to the use of the 710 stuff what happens now is the fremont interchange backs up onto the freeway the traffic northbound on 710 that's trying to get on to the eastbound 10, especially in the evening.
- 00:16:42 That traffic has to weave across all of the traffic that's trying to get off at fremont and that backs up on to the 10 eastbound, especially at night.
- 00:16:57 Well, when i'm driving eastbound on the 10 I look forward and see all those brake lights on.
- 00:17:06 I might as well just jump off at 710 take the stuff North work my way force my way through alhambra on valley in fremont and Atlantic so.
- 00:17:20 All of that traffic all of it much of that traffic that's coming through on the Stub is really coming through because that's where you hit the first backup on can.
- 00:17:35 So let's go to the next slide.
- 00:17:39 So here are the four areas that we're trying to use that 710 money here are the four areas that we're trying to improve the fremont Atlantic and garfield interchanges and the I tend stuff what do we do at those four points to keep traffic on I tend to keep traffic on the freeway longer.
- 00:18:07 thereby trying to reduce traffic cutting through alhambra so the next slide.
- 00:18:16 shows some examples of what we're what we're looking at and, in my view, the piece that i'm looking for is covered up here, but all it says is.
- 00:18:30 When we looked at vehicle miles of travel vehicle hours of travel and vehicle hours of delay, if we really looked at the three measures of congestion.
- 00:18:48 Those four improvements we just looked at had the opportunity, had the result of improving now all of those measures of miles of travel hours of travel hours of delay, we reduced all of those in alhambra and even better we reduced all of those.
- 00:19:10 Throughout this, but the San Gabriel valley next line.

- 00:19:19 So here are the set of improvements that we're talking about converting 710 north to an arterial.
- 00:19:29 Looking at interchange upgrades modernization to fremont Atlantic and garfield and when we look at what's the highest priority.
- 00:19:41 Because of the backups just explain the highest priority is really fremont in the 710, so let us take you through what we've found thus far and then get some of your input next slide.
- 00:20:00 So i'm going to look at existing conditions just a bit.
- 00:20:04 Next slide.
- 00:20:07 One of the interesting things we found.
- 00:20:10 When we looked at the 710 all the way from long beach up to the I 10 interchange.
- 00:20:20 We found 61 big harmon overhead signs that directed people North on 710 to pasadena.
- 00:20:35 Well, surprise, surprise you can't get the pasadena from the northbound 710, at least not without cutting through alhambra.
- 00:20:46 So if caltrans and metro have said we're never going to have a freeway connection north of the 10 maybe we shouldn't be sending all this traffic.
- 00:20:59 To pasadena through the city of alhambra so we've got some discussions to have with caltrans about what this signing is actually doing to us, or for for us next line.
- 00:21:20 So let's talk about the south end of the stuff the 710 and the I 10 interchange.
- 00:21:29 Think of driving North on the 710 and you want to get on to the eastbound town.
- 00:21:37 get over on the right lane you take that right turn diamond ramp and you pretty much stop at the top of that ramp and you look down and you wait until you can work your way into the traffic on 10.
- 00:21:55 Part of the afternoon congestion on eastbound 10 occurs, because I have a bunch of traffic on 710 trying to force their way on to 10 at the same time, traffic is trying to.
- 00:22:11 move to the right across that stream of traffic to be able to get off at fremont at the same time that the fremont ramp off ramp.

- 00:22:22 fremont is backing up onto the freeway so i'm losing capacity, because of the backup i'm losing capacity, because of that we've that crossing of the traffic streams.
- 00:22:37 And, as I said.
- 00:22:41 If i'm a commuter on.
- 00:22:45 On eastbound 10 and i'm coming up toward 710 and I look up ahead, and all I see is brake lights.
- 00:22:55 The easiest way for me to move is to get off at northbound 710 go up the valley and then work my way through the city of alhambra.
- 00:23:05 In addition to that that freeway interchange was designed, assuming that we were going to have a continuation of the 710 freeway.
- 00:23:18 all the way up to hook into into to 10 so I have high speed ramps I have 70 mile per hour design speeds all of that just encourages.
- 00:23:31 Fast traffic along the 710 Stub which is probably not what we want, especially since we're pretty sure it's not going anywhere being on where it is right now next slide.
- 00:23:47 So here's a picture of what the congestion looks like at the 710 10 interchange and obviously the red lines.
- 00:24:01 Are the place where the congestion is the greatest So you see the red line extending almost from the fremont interchange back to and through all the way across cal state la.
- 00:24:19 But if you look on the bottom of that 10 symbol you'll see that there's a Green Line right under that red line.
- 00:24:29 And that green line is the ramp that takes you to northbound 710 so if i'm back there and that orange approaching the 710.
- 00:24:39 i'm going to see the red in front of me and i'm going to say Okay, I know where i'm going i'm going to take the 710 Stub and cut through alhambra so that's really what we're trying to figure out how to handle how to accommodate next.
- 00:24:58 Next slide.
- 00:25:03 So the 710 stuff when I say 710 stuff i'm really talking about the portion of seven can from I tan nor to valuable of our right now, before the pandemic anyway, right now, it carries almost 50,000 cars, a day.

- 00:25:23 Designed of full freeway standards but it terminates in a ti intersection and a traffic signal at Valley, so those things are not necessarily.
- 00:25:37 Good incongruity there's a bunch of things here that don't match in terms of design so that's what we're going to look at how do we make them match next slide.
- 00:25:51 All right, so this for alhambra residents, this is the most important slide we have so i'm going to spend a couple of minutes on it.
- 00:26:01 The box that's outlined in black here is the 710 stuff So these are year 2014 projections of how much traffic is going to be on the Stub if we don't do anything if we just leave everything as it is today.
- 00:26:23 And I know the numbers are small, but i'm gonna tell you what they are this says in the year.
- 00:26:30 We are going to have 58,000 cars, a day trying to use the 710 stuff, and this is a special computer model that we have that allows us to track trips.
- 00:26:48 on any given piece of street in the network and figure out where those cars are coming from and where they're going to so if we look at the black box and then go to the bottom of the screen here.
- 00:27:10 Those 58,000 cars, you can see, most of them are coming from the south on 710, but there is a fair number of them coming from West on 10 the more important part for a hammer, is where are those cars going now where are they coming from.
- 00:27:36 If they're on the Stub and, if you look at the numbers out of that 58,000 trips only 8000 of the 58,000 are from the west of the Stub the remaining 50,000 are going to the east toward and through alhambra now we've had questions well wait a minute some of that traffic is going to.
- 00:28:11 South pasadena some is going to pasadena some even though we don't have a connection is going to work their way up and got a lock and yada and points north.
- 00:28:23 Nothing you're doing now is gonna fix that those cars are still want to go north, south well that's actually correct, but the most important number for you folks are those blue lines that are going east,

west through the city of La Habra and when I add up all of those numbers.

- 00:28:49 Of the 50,000 trips that are going to each other, right after they get off the sub.
- 00:28:59 Almost half of them are going north to pass it in South Pasadena up to 210 but a full half 50% of those are gonna keep going on work their way.
- 00:29:19 To the East through Alhambra so what what we're really trying to do with improvements to Fremont Alhambra I'm sorry Fremont Atlantic and Garfield.
- 00:29:34 We're trying to relieve that congestion keep the traffic on I 10 longer, and I would like to take those 25,000 cars that are cutting through Alhambra.
- 00:29:51 That no reason to be there don't stop in all Habra I'd like those take those 25,000 cars and put them back on the freeway where we think they belong so that's why this graphic is so important to us.
- 00:30:08 This shows what we're trying to accomplish with these improvements it shows that there's a bunch of traffic cutting through Alhambra.
- 00:30:20 Next slide.
- 00:30:22 So let's look at the Fremont Avenue interchange.
- 00:30:28 Next slide.
- 00:30:31 So on the left, you see the congestion level, and you can see, read on all four of the of the ramps that are getting on and off I 10 at this point.
- 00:30:47 Or at this interchange, so this is really a a critical issue for us again, this leads to backup on to the 10 and it suggests to people that well, maybe I don't want to go through the agenda at this point, maybe I maybe I'll use the 710 in both directions.
- 00:31:14 Now, if you look over on the right on the aerial photo what you'll see is very short ramps that are located, very close to traffic signals on existing Hellman on the end of the free of the end of the Fremont underpass so right now, this interchange.
- 00:31:42 which, like all the others here were built in the 1960s to handle traffic growth for 20 years we're kind of beyond that point now at.

- 00:31:56 Were 60 years beyond when these freeway interchanges were built designed and built, so the short ramps the clothes interceptions.
- 00:32:11 The signal traffic signals that all ends of the ramps here, those are things that are really working against us in terms of trying to get traffic.
- 00:32:24 off the freeway onto the freeway and off our city streets next slide.
- 00:32:35 Atlantic is a different design and frankly Atlantic is the design, that was the highest capacity interchange design.
- 00:32:47 known to man, when it was built so let's look at the next slide.
- 00:32:54 This is a called a full cloverleaf intersection interchange each each quadrant of the interchange has a straight ramp handling either on or off ramps.
- 00:33:10 On or off movements and each quadrant has a loop ramp that allows you to get on or off the freeway without making left turns so.
- 00:33:23 When this was designed, it was the highest capacity design available unfortunately what has happened is, we now have way more traffic on this interchange than it was ever designed to accommodate.
- 00:33:42 And the reason for that is this blue and orange line that you see here that's that dreaded we've we talked about over at the 710 10 the amount of traffic that's coming onto the ramp.
- 00:34:04 and trying to get onto the freeway those two blue lines.
- 00:34:09 have to cross the two orange lines of people trying to get off the freeway through those loop ramps and that crossing point in the middle.
- 00:34:20 Just cannot handle the amount of crossing traffic that we have now 60 years after this interchange was designed so that's really to what's causing the most amount of problem, the other issue are the two red arrows where you see how close the off ramps are.
- 00:34:48 To the to the signals along Atlantic so those traffic signals backup across the off ramps and really make it difficult to get off those off ramps.
- 00:35:03 Next slide.
- 00:35:06 So the garfield interchange.
- 00:35:10 is even a little square earlier than the one we just looked at go to the next slide.

- 00:35:18It is a very similar design, but it's much narrower the distance between the two loop ramps is much narrower than Atlantic so that blue and orange crossing lines.
- 00:35:37Those are even shorter than at Atlantic, so we have even though this one's not quite as busy as the Atlantic interchange we still have congestion there because of.
- 00:35:55Because of that we so those weaves The wave at 710 those are things that we're going to try and figure out how we might be able to solve what kinds of improvements we might be able to make to relieve that we've and make those two interchanges operate better.
- 00:36:20So i'm almost done Bob you have anything you want to add at this point.



**Robert Blume**

00:36:27I think you covered it.



**Patrick Gibson**

00:36:30Alright, so let's go to the next slide so that's kind of our summary of where we are, I know we have a bunch of questions.

- 00:36:42On the Q amp a list so we're happy to go through and.



**Renee Schillaci**

00:36:49Take your in is what is the update on connecting the 710 to the cheating, will it happen.



**Patrick Gibson**

00:36:58The update, is it will never happen done gone decision has been made to abandon the 710 connection.

- 00:37:09wasn't alhambra's decision but that's where we are.



### **Renee Schillaci**

00:37:15OK The next question is where is the data that shows there is a traffic problem at the 10 freeway in fremont.



### **Patrick Gibson**

00:37:25I think the data is those red lines you saw on the on the graphic the the week between fremont and 710 the backup on fremont in both directions.

- 00:37:39in either the morning or the afternoon peak hour suggests that the fremont interchange no longer has the capacity to handle the demand that is being placed on it.



### **Renee Schillaci**

00:37:56Okay, and one last question Pat, before we proceed is.

- 00:38:02hold on just moved on me what is advancing alhambra Is this a company hired by the city employees of the city or a question mark.



### **Patrick Gibson**

00:38:14Advancing all hammer is the fancy name that renee came up with for this.

- 00:38:18program so i'm gonna blame know advancing alhambra is just a way for us.
- 00:38:26brand the work that we're doing on these four locations we're trying to package them as one combined set of improvements.
- 00:38:39That.
- 00:38:41That we hope we'll.
- 00:38:44Keep traffic keep more traffic on I 10 and reduce the amount of through traffic cutting through the city of anambra so it's not a company it's not a group of city employees it's just the name for this collection of four improvements.



### **Renee Schillaci**

00:39:07Okay, do you want to know the next slide please.

- 00:39:26Okay we're gonna walk through these and then we'll open.



### **Patrick Gibson**

00:39:31yeah what we're trying to accomplish tonight is get your reaction to what you've heard get your input, do you have ideas about what improvements, we should be looking at or making.

- 00:39:45Obviously, we would like to answer as many of your questions, as we can, but what we really want to know is, have we missed anything that you think is affecting traffic in.
- 00:40:00In Southwest alhambra Are there things we should be looking at that you think we might not be looking at at least from what you've seen, thus far, so that that's what we're trying to accomplish tonight.
- 00:40:15Just to give you a little preview and steal some of rene's thunder maybe.
- 00:40:21we're going to be back in about a month.

- 00:40:25 With what we've heard tonight apply to the fremont interchange to show you some ideas about what might be able to be accomplished.
- 00:40:37 At the fremont interchange and maybe along the freeway itself so that's what we're trying to look at tonight and again we're happy for your input your ideas and your question.



**Renee Schillaci**

00:40:54 Okay let's go to the next slide Thank you so much pat.

- 00:40:58 And now we're going to open it up to questions and comments and just quickly i'm going to review with everyone.
- 00:41:06 If you want to have written comment I see somebody's inbox now you submit those via the Q amp a button at the bottom of your screen, if you want a verbal common.
- 00:41:16 Please click on the raise hand button at the bottom of your screen and we'll call on you, and then go ahead and unmute yourself.
- 00:41:22 And for all you folks who are calling in this evening, please put a star nine to raise your hand and will call on you, by reading out the last four digits of your phone number, and at that point, please go ahead and unmute yourself by dialing star six all right let's get started.



**Unknown Speaker**

00:41:42 All right.



**Unknown Speaker**

00:41:45 let's see.



## **Renee Schillaci**

00:41:51 All right, we're going to start with the first caller and it's Connie Hello.



## **Connie Ho**

00:41:59 Good evening renee and Pat, I thank you for your presentation, I am a resident of.

- 00:42:06 district, for, in fact, my closest intersections three blocks away are fremont and Valley, so, as you know, this area is heavily congested and it's impacting me and my family.
- 00:42:21 For the the 20 years that we've lived here, and one thing that I really would like to hear about next is alternative transportation.
- 00:42:31 Keeping cars on the freeway and building better arterial will not change the traffic situation if we build the roads, the cars will come.
- 00:42:41 And they will keep coming as your model shows in 40 years So what are the what are our alternative transportation plans we need bike lanes, we need buses, and we need to get cars off the road.
- 00:42:56 it's really important that we move towards a sustainable and climate centric folk focused future because.
- 00:43:06 Cars are not the answer we are going to be swimming in traffic and it's currently perilous to take a walk in my neighborhood right now.
- 00:43:16 Because of cars cutting through the ECHO park and the midweek track neighborhoods so i'd really, really like to hear more about your plans in terms of alternative alternative transportation and not freeway interchanges Thank you.



## **Patrick Gibson**

00:43:37 Bob you take that one.

- 00:43:41 you're on mute Bob.



**Robert Blume**

00:43:47 Thank you for your comment Connie and I think you know we all realize that the car is not the answer to our future transportation needs and demands.

- 00:43:57 One of the things that we know that metro has embarked on is a multimodal.
- 00:44:02 focus on trying to make these improvements adaptive to people that want to walk in their communities.
- 00:44:09 ride bikes and provide those improvements and all these improvements that we're looking at that we will be looking at will include those types of improvements.
- 00:44:18 There are larger efforts being done at a larger scale that metro has embarked on and we can come back with our next meeting and shares more.



**Renee Schillaci**

00:44:31 Thank you i'm going to take the next caller Melissa Nicholson.



**Melissa Michelson**

00:44:39 hello, can you hear me.



**Renee Schillaci**

00:44:41 Yes, we can.



## **Melissa Michelson**

00:44:42Okay, I think i've been living in alhambra for over 15 years now, and the traffic is obviously to me worse on fremont.

- 00:44:52But it's not bad by down by the on ramps and off ramps of the tenant.
- 00:45:00it's bad up by valley and my concern that it doesn't look like you're, taking into account would like you to take into account or the two.
- 00:45:10Well, the one big development that they want to build called the villages on fremont admission approximately 740.
- 00:45:18or southern 24 units are proposing, with over 4000 parking spots that's a big concern of mine um, and so the traffic build up is actually North and South, just south of that area and so i'm worried about that i'd like to know what you're doing with that.
- 00:45:37Number one and number two is going across the street from that is a big empty lot where it's still empty and we don't know what's going on in the 14 acres right there so that's My first concern my second concern is my question that I asked that wasn't answered, I asked the question.
- 00:45:54What goes red line on the fremont exit represents in terms of the time of day, and also how many cars, because in the previous.
- 00:46:05screens or slide you demonstrated numbers of cars exiting the 710 i'd like to see that same level of detail with.
- 00:46:13With that, too, and i'd like to know what time today's those are because frankly I don't see and i've never had a problem getting off or getting onto the freeway at fremont so I thought i'd like to know, thank you.



## **Renee Schillaci**

00:46:27Thank you.



## **Patrick Gibson**

00:46:28 Alright, so let me, let me talk about the the red lines and the level of detail.

- 00:46:37 The red lines you're looking at are primarily in the morning or afternoon peak hour at when we come back to you and look at alternatives for fremont, we will have.
- 00:46:52 volumes that are that we're looking at and you'll be able to look and see how many cars around those ramps how many cars are projected to be on those ramp so that level of detail, will be part of the analysis.
- 00:47:10 In terms of your.
- 00:47:13 Your concern about potential future development, remember that what we're using here as a model that projects traffic to the year.
- 00:47:25 So those developments and the growth of not only not only alhambra but the growth of all of the San Gabriel valley are included in.
- 00:47:39 In the model numbers, we have, so I understand your concern about a large development and about them multiple large developments, but who the numbers, the projections were using include the growth that cities anticipate to have between now and 2014.



## **Renee Schillaci**

00:48:02 Okay we're going to take a couple more.

- 00:48:05 hands that or is it and have a resin and then we're going to turn it over to some written questions so hang in there, if you sit submitted some written questions we're going to take now Felipe a sauna.



## **Felipe Osuna**

00:48:23 hi good evening, can you hear me.

- 00:48:24 Yes, hi, thank you for the presentation I love the detail and the way that it looks and everything.
- 00:48:32 i'm wondering.
- 00:48:34 You know I grew up in on Humber I went to enterprise for graduate in 2010 and purchase move to our hambro.
- 00:48:39 i'm wondering what what could be addressed with some of the traffic coming off the 710 and 10 when it comes to fremont Atlantic and garfield.
- 00:48:48 What could be done to possibly I don't even think there's space for it, but what could be done to add an extra lane when I think about that I think of Huntington drive right there's never traffic on mentioned drive, because there are three to four lanes for that street.
- 00:49:04 i'm trying to think of the cars will come to connie's point the cars will come, and they will always comes as a very busy area it's a very nice area.
- 00:49:13 And My other question would be if caltrans did not approve the connection from the 710 to 10 or they could they be held responsible to get rid of the 710.
- 00:49:29 Extension that piece, that is they're bringing traffic off the 10 onto the onto the entire number so.
- 00:49:36 What could be considered on the street level between you know, whether it be fremont Atlantic or garfield and to.
- 00:49:43 What could be done about the 710 stuff and can that be eliminated altogether or is that something that the State or the Federal Government has to do, or whatever it is, thank you.



**Patrick Gibson**

00:49:54 Okay, so two questions, one can we eliminate the.

- 00:50:00 Stub all together that answer is yes, we did actually look at that and we can show you some of those model results when we took this stuff out all together.
- 00:50:15 We actually sent a lot more traffic through.
- 00:50:21 fremont Atlantic garfield and new.

- 00:50:26 So it didn't really help us as much as we had hoped it would, in terms of your question about widening streets.
- 00:50:36 That is something we are looking at, but I gotta tell you there's not much room in any of those corridors before you run into.
- 00:50:47 Before you run into homes or businesses so widening.
- 00:50:53 A street in a.
- 00:50:57 In a built up area like Alhambra is pretty tough and with our new.
- 00:51:05 Evaluation techniques as part of the California environmental quality act adding capacity to any roadway is a pretty tough environmental impact, so yeah we're looking at short sections of a widening to balance roadways and to get traffic through key intersections.
- 00:51:31 But the the likelihood of widening all of Valet Boulevard.
- 00:51:37 To get six lanes or eight lanes is pretty slim.



**Renee Schillaci**

00:51:43 Okay, our next hand up would be Josh and Yang.

- 00:51:50 Is that right.



**Jeshow Yang**

00:51:52 Hello, my name is Jason oh that's okay.



**Renee Schillaci**

00:51:55 Thank you very much.



**Jeshow Yang**

00:51:56 No worries hi my name is Jay show i'm a resident of a Humber I live near the 711 that's close to the fremont ramp so I personally know how bad that congestion can be especially on fremont.

- 00:52:10 I personally have a lot of issues just even getting on two free months, sometimes i'm a bit concerned to see that number has this unprecedented amount of funding from.
- 00:52:20 That show, and I think they just recently revised the guidelines on how the funding could be used, and it looks like it's more.
- 00:52:26 leniency on using the funding for alternative transportation like bike lanes marvelous transit pedestrian safety i'm really curious about how.
- 00:52:36 A Humber might be investing some of those taxpayer dollars into bike lanes, which I believe our humble has none of at the moment.
- 00:52:44 And more transit that could perhaps be connecting us to the goal line or some of these other major transit hubs i'm really interested in seeing how we can perhaps get.
- 00:52:54 Bus cars on our rows alleviate that traffic rather than figure out how can we make the traffic flow faster maybe getting more people on buses, so that there's just less cars in general as well.



**Patrick Gibson**

00:53:08 Yes.



**Jeshow Yang**

00:53:09 that's my comment.



**Patrick Gibson**

00:53:10 Okay, thank you.

- 00:53:14i'm giving you the alternative transportation answers tonight.



### **Robert Blume**

00:53:21So, as you know, there's a lot of studies as pat indicated throughout the quarter or there's other things that scale is looking at trying to do, mobility hubs in the corridor.

- 00:53:32And there's a lot of interest and improving the older multimodal aspects of transportation and getting less away from the demand on cars.
- 00:53:42Some of these interchanges that pat's been talking about the intersections for pedestrians, where the freeway off ramps connect to the local streets are really terrible to try to navigate as a pedestrian safely.
- 00:53:55And that's part of the overall set of improvements to try to make those work better, but.
- 00:54:00in a comprehensive manner we're trying to look at all these improvements coordinate with all the neighbors and the jurisdictions to come up with a set of improvements that meet the goals of trying to improve the quality of life of our hands and knees.
- 00:54:15So hopefully.
- 00:54:18subsequent meetings will be able to come back with a little bit more on the alternative transportation, as we mentioned earlier.



### **Renee Schillaci**

00:54:26Thank you, Bob i'm going to take a couple written questions at a time now, because we have a fair amount to get through.

- 00:54:33So this is for the engineering team on array two questions first question is, how do you HIV lanes figure into this model and the second question is how soon can the signage north to pasadena be change.



**Patrick Gibson**

00:54:51 So answer the first question, the high occupancy vehicle lanes and a high occupancy toll lanes.

- 00:55:00 are indeed included in the model, so we can look at how many cars are using how many buses are using those lanes, as we look through time.
- 00:55:17 So the HIV lanes are in the model and went and are being accounted for and i'm sorry, what was the second part of the question.



**Renee Schillaci**

00:55:27 The second question is how soon can the signage.

- 00:55:30 North to pass the change.



**Patrick Gibson**

00:55:34 As soon as Bob goes down and beads up some folks that.

- 00:55:39 I don't know we.
- 00:55:42 Now that 710 is no more and there won't be a connection in there, we really have to sit down with caltrans and figure out.
- 00:55:53 What those signs mean, how are we doing it.
- 00:55:57 Do we want to change all those signs the alhambra maybe not but we certainly don't want to leave them.
- 00:56:07 As directing people to pasadena because the only way to get the pass Indian is by cutting through alhambra so it's a it's a little bit of a conundrum, we have to figure out from a regional perspective, what, how does the signing and the directionality makes sense.



## **Renee Schillaci**

00:56:28OK The next question is more congestion is expected admission road at its intersection with free month Atlantic and garfield did you study these locations, if you improve the ramps at the 10 freeway you'll exasperate congestion at these locations.



## **Patrick Gibson**

00:56:49Well, if we're able to improve the ramps.

- 00:56:54At Atlantic fremont and garfield if we're able to reduce the capacity and the attractive those of the I can Stub.
- 00:57:06and keep more traffic on.
- 00:57:11The I 10 we won't be adding more traffic to the north, south.
- 00:57:17At least in the mission area, what happens now, as everybody knows, people get off the stuff get on the valley.
- 00:57:30Turn left under fremont if they can catch the light correctly or they'll go a little bit further on valley and then go up and use mission so.
- 00:57:40The the whole role of Mission in terms of carrying regional traffic that's not really what mission is intended to do that's not what the console wanted to do with that roadway.
- 00:57:56When they voted to improve it with landscape medians so you're right, we need to figure out how to make mission and it's intersecting north, south streets work to serve the neighborhoods without serving has a cut through road for people that are headed point east.



## **Renee Schillaci**

00:58:24next question yep they just moved me why are the 710 funds being used to improve the freeway as opposed to the roads within the city.



**Patrick Gibson**

00:58:36 Well they're really being used for both, we think that the the numbers and the models and the volume show that, if we can relieve some of the congestion on the freeway.

- 00:58:52 Some of those 25,000 people that are cutting through your town and an east, west direction, some of those will not be on your local streets anymore so by spending money on the freeway where we are actually reducing traffic on city streets.



**Renee Schillaci**

00:59:13 When improving the ramps encourage drivers to continue cutting through alhambra.



**Patrick Gibson**

00:59:21 Well, we think not, we think, improving the ramps and improving the operation of the interchanges will allow traffic to stop backing up onto the freeway and make the freeways operate better.



**Renee Schillaci**

00:59:40 next question Felipe we've already answered your questions with the lanes and existing streets and the elimination of the 17 stuff.

- 00:59:49 we've answered a question for Melissa Nicholson, would it be less expensive to improve traffic signal operations, instead of reconstructing free re re ramps.



**Patrick Gibson**

01:00:04And yes, it would always be less expensive to improve your traffic signals but, given the fact that these interchanges are 60 years old there's no amount of signal timing that's going to change the fact that i've got not enough room for traffic to weave through those.

- 01:00:28cloverleaf interchanges, so I think it has to be a combination of both and the city is already as you saw from one of the early slides The city is already pursuing.
- 01:00:41Traffic signal synchronization and upgrades to the traffic signal equipment on many of our core doors, so the Easter change ramp upgrades are really being done in concert with traffic signal improvements.



**Renee Schillaci**

01:01:00Okay, I don't have any more hands raise so i'm going to continue to take the written questions.

- 01:01:07The next question pad I believe you answered what time of day, those red lines represented on your chart you graphic.



**Patrick Gibson**

01:01:14yeah those are morning and afternoon peak peak hours 79 in the morning four to six four to seven in the afternoon great.



**Renee Schillaci**

01:01:25Well, any homes, need to be demolished for these projects and, if so, how many.



**Patrick Gibson**

01:01:32Well, when you say this, these projects, the answer is.

- 01:01:36I don't know where we're developing alternatives for each of these locations and some of the alternatives have impacts on right away impacts on.
- 01:01:52On businesses in homes many do not so obviously the toughest thing to do in southern California, is to do any transportation improvement.
- 01:02:04That requires more right away, and the absolute toughest thing to do is require right away that's residential land so we're going to bring back alternatives to show you.
- 01:02:19And with each of those alternatives we're gonna we're going to show you what it means in terms of whether or not we need to build or to buy any additional right away.
- 01:02:32So I can't answer that question, right now, but I will be able to answer it as we look at each of these individual four areas of study.



**Renee Schillaci**

01:02:45and other written question, I find that some of these ramps are really dangerous for pedestrians, how are these ramps excuse me, how are these ramps changes going to make sure this will be saved for pedestrians.



**Patrick Gibson**

01:03:01 I think Bob touched on that already that the ramp configurations the free flow.

- 01:03:10 cloverleaf ramps are really tough for a but s3 and or a bicycle is to get across so when we look at alternatives we're going to look at not only how cars flow through the interest interchange but we're also going to look at.
- 01:03:29 What it, what does it mean what does the improvements mean for both pedestrians and bicyclists so good question and that's absolutely part of the evaluation.



### **Renee Schillaci**

01:03:43 On the 710 northbound to valuable of art kitty could a street be built to connect to mission drive.



### **Patrick Gibson**

01:03:52 Well, strangely enough, we looked at that, and what we hoped.

- 01:03:58 When we extended.
- 01:04:01 two lines or four lanes of a street from valley to mission.
- 01:04:07 What we hoped is.
- 01:04:10 Half of the traffic would take valley and the other half would go up and and use mission, and we would be able to split up that traffic and divide the impacts, we would be able to cut.
- 01:04:23 The Left turns at fremont and valley in half, because we were we were giving you an alternate route, in fact, what the model showed.
- 01:04:34 Is that nobody turned it valley everybody went to mission and mission, the whole mission corridor just got crushed.
- 01:04:45 And the only way to handle that was to tear up all the mediums that we just put in there and that just didn't seem to make much sense, so we did look at mission as a relief valve and it turned out it wasn't a really valve it was just another different shortcut.



**Renee Schillaci**

01:05:09 Another question that we received is the most congested area and a hamper, is on fremont between mission and valuable of art, I don't understand why these other sites are being mentioned there's no information about the other sites and what the plans are.



**Patrick Gibson**

01:05:29 Well, again we're just starting so as we develop alternatives and plans and concepts for all four of those sites we're going to go back and go through those with you and get your reactions to those to those alternative.



**Renee Schillaci**

01:05:47 Another question that we received through our survey results it's a statement that padam and read it please study bridging the 17 intermission please.



**Patrick Gibson**

01:06:01 That, that is exactly what we study.

- 01:06:04 We went to mission with a bridge over the railroad tracks and I told you about the results of that were.



**Renee Schillaci**

01:06:13The biggest problem and is fremont between mission and they 10 going both direction also valley eastbound term churning northbound on to fremont these traffic proposals seem to prioritize traffic flow on the 10 freeway instead of flow within the city itself.



### **Patrick Gibson**

01:06:34So let's make sure we understand what we're trying to accomplish here.

- 01:06:40I just showed you that select link analysis that showed.
- 01:06:4650,000 cars, a day wanted to turn right and go East on valley and the vast majority of them want to go, north and south on are are trying to go, north and south on fremont so what I what i'm doing by having a congested freeway is i'm forcing 50,000 cars, a day through the city of alhambra.
- 01:07:2050,000 cars, a day is essentially an eight lane roadway I have the equivalent of an eight lane roadway worth of traffic short cutting through this town.
- 01:07:3625,000 of those are trying to go North 25,000 of those are going east, west through the city, but.
- 01:07:46Almost all \$50,000 want to turn left and right at fremont and valley it doesn't work, so if I could get 25,000 if I could get the east, west traffic.
- 01:07:58To stay on the freeway and not turn left and right at fremont and Valley, I could cut that movement in half, and then the intersection could work so that's what we're trying to look at a.



### **Renee Schillaci**

01:08:14couple more survey comments and then we'll go back to our live participants in additional written comments.

- 01:08:21I live in the subdivision right after 710 on the North side of Valley, it is a nightmare trying to get out of our neighborhood.
- 01:08:29The light at westminister and valleys ridiculous and I cannot see the traffic on valley and excuse me, and I can't see why the traffic on valley takes precedence over us.



**Patrick Gibson**

01:08:44Well, almost all traffic signals are set up to give green time and give red lights, to the to the phases, or the directions of travel.

- 01:09:00That that have the highest volume, so that the traffic signal all traffic signals are trying to reduce overall delay that reduces congestion, it reduces air pollution, it reduces frustration so in the case of traffic signals along fremont.
- 01:09:26The vast majority of that traffic.
- 01:09:29Is east, west, so they get the most amount of the green time again 50,000 cars on fremont i'm sorry on valley 50,000 cars are coming from the Stub.
- 01:09:48If I convince 25,000 of those to stay on the freeway by fixing the interchanges along the freeway and reducing the backups onto the freeway i've cut the amount of traffic driving next to your neighborhood in half that's really the goal.



**Renee Schillaci**

01:10:09last comment received from the survey my children attend free month school and we do not want our school impacted by these decisions.



**Patrick Gibson**

01:10:18 Nobody does so we're looking at alternatives that don't touch this cool.



**Renee Schillaci**

01:10:25 Okay i'm going to take one color Felipe a sauna.



**Felipe Osuna**

01:10:34 Hello again can everybody hear me.

- 01:10:36 Yes, I was wondering if there any just from a comment from earlier other active plans to add bike lanes and more you know opportunities for buses on fremont Atlantic and garfield I.
- 01:10:51 i'm a believer that you know bike lanes make the street busier you have to draw the lines for it, you have to create the space for it.
- 01:10:58 Buses make the street busier they have to stop right people that it stops the truck behind them in the training on the left, lane.
- 01:11:05 So i'm wondering if there are plans to do that because I would be I would be against those plans but i'm just curious if there are active plans to add bike lanes and more opportunities for busing on those major streets that are already busy.



**Patrick Gibson**

01:11:19 Well it's a.

- 01:11:23 it's a juggling act, I mean, obviously, we would like to get people out of their cars on the bikes on the transit, we would like to improve the choices that people have.
- 01:11:38 But in this case, as you say, sometimes if I want to put bike lanes in I have to give up some automobile capacity, if I want to

increase my transit to give us more choices, I may end up affecting automobile capacity in a corridor, but right now we're we're really focusing on the three.

- 01:12:06interchanges as opposed to doing corridor studies of fremont Atlantic and garfield go all the way through the city, the city is currently working on corridor studies in terms of upgrading the traffic signals and the traffic signal equipment.
- 01:12:29i'm not aware that we're.
- 01:12:32That they're looking at any widespread bike lane improvements and Martin maybe avila answer that question.
- 01:12:45or not.



**Renee Schillaci**

01:12:48Okay well.



**Patrick Gibson**

01:12:50Here, he is.



**Martin Ray**

01:12:56It started.



**Unknown Speaker**

01:12:59there.



## **Martin Ray**

01:13:01 We are the city has been applying for grant funding to.

- 01:13:06 perform a bike study actually it's a multi modal.
- 01:13:12 Improvement Plan we haven't received any grant funding for it, yet, so it is something that said he's looking into and trying to commit to but, until we receive the grant funding for a master plan for it, we haven't moved forward.



## **Renee Schillaci**

01:13:31 Okay i'm going to move to the next question it's a long question so hang in there with me, even if we keep.

- 01:13:39 them on the 10 it will only be for an exit or two so aside from relieving some traffic at fremont wouldn't you just be loading up Atlanta and garfield increasing traffic at those arteries.
- 01:13:54 Is the goal, just to distribute the cars throughout alhambra or find ways to reduce congestion on our main roads.
- 01:14:03 I know that's unrealistic but i'd love to see Huntington be the only our charity able to get from the 10 to South pass or pasadena as these cut through trips are deteriorating the city.
- 01:14:20 You have to go back.



## **Patrick Gibson**

01:14:24 Why are you trying to get me in the middle of the south pasadena controversy here i'm not falling for that one.

- 01:14:34 Look that.
- 01:14:36 alhambra's in in a really unique position.
- 01:14:42 When you say I only.

- 01:14:44i'm only going to keep traffic on the freeway for one or two interchanges more well, the fact of the matter is if I kept traffic on I 10 for one or two interchanges more.
- 01:14:59i'm basically out of alhambra so if i'm really trying to address that east, west traffic that's now cutting through your city I don't have to keep the traffic on I 10 very much longer to be effective at that goal.



**Renee Schillaci**

01:15:24we're continuing a gap road from the 17 stuff to mission help relieve traffic congestion.



**Patrick Gibson**

01:15:34Well, I think I answered that one we did test that we did try that and it pushed a whole bunch of traffic to the mission road corridor.

- 01:15:44Which isn't as capable of handling that traffic as valuable of artists, so it didn't really help us it just pushed the traffic and push the congestion to mission.



**Renee Schillaci**

01:16:00When will this improvement begin on garfield as lunatic or free month.



**Patrick Gibson**

01:16:07we're looking at prima first and then the Stub and then we'll look at alternatives for Atlantic and garfield so that's kind of the hierarchy of the four locations we're looking at.



### **Renee Schillaci**

01:16:23Okay, my neck, and my second question was not asked, I asked the numbers in time of day that the red lines are, let me go back, excuse me.

- 01:16:36I asked the numbers in time of day that the red lines at fremont and 10 represent, I believe that you had an answer pat of an MP MP.



### **Patrick Gibson**

01:16:48yeah they generally represent seven to nine and four or five until 7pm so it's two hours in the morning or and and two or three hours in the afternoon peak hour.

- 01:17:01And in terms of the numbers that they represent when we get into evaluating the actual performance of these different concepts or different alternatives, we will show you exactly how many trips in the morning and afternoon peak hour are trying to use these individual rams.



### **Renee Schillaci**

01:17:27next question is traffic's going South and fremont to hop on the 10 freeway it gets backed up to there was no mention of that will that be part of the solution.



**Patrick Gibson**

01:17:41 Yes, we are looking at how to improve the ramps at fremont so that cars can get on to the freeway we want to lengthen those ramps to make it easier to merge into the eastbound and westbound.

- 01:18:00 I 10 ramps what's happening now is that it's easier to come South on fremont turn right on valley and then turn left onto the 710 Stub so that's the way people are going because of the constraints at the fremont I can interchange.



**Renee Schillaci**

01:18:22 What percentage of traffic that exists from the is 710 North on valley is I hammer residence seems to me that either you increase traffic going East through alhambra on valuable, or are you increased traffic going North on fremont Atlantic and garfield.



**Patrick Gibson**

01:18:44 Well, I don't I don't know if the two parts of that question are necessarily.

- 01:18:51 True.
- 01:18:53 I think if you look at the 58,000 cars, a day projected to be on the 710 Stub it's a relatively small percentage of those that actually have a destination.
- 01:19:09 In alhambra I will get that number for you, but my my quick review of that select link analysis suggests that it's in the 10 to 20% range so 80 to 90% of the traffic on that Stub doesn't really care alhambra is just in their way.



**Renee Schillaci**

01:19:34 Okay next question how will on and off ramps project addressed the safety needs of people walking currently they're very treacherous to cross on foot when walking between cities.



**Patrick Gibson**

01:19:52 Again, I think, Bob talked about that one of her one of the key evaluation points, we will look at in all of the concepts, we come up with.

- 01:20:03 will be the fact of that particular design or that alternative on pedestrian and bikes operating along free month garfield Atlantic so that is a caltrans requirement.
- 01:20:21 That we look at designs that will make that safer and make that easier for non automobile.



**Unknown Speaker**

01:20:32 OK.



**Renee Schillaci**

01:20:34 The next question is how the metro funding be utilized for public transit in our area, I find that we have better transit to transit hubs we could alleviate traffic on these congested roads.



**Patrick Gibson**

01:20:51 well.

- 01:20:53The matter of funding that that available as a result of the 710 is really being investigated and it's up to the cities within a certain level of parameters to spend that money on alternatives that will accommodate traffic and movement of people.
- 01:21:21In acknowledgement of the fact that we're not going to have a 710 connection anymore, so it, it would be very difficult for alhambra to use.
- 01:21:35The amount of money that we're getting for this set of improvements to do anything major in terms of transit with that we can't build a light rail line.
- 01:21:49With the amount of money that's.
- 01:21:52that's in the 710 fund allocated to alhambra so we're going to look at how do we best connect these roadways and support.
- 01:22:06Non auto travel modes.
- 01:22:10But it's not a lot of money that the city is is getting from this 710.



### **Renee Schillaci**

01:22:17Our next question is, what is the timeline for the free want valley decision on which course will be taken, had I think you answered this earlier, as we may want to remind our our Community.

- 01:22:32We will be taking people's input, the comments we received tonight and coming back and analyzing and coming back to the Community pat said in mid June pad anything to add to that in terms of timing.



### **Patrick Gibson**

01:22:47No, I think.

- 01:22:49It is a process, the.

- 01:22:52The neighborhood the residents, the business community, the stakeholders all have to weigh in on what makes the most sense to them.
- 01:23:04Then the planning Commission on Council have to look at it, then caltrans is going to have to look at some of it, because some of it we're going to deal with.
- 01:23:15With.
- 01:23:17State highways so.
- 01:23:21we're not going to make the final decision on in the middle of June, but we're gonna we're gonna make some progress toward that decision that's the goal.



**Renee Schillaci**

01:23:36It makes more sense to extend this 1772 mission room in order to get drivers pass the bottleneck and mission.



**Patrick Gibson**

01:23:46well.

- 01:23:47It does if you're if you're willing to trade, a bottleneck for in one location for a worst one that's.
- 01:23:57A quarter mile away or a half mile away.



**Renee Schillaci**

01:24:01People inevitably need to go from a 710 arterial to to 10 the plans presented today appear to only alleviate traffic on the 10 freeway to prevent people from cutting through alhambra, are there any plans to prove the 710 to the to 10 can you know.

- 01:24:23Take.



**Patrick Gibson**

01:24:23 And mostly South Pasadena have said they're not interested in those plans.



**Renee Schillaci**

01:24:32 To take a couple more questions for Pat and the team.

- 01:24:37 Let's see here what information is there to justify advancing 710 Stab any arterial to Mission Street in the north.



**Patrick Gibson**

01:24:49 Read the first part of the again what.



**Renee Schillaci**

01:24:52 What information is there to justify advancing the 710 Stab slash altera arterial to Mission Street in the north.



**Patrick Gibson**

01:25:04 Well, there isn't any data to justify it that the data we have suggest that it's not a good idea, and that data was presented and it's in the first or second presentation that was made public last January, in June, so I believe that presentation is included on the website.



### **Renee Schillaci**

01:25:29 And our last question, can you address other forms of traffic.

- 01:25:35 Congestion such as more modern traffic signals also, I feel that the Greeks also add to congestion in the city is there a way to divert the Greeks on to other roads.



### **Patrick Gibson**

01:25:51 Well, first of all, the first part of the question is about modern traffic signals and I think when we looked at what Alhambra is doing now, in terms of using its state and regional funds.

- 01:26:07 We are already looking at upgrading and improving traffic signals in the main corridors of the city, so that question is being answered right now it's it is in fact in process.
- 01:26:23 In terms of big rigs.
- 01:26:28 I think if we learn anything in in the pandemic it's how important trucking and movement of goods are to all of us So yes, there are ways to limit.
- 01:26:43 heavy trucks to certain corridors within the city to keep those heavy trucks off local and collector streets, but if a truck has a legitimate delivery.
- 01:26:59 Along the street it, it has the authority to use that that street, so the city is part of its general plan has a truck route program, and I mean that truck route program can always be reviewed, but as as much as Amazon comes to my house.
- 01:27:28 there's a there's a bunch of bands and small trucks running around out there that we've suddenly or over the last year we've grown to depend on.



## **Renee Schillaci**

01:27:41And we have one last caller that i'd like to take and ap Medina.



## **AP Medina**

01:27:51Please hi.

- 01:27:54My name is a P and i've lived in alhambra for about 20 years i've lived in the alhambra park neighborhood i've lived in emory Park, and now I live in Grenada park.
- 01:28:04I have two questions, the first question, I had was related about whether this recording or this was being recorded, I wanted to interfere if it is, I wanted to share it with my neighbors some of them were not able to attend tonight and then my second comment that I have.
- 01:28:25is related to a PowerPoint presentation that I was able to find on the city's website and it shows that the preferred scenario for the fremont avenue on and off ramps would demolish approximately 15 residences.
- 01:28:43It would demolish a portion of the 711 shopping Center and then it would also demolish, of course, the master portion of fremont elementary fremont avenue elementary school.
- 01:28:56Could you please elaborate a little bit on that.
- 01:28:58Thank you so much.



## **Patrick Gibson**

01:29:00yeah to answer your first question, yes.

- 01:29:04This this presentation tonight is being recorded, but let me warn you that if you make your neighbors sit through listening to Bob and I you're not.



**Renee Schillaci**

01:29:15going to be.



**Patrick Gibson**

01:29:16popular.

- 01:29:17In your neighborhood anymore.
- 01:29:20Second.
- 01:29:21In terms of the the early designs that we all looked at and all and and showed him that you saw in that presentation what we were asked to do is.
- 01:29:35If money were no object if if reality was no constraint what's the highest capacity interchange you could build at this location and when people saw what that answer was they said oh Oh, maybe that's not really what we want, so that's why we're coming back to you next month.
- 01:30:02and showing you a number of different concepts and alternatives that don't take the school that don't take dozens of pieces of property in the city so understand what that was and what it was, for that is not.
- 01:30:22Currently, nor is it likely to be a recommended solution to the fremont interchange design.
- 01:30:30So I hope that helps.



**Renee Schillaci**

01:30:33Thank you, Pat Thank you adp okay with that I want to be very mindful it's a little past 730 van if you could go to the next steps live that'd be great.

- 01:30:44And I just want to thank everyone for your time and remind everyone that the community's input is extremely critical in this process.
- 01:30:54As as pat mentioned the team will be taking the next month or so to compile your input your questions, your concepts and come back to the Community we're hoping in mid June.
- 01:31:06And I just want to remind everyone if we didn't get to you this evening, or you think of something later and you want to ask a question.
- 01:31:13Please send us your comments go to the website, and you know fill out our online survey ask us questions the website again is advancing alhambra.org and while you're there take that survey and really provide some.
- 01:31:31Meaningful input, so that we can get all your questions and comments and idea in put it in this.
- 01:31:39there's also a connected tab on the website so all the information is there and.
- 01:31:45hope that you'll come to our meeting next month we will reach out to everyone that has participated and all those folks who couldn't make it, we will continue to communicate with the neighborhood and the Community.
- 01:31:58And we wanted to thank you very much alhambra for participating this this evening and we'll See you in June, thank you.