# SR-710 Environmental Study Process

<table>
<thead>
<tr>
<th>Milestones</th>
<th>Outreach</th>
<th>Process</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scoping</td>
<td></td>
<td>Preliminary screening</td>
<td>Spring 2011</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Unscreened set of alternatives (over 100)</td>
<td></td>
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<tr>
<td>Alternatives Analysis</td>
<td>All Communities Convening</td>
<td>Initial screening</td>
<td>Winter 2011</td>
</tr>
<tr>
<td></td>
<td></td>
<td>42 Alternatives</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Open Houses/Meetings</td>
<td>Secondary screening</td>
<td>Spring-Summer 2012</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12 Alternatives</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Meetings/Forums</td>
<td>Recommend alternatives to be further studied</td>
<td>Fall 2012</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5 Alternatives + Variations</td>
<td></td>
</tr>
<tr>
<td>Environmental Documentation</td>
<td>Subject Specific Sessions</td>
<td>Begin Draft EIR/EIS</td>
<td>Winter 2012/2013</td>
</tr>
<tr>
<td></td>
<td></td>
<td>number of alternatives TBD</td>
<td></td>
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<tr>
<td></td>
<td>Public Hearings</td>
<td>Draft EIR/EIS released</td>
<td>Spring 2014</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Preferred Alternative Selected</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Final EIR/EIS Record of Decision</td>
<td>Spring 2015</td>
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Preliminary Project Need

- Improve mobility by accommodating regional and local north-south travel demands in the western San Gabriel Valley and east/northeast section of the city of Los Angeles within the study area.
Alternatives Advanced to Draft EIR/EIS

1) No Build
2) Transportation System Management/Transportation Demand Management
3) Bus Rapid Transit with refinements (BRT-6X)
4) Light Rail Transit with refinements (LRT-4X)
5) Freeway Tunnel (F-7X)
No Build

SR-710 EIR/EIS
2035 No Build Projects
Transportation System Management

- Expanded Transit (Bus) Service
- Intelligent Transportation System improvements
- Active Transportation System improvements and
- Intersection and Local Street Improvements

Transportation Demand Management

- Rideshare, telecommuting
BRT-6X With Refinements

- Increased transit service and connectivity
  - East Los Angeles to Pasadena/LCF
  - 16,300 total boardings (19,100 new total new riders system-wide including TSM element)
- Improves transit travel time
- Minimal impact on human and natural environment
- Generally within existing ROW
  - On-street parking impacts
BRT-6X Refinement
Initial Design Concepts

- Route Length: 13.8 miles
- Total Stops: 20
- Peak Headways: 10 minutes
- Off-Peak Headways: 20 minutes
- Vehicle: 60 feet Articulated Bus
LRT-4X With Refinements

- Increased transit service and connectivity
  - East Los Angeles to Pasadena
  - 10,200 total boardings (19,800 new total new riders system-wide including TSM element)
  - Station at Cal State LA with connections to Metrolink and El Monte Busway
- Improves transit travel time
- Minimal impact on human and natural environment
- Generally within existing ROW
  - Minor on-street parking impacts
  - Generally aerial easements; potential acquisitions needed for stations
LRT-4X Refinement
Initial Design Concepts

**Aerial Segment**
- more than 3 miles long
- 25-30 feet over roadway
- 40-50 feet over hillside adj to CSULA

**Tunnel Bore Segment**
- Length: 4.5 miles (total 7.6 miles)
- Diameter: 21.7 feet
- Average Cover/Depth: 50 – 75 feet
F-7X (Freeway Tunnel)

- Arterial & freeway congestion reduced by over 20%
  - Carries up to 51,000 vehicles in 4 hr PM peak period (n/b + s/b)
  - Handles 180,000 (n/b + s/b) vehicles daily
  - Removes over 75,000 daily trips from arterials

- Regional cut-through traffic reduced from 25% to 10%

- Eliminates 22% of congested intersections

- Minimal impact on human and natural environment

- Generally within existing ROW
  - Underground easements needed
### F-7X (Freeway Tunnel) Initial Design Concepts

<table>
<thead>
<tr>
<th>Cut &amp; Cover Tunnel</th>
<th>Bored Tunnel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length: 0.7 miles</td>
<td>Length (bore): 4.2 miles</td>
</tr>
<tr>
<td>Average Depth:</td>
<td>Total Length: 6.3 miles</td>
</tr>
<tr>
<td>10 – 30 feet</td>
<td>Diameter: 59.5 feet</td>
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<tr>
<td>Has surface impacts</td>
<td>Horizontal vents at portals (No vertical vents/stacks)</td>
</tr>
<tr>
<td></td>
<td>Average Cover/Depth: 100 – 150 feet</td>
</tr>
<tr>
<td></td>
<td>Safe Passages for Pedestrians Vehicles</td>
</tr>
<tr>
<td></td>
<td>Fire/Life Safety Systems</td>
</tr>
<tr>
<td></td>
<td>No surface impacts</td>
</tr>
</tbody>
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![Diagram of Cut & Cover Tunnel](image1.png)

![Diagram of Bored Tunnel](image2.png)
Stakeholder Outreach Structure

- Technical Advisory Committee
- Stakeholder Outreach Advisory Committee
- Community Liaison Councils
- *All Communities Convening* Open Houses
Summary of Outreach Activities
November 2012 - January 2013

• Metro Board Staff Briefings
• Elected Official Briefings
• City Council Presentations
• City Commission Briefings
• Neighborhood Council Briefings
• Community Based Organizations
• Unified School Districts
• Media Interviews
• Print Media
Supplementary Outreach Efforts

• Continued participation in city-sponsored forums
• Continued outreach to employment centers, business community, and Study area-wide community groups
• Produced an information video about the Alternatives
• Posted educational items on website (FAQs, Fact Sheets, etc.)
• Created the E-Tool to personalize stakeholder engagement
Over the next 12-15 Months expect…

Draft EIR/EIS studies may include but not be limited to:

- Property Acquisition
- Community and Neighborhoods
- Parkland/Community Facilities
- Biological/Jurisdictional Resources
- Noise & Vibration
- Air Quality
- Water Resources
- Visual and Aesthetic Resources
- Geotechnical/Geological
- Section 4(f) & Section 106
- Hazardous Waste
- Environmental Justice Issues
- Historic, Archaeological & Paleontology
- Health Risk Assessments
- Transportation (transit, traffic circulation, parking, etc.)
- Congestion Pricing (Tolling)
- Economic & Fiscal Impacts
- Cost Benefit Analysis
- Truck Restrictions
- Tunnel Fire/Life Safety Systems
- Construction Impacts
Study Schedule

• Alternative Analysis report submitted to Metro in December 2012

• Begin technical environmental studies Winter 2013 / 2014

• Circulate Draft Environmental Document and Conduct Public Hearing by Spring 2014

• Final Environmental Document and secure Record of Decision by Spring 2015
Next Steps

• Refine alternatives to avoid/minimize potential impacts
• Enhance alternatives to increase performance
• Proceed with environmental studies, preliminary engineering and technical analyses
• Continue public participation and community outreach
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