



AN IMPORTANT ANNOUNCEMENT REGARDING THE SR 710 STUDY

On August 29 and August 30, 2012, the SR 710 Environmental Study team will be meeting with members of the Study's Technical Advisory Committee (TAC) and Stakeholder Outreach Advisory Committee (SOAC). At those meetings, the team will be sharing a performance summary of the twelve alternatives being evaluated in the Alternative Analysis (AA) phase of the Study. The AA phase precedes the preparation of a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS), which will begin in Fall 2012. The performance of the alternatives is being evaluated based on the SR 710 Study's Purpose and Need, objectives, preliminary conceptual engineering and initial environmental assessment performed for each alternative.

The SR 710 Study team will explain the methodology by which the alternatives have been assessed and share the performance measures for each alternative. Based on this analysis, **Staff recommends** advancing the following five alternatives for detailed study:

- No Build
- BRT 6 refinements – Los Angeles to Pasadena
- LRT 4 refinements – East Los Angeles to Pasadena
- F-7 (freeway tunnel) – Connecting north and south termini of existing SR 710
- TSM/TDM

The No Build and a low-build or TSM/TDM Alternative will be carried into the Draft (EIR/EIS), in accordance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). Combination or hybrid alternatives will be given further consideration.

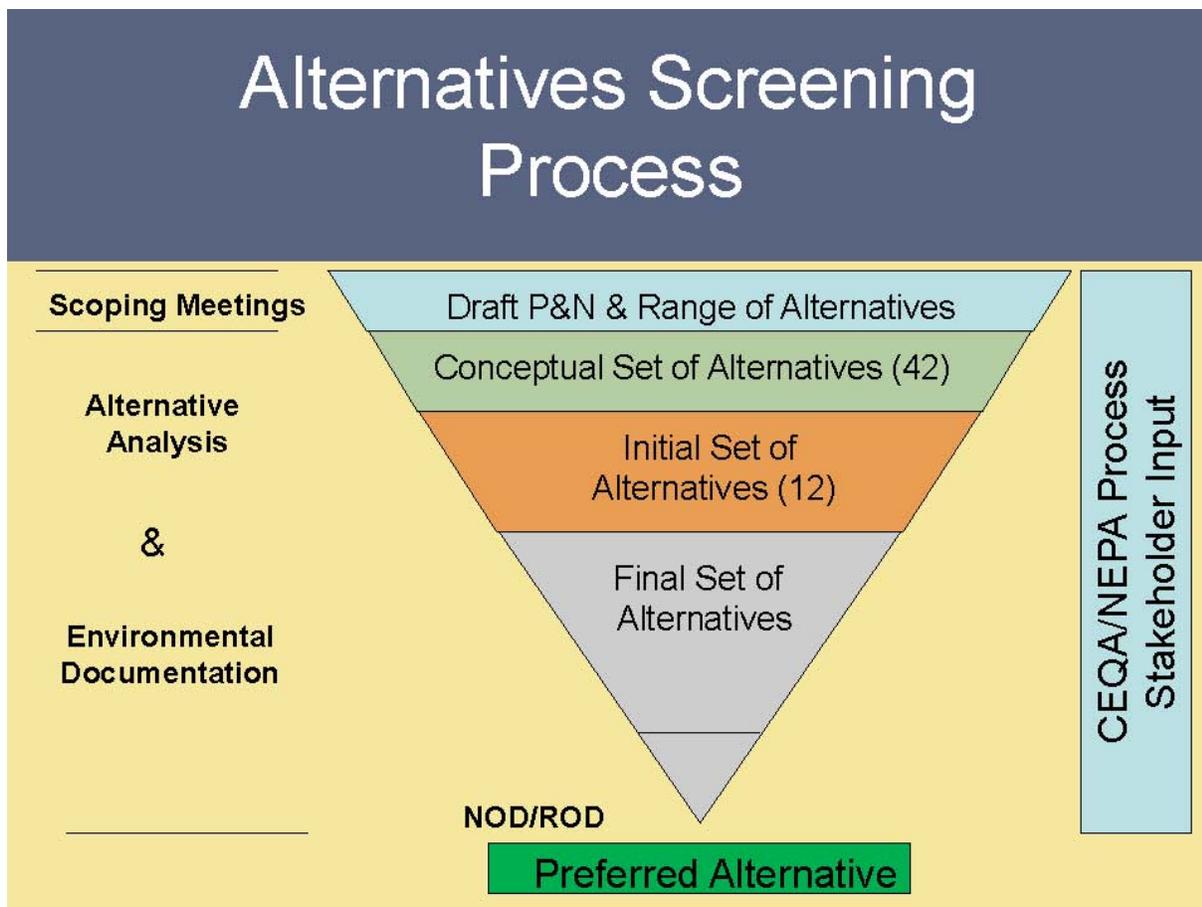
Build Alternatives F-2, F-5, F-6, H-2 and H-6 are the low performing and/or most environmentally damaging alternatives as analyzed using the Study's Purpose and Need, objectives and established performance measures. Therefore, further evaluation of these alternatives is not merited.

Staff also recommends redefining the study area to be commensurate with the build alternatives that will be advanced.

SCREENING CRITERIA AND SELECTION PROCESS

This screening is the last step in a three-step screening process:

- 1) Preliminary screening
- 2) Initial screening
- 3) Secondary screening



The preliminary screening process considered over one hundred alternative concepts, identified through the public scoping process, with a wide range of transportation modes including: freeway (at-grade, elevated and underground), highway, Bus Rapid Transit (BRT), Light Rail Transit (LRT), commuter rail, freight rail, Transportation System Management/Transportation Demand Management (TSM/TDM), and advanced technologies. The result of the preliminary screening recommended approximately 42 alternative concepts be carried forward.



Then, an **initial screening** was conducted based on technical evaluations of each alternative, using a comprehensive/qualitative performance assessment matrix that included the Study Purpose and Need, objectives and 23 evaluation criteria. The number of alternatives was then reduced to 12 alternative concepts.

Next, a **secondary screening** was conducted to evaluate the 12 alternative concepts based on the Purpose and Need, Study Objectives and over 40 detailed performance measures. The results of this analysis will be shared with the TAC and SOAC during their August meetings.

STUDY PURPOSE AND NEED

The Study **Purpose** is to effectively and efficiently accommodate regional and local north-south travel demands in the Study Area of the western San Gabriel Valley and east/northeast Los Angeles, including the following considerations:

- Improve efficiency of the existing regional freeway and transit networks
- Reduce congestion on local arterials
- Accommodate regional traffic volumes
- Minimize environmental impacts related to mobile sources

There are four elements of **Need** for this Study:

- 1) Regional Transportation System (North-South mobility)
- 2) Freeway System Efficiency
- 3) Congestion on Local Streets
- 4) Transit System Efficiency

STUDY OBJECTIVES

The Study **Objectives** are:

- Minimize travel times
- Improve connectivity and mobility
- Reduce congestion on the freeway system
- Reduce congestion on the local street system
- Increase transit ridership
- Minimize environmental and community impacts
- Assure consistency with regional plans and strategies
- Maximize the cost efficiency of public investments