

# State Route 710 North Study

## No Build Fact Sheet

### Description

The No Build includes projects/planned improvements, through 2035, that are contained in: the 2012 Southern California Association of Governments (SCAG); Regional Transportation Plan (RTP); Federal Transportation Improvement Program (FTIP); the financially constrained section of the 2012 SCAG RTP; and Measure R and Metro's 2009 Long Range Transportation Plan. The No Build does not include any planned improvements to the State Route 710 Corridor. Further, the No Build alternative fulfills a requirement of the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), and provides the baseline against which all other build alternatives are compared.

### Projections & Mobility Constraints

The research, data collected, and initial studies, completed to date, are based on the 2008 RTP and reported in the State Route 710 North Study Alternatives Analysis Report. The following can be concluded about the study area:

- > Population will increase from 1.18 million (2008) to 1.33 million (2035).
- > The SCAG six-county population will increase from 18.1 million in 2010 to 22.1 million in 2035.
- > Total vehicular delay in Los Angeles County will increase by 28% between 2008 and 2035.
- > Transit travel times are affected by the same congestion experienced on the roadway network.
- > Approximately 79% of transit trips were made via bus, 20% via light rail (Metro Gold Line), and less than 1% via commuter rail (MetroLink) in 2006.
- > Average speed of Metro buses has increased from 16 mph in 1992 to 18.5 mph in 2005 after introducing Metro Rapid Bus service. (Speeds have since decreased to 17.1 mph due to increased congestion on local arterials.)

- > Peak hour speeds and travel times are unpredictable and highly variable. Peak hour speeds and travel times varied from 65 mph to 30 mph, and from 15 minutes to 25 minutes, respectively, for the same time of the day in a given month.
- > The volume to capacity (v/c) ratio (or the measurement of traffic on a given roadway in relation to the amount of traffic that a given roadway is designed to handle) for traffic in 2008 on north-south freeways is more than 10% greater than the v/c for east-west freeways during the PM peak period, and it is expected to increase to more than 15% by 2035.
- > By 2035, the v/c ratio on north-south arterials will be more than 15% greater than the v/c for east-west arterials.
- > Time required to make many north-south trips is exacerbated by the distance between north-south freeways; and this results in additional and longer travel on east-west freeways, and more use of local streets to complete regional trips.
- > Regional trips with origins and destinations outside the study area or "cut-through" traffic contribute to congestion on local arterials.
- > The percentage of cut-through traffic on local arterials is expected to increase from approximately 19% in 2008 to 25% in 2035.
- > Throughout the study area, four-lane north-south arterials such as Fremont Av, Atlantic Blvd, Garfield Av, San Gabriel Blvd and Rosemead Blvd (State Route 19) all have segments that carry over 35,000 vehicles per day.
- > In contrast to north-south arterials, only Huntington Dr (a six-lane arterial) carries comparable traffic volumes in the east-west direction.

# 2035 No Build Traffic Conditions

(Estimated Increases in Traffic Volumes From Existing)

