

# SR 710 EIR/EIS TAC Meeting No. 8 – Staff Notes

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On Wednesday November 14, 2012, Metro held its 8<sup>th</sup> SR 710 Technical Advisory Committee meeting at Metro headquarters. Metro's consultant Technical Team (TT) presented information on the following items:

- Goods movement
- Fact checks
- Refinements of the alternatives selected for further analysis
- Public Outreach

SCAG's Executive Director stated that the SR 710 North project is a necessary component of the 2012 Regional Transportation Plan (RTP) and that it is time to get it built. SCAG views the SR 710 North as the lynchpin in the 2012 RTP achieving conformity with the State Implementation Plan for air quality, without which, federal funding for transportation in the region will not be possible. SCAG is also citing an 84-0 approval of the 2012 RTP by the SCAG Board (which is made up of the member communities). Pasadena is represented on the SCAG Board as a part of District 36 which includes La Canada/Flintridge and South Pasadena in addition to Pasadena.

Goods Movement – the TT presented an analysis of goods movement in the region that showed that a miniscule amount of Port (of LA and Long Beach) truck traffic would use the SR 710 North. This analysis was based on a detailed survey of Port truck origins and destinations in the entire region. A separate analysis of 2035 conditions showed that the amount of non-Port truck traffic would be similar to the proportion of non-Port trucks elsewhere in the northern part of the LA Basin. The analysis of future truck volumes was prefaced by the caveat that the numbers are preliminary (based on the 2008 SCAG model) and will be replaced during the EIR/EIS preparation when the 2012 SCAG model is used

Fact Checks – this agenda item was intended to clarify what are characterized as misstatements of prior studies or misinterpretations of TT statements. Four items were discussed:

- SCAG stated that any use of the draft Missing Link Truck Study is not relevant to the current SR 710 North project since the study was never completed, was based on an earlier model and because it will be replaced by the EIR/EIS analysis using the 2012 model.
- The statements that the tunnel alternative would open to Level of Service F conditions were clarified to note that the original source report did state that condition, but only for a facility with three lanes in each direction. The original report went on to state that a facility with four lanes in each direction would operate at LOS D or better conditions. The F-7 Freeway Alternative would have four lanes in each direction. The TT noted that the analysis conducted for the Alternatives Analysis indicates that the F-7 Alternative would open to LOS C conditions and would degrade to LOS D by 2035.
- Tunnel Safety and Ventilation were addressed to indicate that both are the subject of on-going study and that the tunnel alternatives are being designed to achieve current life safety and ventilation requirements. Details to be provided in the EIR/EIS.

- The likelihood that the freeway tunnel alternative would be tolled was addressed to indicate that tolling is likely (this was earlier noted by SCAG). However, the detailed forecasting of the toll's effect will occur during the EIR/EIS preparation. With regard to the diversion of freeway traffic to surface streets if a toll is implemented, the TT indicated that because the corridor does not currently have a freeway in it, the analysis done to date without considering tolls is one end of a range that is bookended at the other end by the No Build alternative. The effect of a toll on traffic diversion would fall somewhere in between the two scenarios.

Refinement of Alternatives - the TT described the approach they are taking to refining the alternatives for the pending EIR/EIS process. The alternatives being refined to address issues identified to date (parking and access impacts of the BRT, low ridership on the transit alternatives, ways to make the freeway alternative more transit friendly). Little to no detail was provided, all of which will be forthcoming in future presentations. While the TT indicated that improvements to the BRT to reduce parking impacts were included, no details were provided. The following refinements are moving to the EIR/EIS:

- No Build
  - No change from Alternatives Analysis
- TSM/TDM
  - Intersection/street segment capacity improvements are being refined to reduce right of way requirements
  - Operations enhancements (signal synchronization, bus signal priority, ITS, etc.) are being expanded over a larger portion of the affected study area
- BRT
  - Reduce parking impacts
  - Add TSM/TDM operations elements to reduce traffic impacts
  - Improve speed and reliability
- LRT
  - Reduce right of way and construction impacts of at-grade segments
  - Add TSM/TDM operations elements to reduce traffic impacts
  - Create/add bus feeder service to LRT stations
    - **The TT showed a graphic that indicated that BRT/Metro Rapid-type feeder bus service to Glendale/Burbank via SR 134 is under consideration, as is service on Colorado Blvd east to Rosemead Blvd and south to I-10 (this latter route is in the TSM/TDM Alternative). Other routes would serve the southern parts of the corridor via the LRT station in Alhambra.**
- Freeway
  - Add TSM/TDM operations elements to reduce traffic impacts near interchange ramp terminals
  - Add BRT service

- **This concept would have the BRT operate in the freeway tunnel and would extend the reach of the BRT on the north and south ends similar to the feeder bus service under consideration to be added to the LRT Alternative.**
  - Evaluate toll and non-toll alternatives
  - Consider all freeway alternatives with and without truck restrictions

Public Outreach – Metro staff summarized outreach activities from August to November 2012. Upcoming plans for outreach over the next year (during EIR/EIS preparation) are to include the following:

- Goods Movement – 1<sup>st</sup> Quarter 2013
- Air Quality – 2<sup>nd</sup> Quarter 2013
- Tunnel Safety – 3<sup>rd</sup> Quarter 2013

**Next Steps** – Metro/TT indicated that the Alternatives Analysis report will be distributed in December 2012 for review. The EIR/EIS is scheduled to start in January 2013 with the draft EIR/EIS scheduled to be ready for review in January 2014. The next TAC meeting will be in February 2013.