

710 North Study Update



Metro

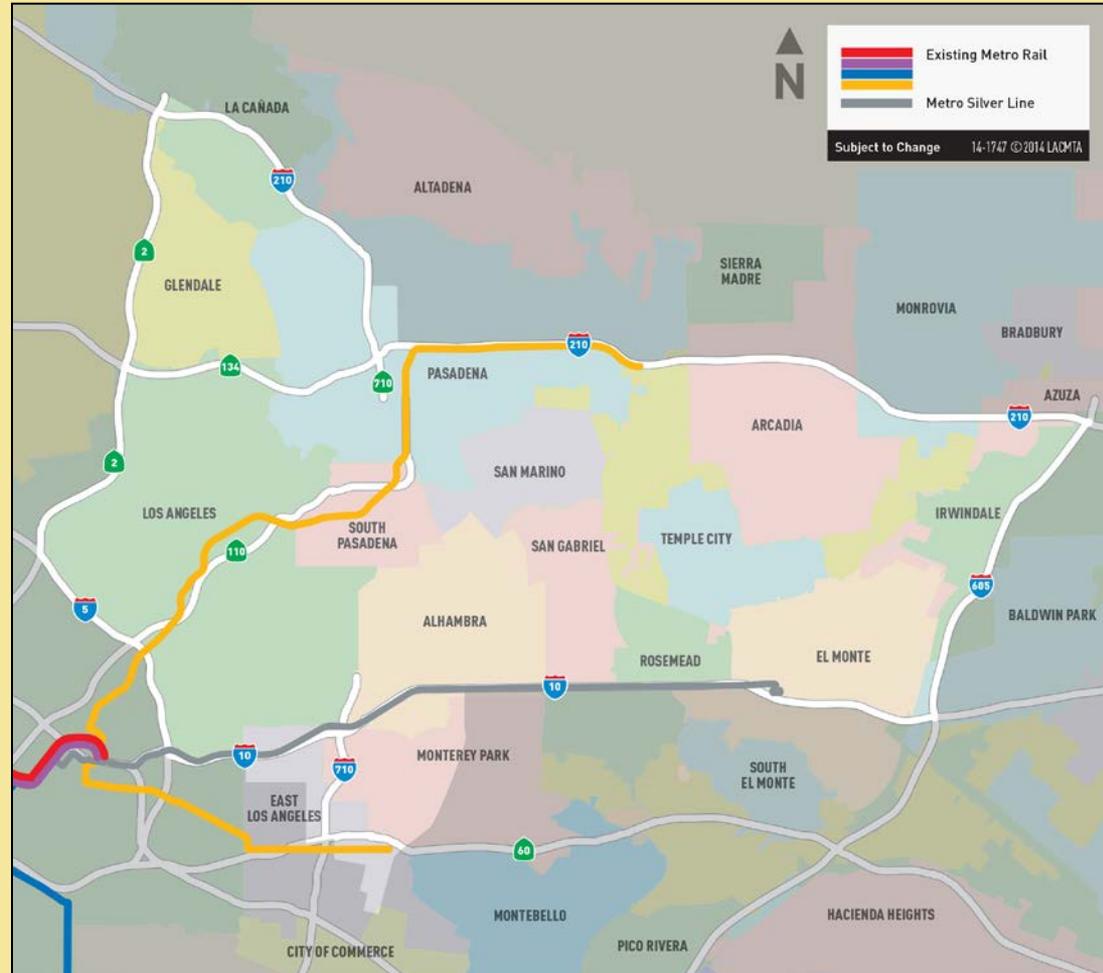


What is the 710 North Study?

- Measure R, which was passed by two-thirds of Los Angeles County voters in 2008, mandates transportation upgrades throughout the County.
- Measure R specifically allocates \$780 million for the 710 North congestion relief effort.
- Caltrans and Metro are studying mobility and possible traffic congestion solutions between the San Gabriel Valley and east/northeast Los Angeles.
- Five alternatives are being equally evaluated. Nothing has been decided.

What is the Study area?

- Boundaries:
Between State Route 2
Interstates 5, 10, 210, 605
- Covers: Approx. 100
Square Miles
- Encompassing:
22 cities including parts of
East Los Angeles



What is the Study process?

- The Study's Alternative Analysis was completed and the Alternatives Analysis Report with five Alternatives was posted online on January 18, 2013.
- The draft environmental document evaluating the five Alternatives will be released in Feb 2015.
- Public will have 90 days to review and provide fact-based comments.
- A Preferred Alternative that addresses the Study's purpose and need, and with consideration of fact-based public comments will be identified in the final environmental document in 2016.

Why is the Study needed?

- The current transportation network was started more than half a century ago but was never completed
- From 1960 to 2010, the Study Area population grew by over half a million people (From 772,053 to 1,279,603) [U.S. Census Data]
- The Study Area is forecast to have a population of 1.33 million people and an employment base of 507,000 jobs by 2035 [Southern California Association of Governments]
- Weekday delays cost taxpayers \$21 million annually and increases CO2 emissions by approximately 5,000 tons annually [Annual Urban Mobility Report, 2012] equal to the approximate weight of 2,800 passenger cars
- Population growth means more traffic congestion, accidents, air pollutants/related illnesses, and diminished quality of life in San Gabriel Valley, east/northeast LA, and region

What are the goals of the 710 North Study?

Identify transportation solutions that:

- Improve travel time
- Improve mobility and connectivity between the 10 and the 210 freeways
- Reduce congestion on the freeways and local streets
- Increase transit ridership
- Minimize environmental impacts due to traffic congestion
- Assure consistency with regional transportation plans and strategies
- Maximize tax payer dollars

What alternatives are under consideration?

Five Alternatives are being equally evaluated:

1. **Bus Rapid Transit** – Express buses for longer trips at higher speeds that serves the communities between East Los Angeles and Pasadena, with connecting bus service to adjacent communities; greater frequency of bus service; minimal stops; and potential dedicated bus lanes during peak hours
2. **Freeway Tunnel** – Extends 710 as a underground roadway; variations include single or twin tunnels; with or without tolls; with or without trucks; and possible express bus service lane
3. **Light Rail Transit** – Serves communities from East Los Angeles to Pasadena, with connecting bus service for passengers traveling to adjacent communities
4. **No Build** – Assumes zero transportation improvements beyond those already established in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP), and scheduled to be constructed by 2035
5. **Transportation System Management/Transportation Demand Management** – Includes traffic signal upgrades and synchronization, local street and intersection improvements, connections to existing bus service, and promotes rideshare

What is being reviewed in each of the Alternatives?

- Air Quality
- Water Quality
- Cultural Resources
- Community Impacts
- Environmental Justice
- Health Risk Assessments
- Noise
- Traffic
- Geologic Hazards
- Property Acquisition
- Tunnel Fire/Life Safety

When/how will the Draft Environmental Document be available?

- Draft environmental document released/circulated in February 2015
- Public review/comment to last 90 days instead of the standard 45 days
- It will be posted on the Caltrans and Metro websites
- Designated public libraries will have a CD copy of the draft environmental document, and a print copy of the Executive Summary in multiple languages (Spanish, Chinese, Vietnamese, and Korean)
- Caltrans will hold two public hearings
- During 90-day public review period, public is encouraged to submit comments:
 1. In person at one of the public hearings
 2. By U.S. mail
 3. Through Caltrans' public comment website

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