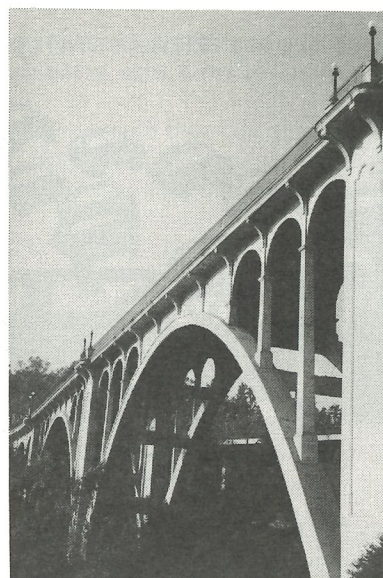


WEST PASADENA RESIDENTS' ASSOC. NEWS



Established 1962

No. 30 June/July 1991

...AND THE LIVIN' IS EASY

Residents of West Pasadena live within easy walking, riding, biking, skating, and jogging distance of some of the most diverse activities summertime has to offer.

The facilities located throughout the Arroyo Seco and supported in part by City budget appropriations, offer high quality recreational experiences for all residents, no matter the age.

First anniversary celebrations at the Rose Bowl Aquatic Center recently provided opportunities for highlighting the many, diverse programs the Center offers Pasadena residents.

Among these are training sessions developed to improve physical fitness and to teach basic water safety to participants which range in age from four to fifty.

An active community outreach effort has resulted in coordination with such agencies as Foothill Area Community Services, Head Start, and the Pasadena Unified School District, American Red Cross, and the Pasadena Police Department Youth Advisor Program. These alliances have produced programs which are specifically designed to meet identified needs among school aged children.

A model program for water safety for four-year-olds has been completed. Also on line is a summer program for Head Start children from Kings Village which the Center hopes to enlarge to include all four-year-olds in the Head Start program City-wide. One hundred thirty-nine children participated in introductory classes in swimming and diving during the Spring Break Learn to Swim and Dive Weeks.

A pilot program, Alive! A Camp for Challenged Children, will begin this summer. Developing motor skills and athletic ability among emotionally challenged children are the goals of this program.

A Lifeguarding Program has been funded for fall and spring. This is an educational program in lifeguard training focused on preparing participants for future employment at public and private recreation centers.

These programs are funded by grants from a variety of foundations throughout Southern California. Operating costs for

the facility are secured through unrestricted Corporate and Foundation donations and general admission fees.

In addition to youth-centered training, the Aquatic Center has an active Masters Program. Currently 50 persons are enrolled for a rigorous schedule which includes mornings from 6-7:30 a.m., evenings, and Saturdays. Participants must be at least nineteen years old.

The Rose Bowl Aquatic Center has also become widely known for its competitive aquatics training. With both a swim and diving team, the Center boasts one of the top six Junior Olympic Teams in both categories and one of the top eight Senior Diving Teams in the U.S. Among future events to be hosted at the Rose Bowl Aquatic Center is the Southern California Junior Olympic Swimming Championships in August.

Recreational swimming hours at the Center are 1:30 p.m. to 4:30 p.m. Monday - Friday and 12:00 noon to 5:00 p.m. Saturday and Sunday. Admission fees for Pasadena residents are \$1.50 for adults and seniors, 50¢ for children and students.

For those who prefer dry land, there is also much to choose from. In the Lower Arroyo Seco a free course in archery for beginners through advanced is being made possible by the co-sponsorship of the City's Recreation Department and the Pasadena Roving Archers.

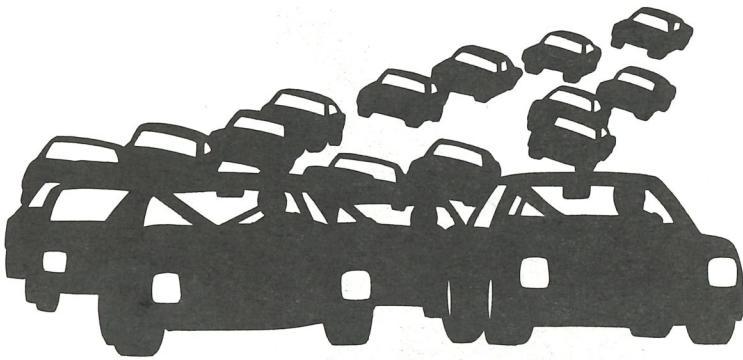
Tennis your game? Improve your win rate with tennis lessons to be taught at Brookside Park during the summer quarter, July 8 through September 15.

Maybe a quiet fishing retreat is more your style. Prepare for your getaway by taking advantage of free instruction on the fundamentals of fly casting and fly fishing taught in the Lower Arroyo Seco by members of the Pasadena Casting Club.

And don't forget pooch. Pasanita Dog Obedience will be conducting lessons for Man's Best Friend (or is it Dog's Best Friend?) in Brookside Park.

For information on programs offered at the Rose Bowl Aquatic Center call: 564-0330. For Recreation Department activities call: 798-0865.





One hundred twenty-five members of WPRA crowded into La Casita del Arroyo on June 5 to hear representatives of Caltrans, the City of Pasadena, and WPRA's independent traffic consultant discuss the current status of the proposed completion of Interstate 710.

Scheduled at the suggestion of the WPRA membership during the October, 1990 Annual Meeting, the Freeway Forum supplied an excellent opportunity for neighbors to question representatives of the decision-making agencies on schedule, impacts, and interim mitigation measures.

Although District 6 Director, Katie Nack, had been invited to present the City's current position on the project, she deferred to the Director of Public Works and Transportation, Cynthia Kurtz. Ms. Kurtz read from a prepared report, reaffirming the City Council's support for closure of the I-710 gap.

Cited in the report were concerns related to traffic volumes on north/south arterials which Caltrans and the City contend will be reduced when the I-710 is completed. The report also suggests that a reduction in travel time through the corridor achieved by completion of the I-710 would result in less fuel consumption, less pollution, and reduce the "economic costs in wasted time."

Finally, the City report states that diverting through-traffic from city streets onto a completed freeway could significantly reduce traffic accidents.

In a last minute change, Caltrans substituted District 7 Director, Jerry Baxter, with Environmental Director, Ron Kosinski. Mr. Kosinski discussed the present status of the Final Environmental Impact Statement (FEIS), commenting that new faces at both the Federal and State Agency levels have resulted in delays in approval of the document. He also cited increased concern about environmental issues as playing a role in the delay. "The Federal Highway Administration is looking to Governor Wilson for assistance and guidance in this decision," he stated.

On the question of funding, Kosinski reported that it will come from the State, the Federal Highway Administration (FHA), and the Los Angeles County Transportation Commission (LACTC). The latter agency, (the major transportation funding body in L.A. County), will weigh this project against other priorities. He conceded that this project ranks very high on the list - suggesting that funding may be a foregone conclusion.

The third panelist was Robert Conradt. A graduate of Caltech and former Pasadena resident, Mr. Conradt is an independent traffic consultant. The WPRA Board secured his services to provide an independent perspective on the probable impacts of the proposed project. He was also asked to review possible interim mitigation measures which could be introduced immediately to relieve present congestion on neighborhood streets.

A current analysis he is preparing related to impacts on city streets in Encino, (resulting from overflow traffic off the Ventura/San Diego Freeway exchange), provided relevant examples of current freeway impacts.

Mr. Conradt listed three concerns for the neighborhood: 1) How to relieve present conditions resulting from impacts which are already being felt; 2) How to prepare for conditions if the I-710 is constructed, and 3) What to do if the I-710 is never completed.

To relieve present conditions, he supported a diversion approach, citing a San Francisco example in the Marina District neighborhood. In this example, commuter traffic southbound from Marin County to downtown San Francisco, traverses the Marina by means of a diversion route which completely protects the integrity of neighborhood streets.

The Del Mar Diversion Plan (please see companion article on page 3), offered for consideration by the WPRA Board of Directors as an immediate mitigation measure, was reviewed by Mr. Conradt who found it to be a plausible plan deserving of closer analysis for implementation.

In the event that the FEIS is not approved and the I-710 not constructed, Mr. Conradt suggested serious study be given to turning the corridor into a pedestrian-accessed transit connection as part of the regional transit plan. "Southern California is moving into a transit era, away from the freeway building which has occupied the State Highway Department for more than 50 years. The completion of the I-710 represents 25-year-old planning. It is time to incorporate transit into today's development planning," he concluded.

Among other items of interest which were revealed at the Forum were the following:

- Caltrans estimates a daily traffic volume for the I-710 of 215,000 vehicles by 2010.
- This volume exceeds the capacity of the proposed 6-lane corridor by 50%.
- Although it can be said of nearly every freeway in Southern California that the volumes exceed capacity, it is also true that where lanes are blocked, traffic will divert to surrounding surface streets. Exit ramps into neighborhoods, such as those planned for the I-710, can exacerbate this adverse impact.
- There is current discussion at Caltrans on "Freeway Reliever Routes". These are routes which make use of available surface street capacities to lessen congestion on adjacent freeways.

- The Southern California regional freeway network was designed to accommodate traffic in a balanced environment of commercial development, transit, and road systems. The reality of unbridled development without an accompanying transit system has resulted in an overburdened freeway system.
- The transit component of the I-710 is in the form of High Occupancy Vehicle(HOV) lanes. Unavailable to pedestrians along the corridor, they make poor transit connections for commuters and serve more as relief for traffic overload.
- Mr. Kosinski suggested that Caltrans might entertain the idea of restricting truck traffic on I-710. Such restrictions on interstate highways, however, cannot be implemented without the approval of the Federal Highway Administration.
- The City and Caltrans indicate traffic volumes on neighborhood streets in a "no build" alternative as increasing to 26,000 - 57,000+ depending on the location. However, during questioning the panelists agreed that without freeway completion these vehicles would not be drawn to the area and would therefore go elsewhere. Rather than "no build" numbers, these estimates could correctly be termed "freeway numbers".
- If the FEIS is approved, Caltrans will begin meeting with local jurisdictions so refine the corridor's design. The document will also be available for public review and comment.
- If the FEIS is approved, acquisition of property within the right-of-way is targeted for completion by 1993. Caltrans currently owns 40% of the property required to be demolished or moved to proceed with construction of I-710, (approximately 1500 units).
- Construction of the 6.2 mile gap will be completed in phases over a 10-year schedule. The first phase will begin at Valley Blvd.
- Current price tag for the corridor is \$660 Million.

For those WPRA members who missed the June 5 Forum, a map of the Meridian Variation—the Caltrans-preferred route for the I-710—along with a packet of information distributed that evening from the City, Caltrans, and WPRA, are available for review at the San Rafael Branch Library.

CITY TO PREPARE SCOPE OF WORK FOR TRAFFIC DIVERSION PLAN ANALYSIS

The Del Mar Diversion Plan was offered for consideration as an immediate mitigation to traffic impacts on neighborhood streets at the June 5 Freeway Forum.

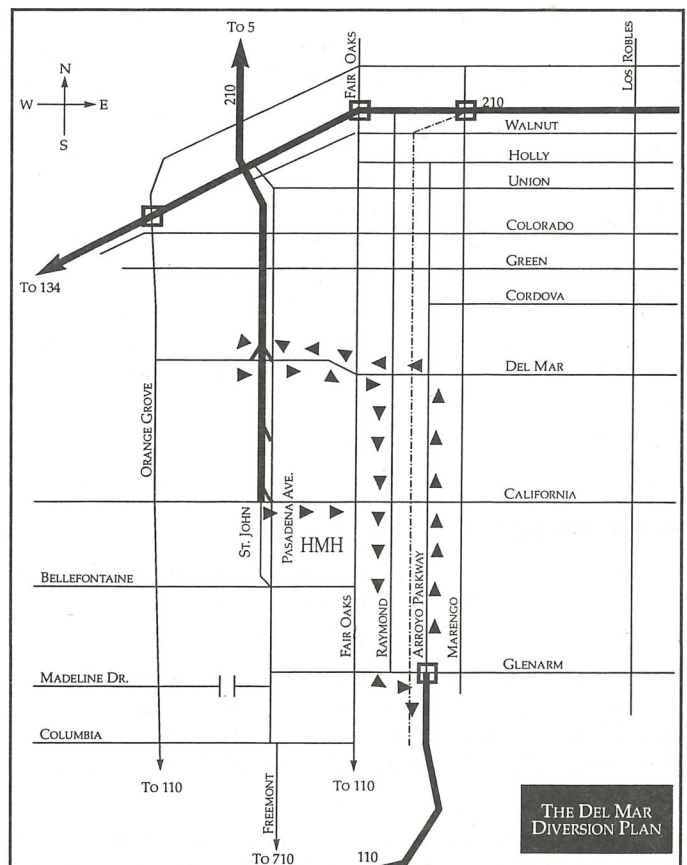
Traffic has steadily increased on north/south streets in recent years, causing residents to search for means of slowing or diverting it to commercially zoned areas. The Del Mar Diversion Plan has been proposed as a method of achieving this.

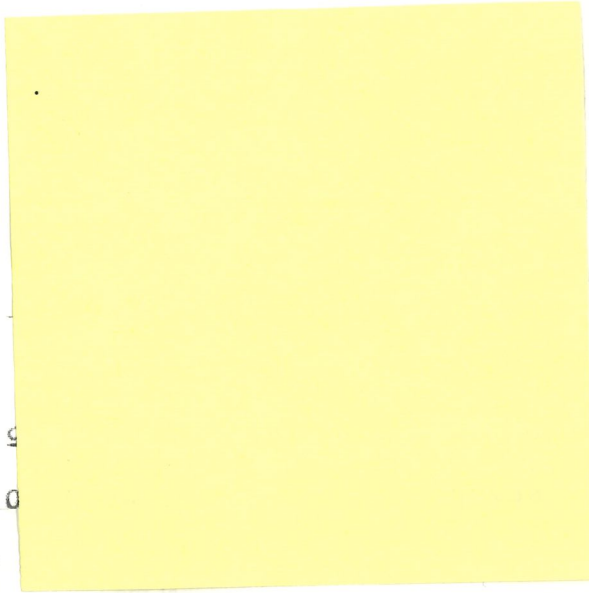
The plan, which would be most effective for vehicles proceeding in a southerly direction, contains the following major components:

- A diversion of traffic exiting at Del Mar Blvd. to the east, prohibiting right turns to Orange Grove Blvd.
- Vehicles would then travel east to Raymond Avenue and proceed south to Glenarm, turning left one block to connect with the Pasadena Freeway (I-110).
- Traffic exiting the I-110 would travel north on Arroyo Parkway to Del Mar Blvd, proceeding west to the Ventura (134) or I-210 via the Pasadena Avenue on-ramp.
- The present California Blvd. exit would be retained. Vehicles exiting the freeway would only be allowed to turn in an easterly direction or to continue south on St. John Avenue. This would protect emergency vehicle access to the Huntington Memorial Hospital.
- The diversion plan would also return Pasadena and St. John Avenues to two-way streets south of California Blvd.

WPRA Board members present at the June 5 Freeway Forum stressed that the Del Mar Diversion Plan is not proposed as a replacement for the I-710. Rather, it is proposed as an immediate and, if necessary, long-term mitigation to the increasingly adverse traffic impacts now experienced on Orange Grove Blvd., St. John, Pasadena Avenue, and Fair Oaks Avenue.

When requested to provide an analysis of the plan, Director of Public Works and Transportation, Cynthia Kurtz stated there were no funds available for study of traffic mitigation proposals for West Pasadena. City Manager, Phillip Hawkey, however, offered to direct transportation staff to prepare an estimate of scope, cost, and schedule for such an analysis stating he would report back to the WPRA on their findings.





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MESSAGE FROM THE PRESIDENT

As the in-coming President, I would like to thank the retiring Co-Presidents, Donna Secundy and Annette Serrurier. They have led the association with diligence and style. The new officers will endeavor to follow their example.

Having served on the WPRA Board for a number of years, I have seen numerous issues come and go. The June 5 information meeting at La Casita del Arroyo on the Long Beach Freeway (I-710) underscores key issues we face in the future—traffic congestion, air quality, noise mitigation, and maintaining the quality of our neighborhood.

With your membership support, we can continue to offer programs similar to the freeway forum. Please be generous in your support.

Randy Wilson.
President

WPRA MEMBERSHIP

The purpose of the West Pasadena Residents' Association is to provide members with information on both district and City issues affecting the neighborhood.

WPRA NEWS is the vehicle for keeping members informed and, along with an annual members' meeting and an occasional forum, is subsidized by membership dues. Dues are \$10 yearly for Family memberships and \$25 for Contributing memberships.

We invite you to join us or to renew your membership and welcome your comments. The WPRA Board of Directors extends thanks for your continuing support.

NEW BOARD MEMBER

Barbara Cass - The newest member of the WPRA Board is a 23 year resident of Pasadena. Barbara, her husband and five children have spent 21 of those in a State (Caltrans-owned) house where they still await the opportunity to exercise their right of first refusal to purchase the property! Barbara's previous volunteering has focused on schools. Now that her youngest is in sixth grade, she looks forward to greater community-wide involvement which her WPRA Board position will offer.

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