State Route 710 North Study

Burbank City Council Meeting June 23, 2015

EIR/EIS Process, Alternatives Studied & City of Burbank Overview

Background & EIR/EIS Process

- Measure R funded study initiated 4 years ago to alleviate mobility constraints in study area (east/northeast Los Angeles and western San Gabriel Valley)
- 5 Alternatives advanced to the Draft Environmental Impact Report/Statement (Draft EIR/EIS) for further study in 2012
- Draft EIR/EIS is being circulated for public review and comment through **August 5, 2015**
- Draft EIR/EIS does not recommend or select a Preferred Alternative

Ways to Comment on Draft EIR/EIS

During the public circulation period:

- ❑ Provide testimony (written or verbal) at the Public Hearings
- ❑ Send written comments to:

  Garrett Damrath
  Caltrans District 7
  Division of Environmental Planning
  100 S. Main St., MS-16
  Los Angeles, CA 90012

- ❑ View the Draft EIR/EIS via Caltrans website:
  http://www.dot.ca.gov/dist07/resources/envdocs/docs/710study/draft_eir-eis
- ❑ And, submit online comments:
  http://www.sr710northcomments.com/

**Comments should address substantive concerns related to the technical analysis provided in the Draft EIR/EIS

Draft EIR/EIS Contents

VOLUME I:

Chapter 1- Background, Purpose & Need
Chapter 2- Alternatives
Chapter 3- Affected Environment/ Environmental Consequences
Chapter 4- California Environmental Quality Act (CEQA) Evaluation
Chapter 5- Comments and Coordination
Chapter 6– List of Preparers
Chapter 7- Distribution List

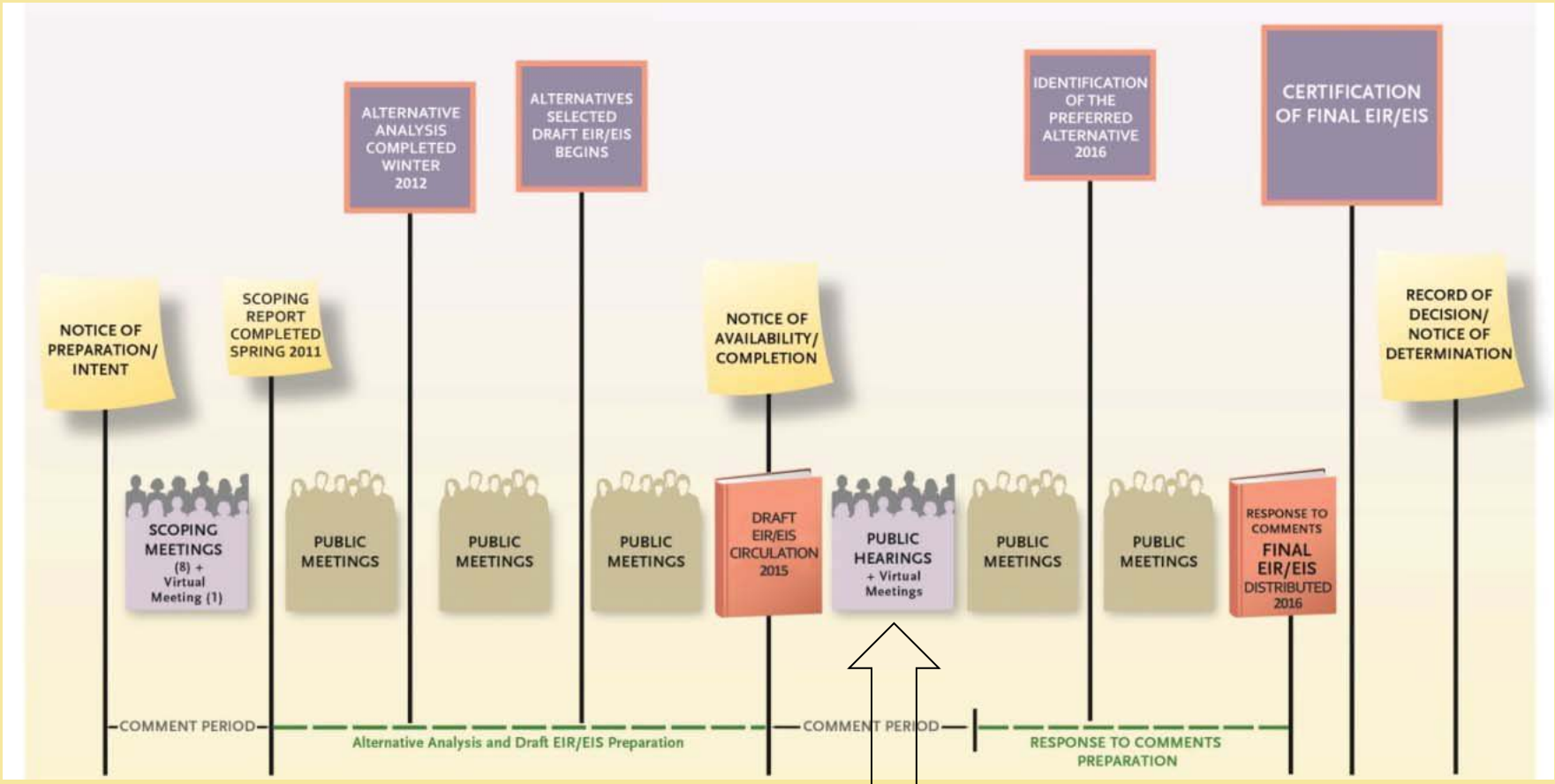
VOLUME II: APPENDICES

(Supporting list of technical studies, charts, figures, tables, etc)

EIR/EIS Environmental Topics

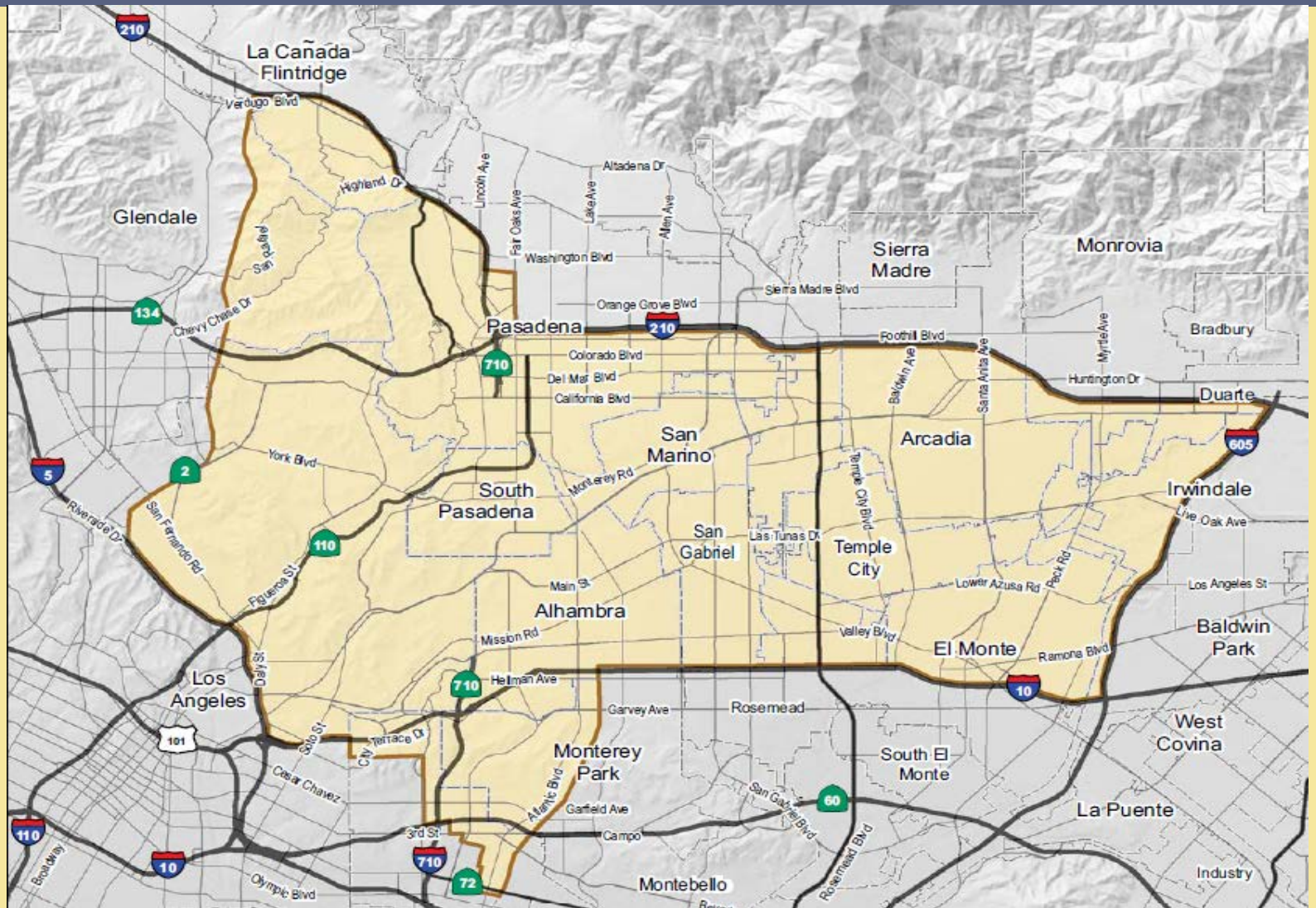
- ❑ Land use
- ❑ Growth
- ❑ Community Impacts
  - Community Character/Cohesion
  - Relocations
  - Environmental Justice
- ❑ Utilities/Emergency Services
- ❑ Traffic/Transportation
- ❑ Visual/Aesthetics
- ❑ Cultural/Historical Resources
- ❑ Hydrology/Floodplains
- ❑ Water Quality
- ❑ Geology/Soils
- ❑ Paleontological Resources
- ❑ Hazardous Waste
- ❑ Air Quality
- ❑ Noise and Vibration
- ❑ Energy
- ❑ Biological Resources
  - Natural Communities
  - Wetlands and Waters
  - Plant Species
  - Animal Species
  - Threatened & Endangered Species
  - Invasive Species
- ❑ Construction Impacts
- ❑ Cumulative Impacts
- ❑ Health Risk Assessment
- ❑ Climate Change

Environmental Process



We are here

Project Study Area



Purpose Statement

- The purpose of the proposed action 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 the efficiency of the existing regional freeway and transit networks;
  - Reduce congestion on local arterials adversely affected due to accommodating regional traffic volumes;
  - Minimize environmental impacts related to mobile sources

State Route 710 Alternatives

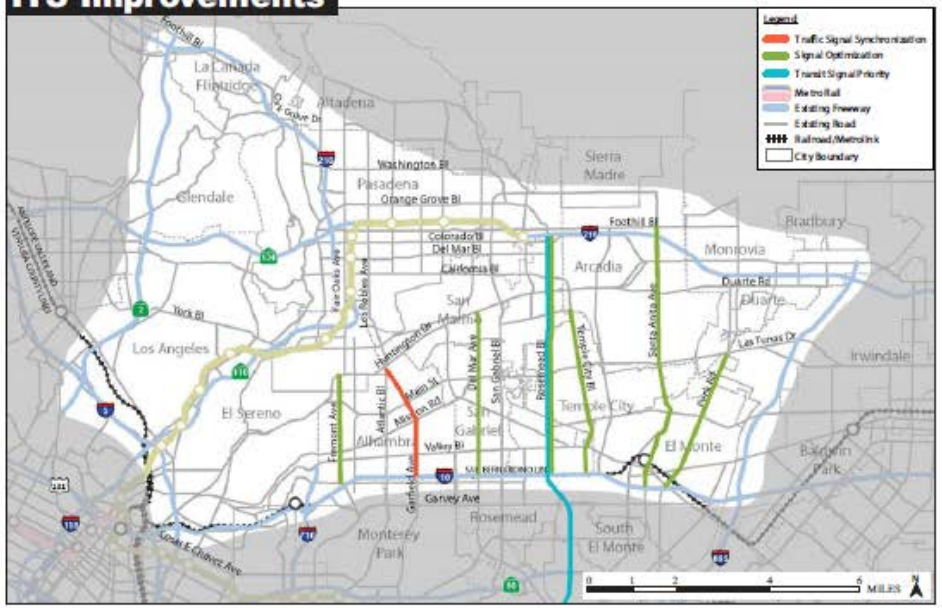
1. No Build Alternative
2. Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative
3. Bus Rapid Transit (BRT) Alternative with TSM/TDM
4. Light Rail Transit (LRT) Alternative with TSM/TDM
5. Freeway Tunnel Alternative with TSM/TDM
   - ❑Dual Bore Operational Variation
     - No Tolls
     - No Tolls and No trucks
     - With Tolls
   - ❑Single Bore Operational Variation
     - With Tolls
     - With Tolls and No Trucks
     - With tolls and Express Bus

No Build Alternative

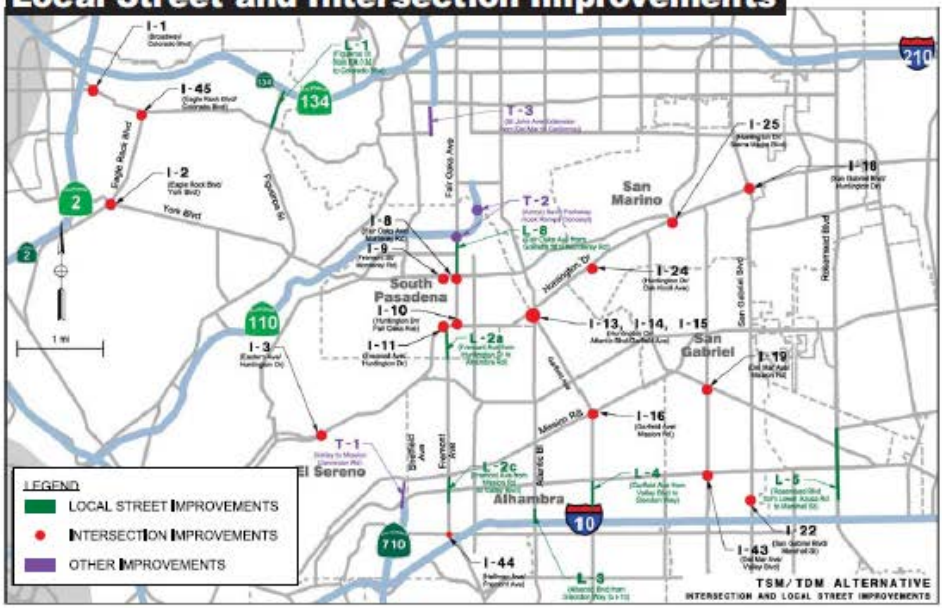
- Provides the baseline against which all of the build alternatives are compared
- Includes planned improvements contained in the 2012 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) through 2035
- Does not include any improvements associated with Build Alternatives identified within the SR 710 North study area

TSM/TDM Alternative

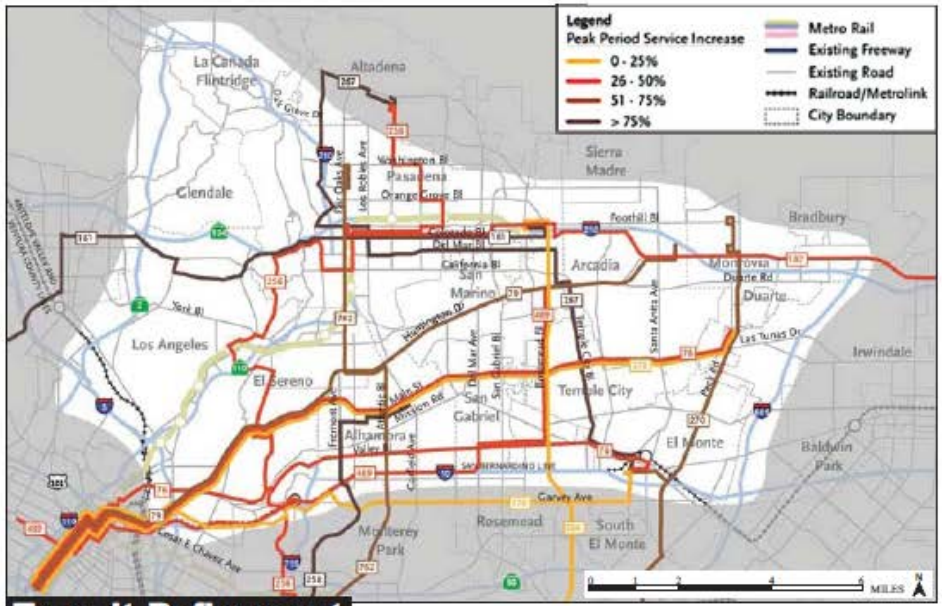
ITS Improvements



Local Street and Intersection Improvements



Transit Refinement



Active Transportation

TSM/TDM Alternative Overview

- **Intelligent Transportation System Improvements**
  - Signal optimization
  - Signal synchronization
  - Transit signal prioritization
  - Arterial changeable message signs
  - Speed data collection
  - Preliminary Cost Estimate: $5M

- **Local Street Improvements**:
  - 17 intersections
  - 7 street segments
  - 3 other improvements:
    - T-1: Valley Blvd to Mission Rd Connector Rd
    - T-2: Arroyo Seco Parkway Hook Ramps
    - T-3: St John Ave Extension from Del Mar Ave to California Blvd
  - Preliminary Cost Estimate: $80M

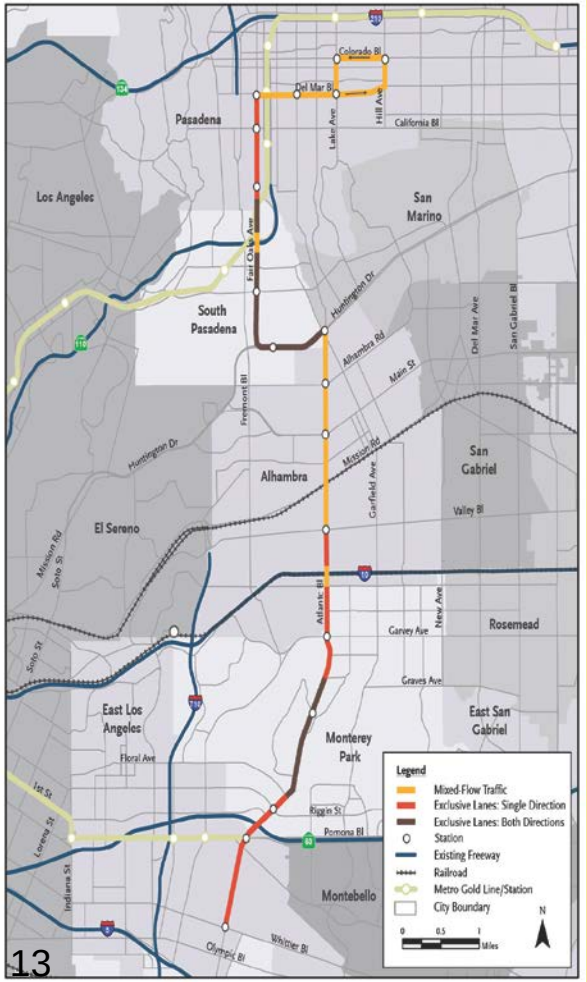
- **Transit Refinement**
  - To existing bus routes
  - Preliminary Cost Estimate: $20 M

- **Active Transportation**
  - Class III Bike Routes
  - Preliminary Cost Estimate: $0

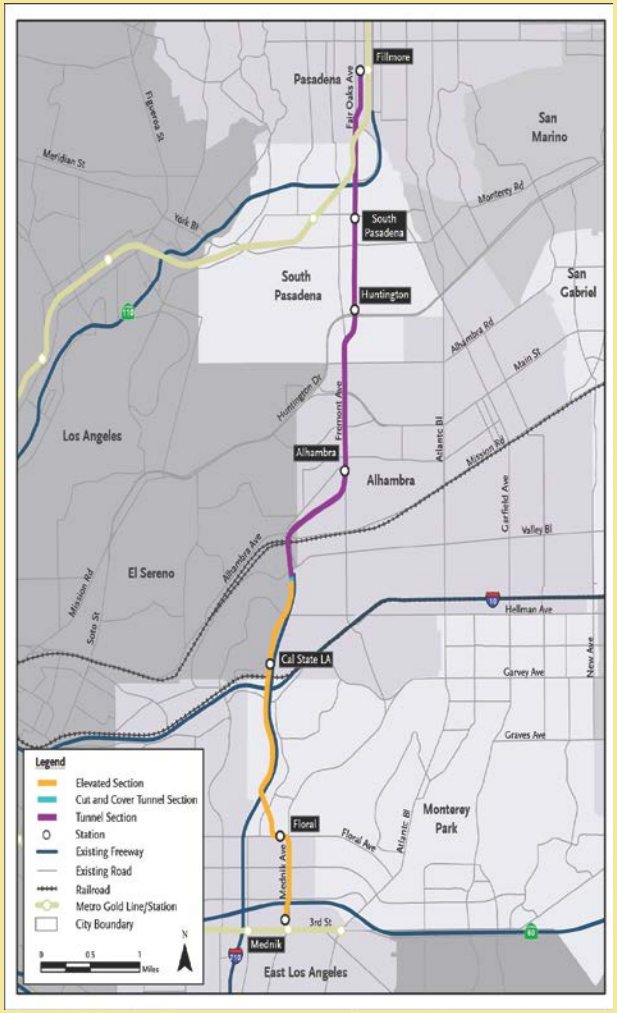
Preliminary Cost Estimate: $105M (2014 dollars)

Other Build Alternatives

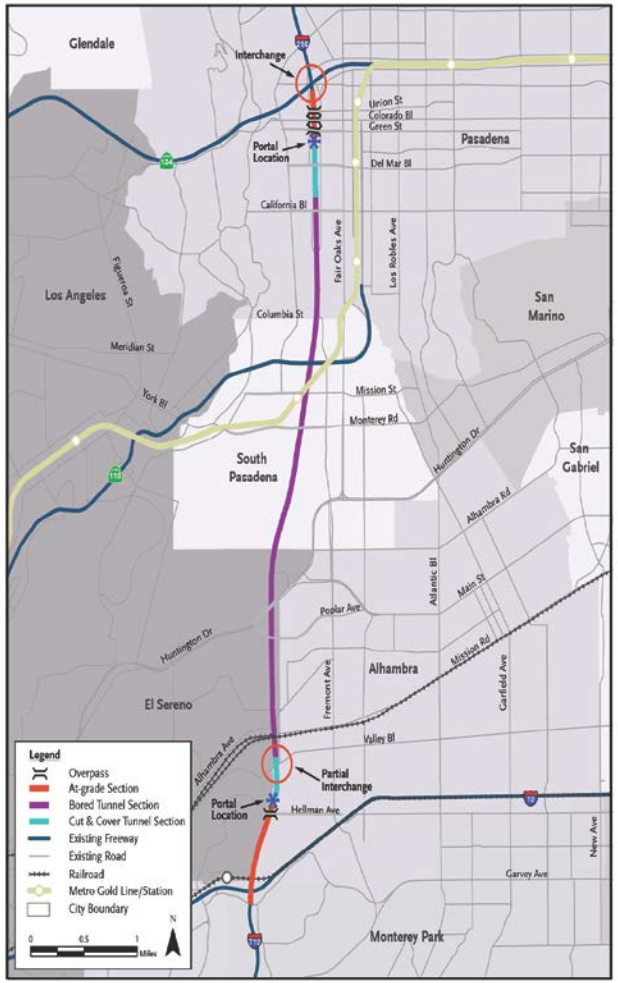
BRT



LRT



FREEWAY TUNNEL

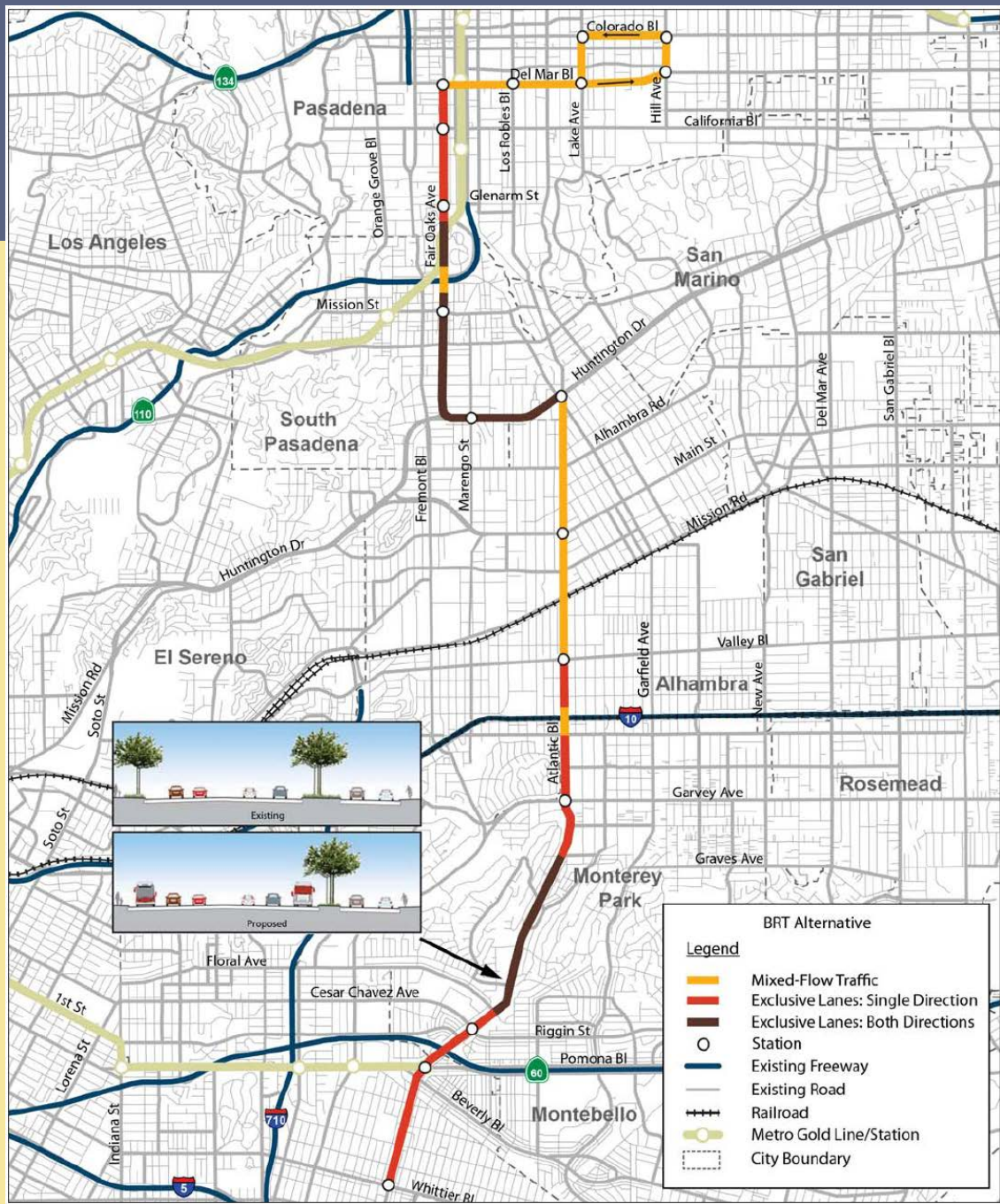


BRT Alternative

- High-speed, high-frequency service between East Los Angeles & Pasadena
- 12-mile corridor (17 stops)
- Mixed-flow and exclusive lanes (single and both directions)
- 10 minutes/20 minutes during peak/off peak hour
- Replaces existing Route 762
- Amenities included to attract riders
- Bus feeder service to:
  - El Monte Bus station
  - Commerce and Montebello Metrolink stations
- Includes elements of TSM/TDM
- Preliminary Cost Estimate:

  $241M* (2014 dollars)

  *Includes $102M for TSM/TDM improvements

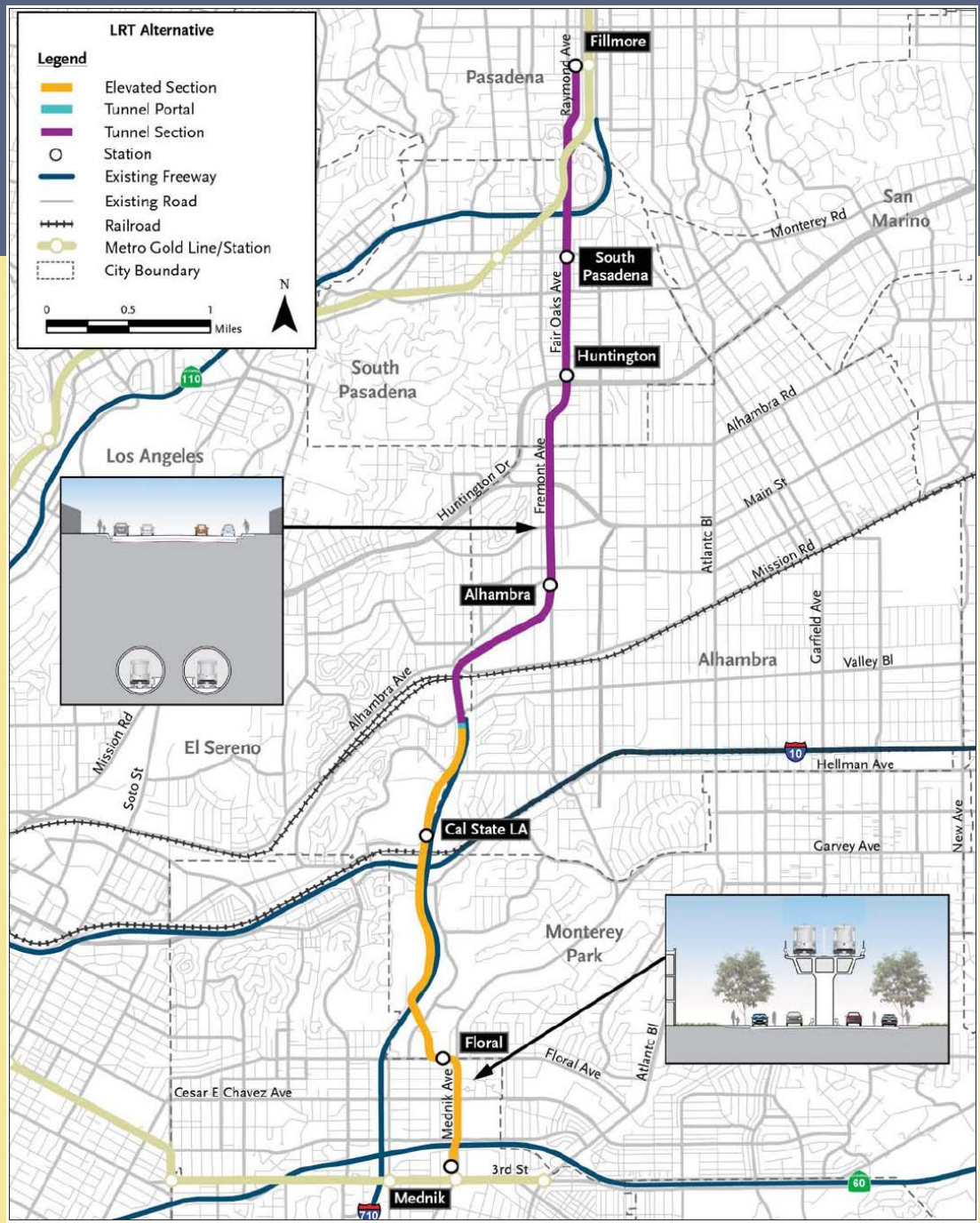


LRT Alternative

- 7.5 mile long passenger rail line between East Los Angeles & Pasadena
  - 3 mile aerial segment and 4.5 mile tunnel segment
  - 7 stations (3 aerial and 4 underground)
- Tunnels are expected to be constructed using pressurized face Tunnel Boring Machine (TBM)
  - Two approximately 20-ft diameter tunnels
  - Tunnels would be advanced from south end
- Design including safety elements follows Metro guidelines
- Bus feeder service to:
  - El Monte Bus Station
  - Commerce and Montebello Metrolink stations
- Includes elements of TSM/TDM
- Preliminary Cost Estimate:

  $2,420M* (2014 dollars)

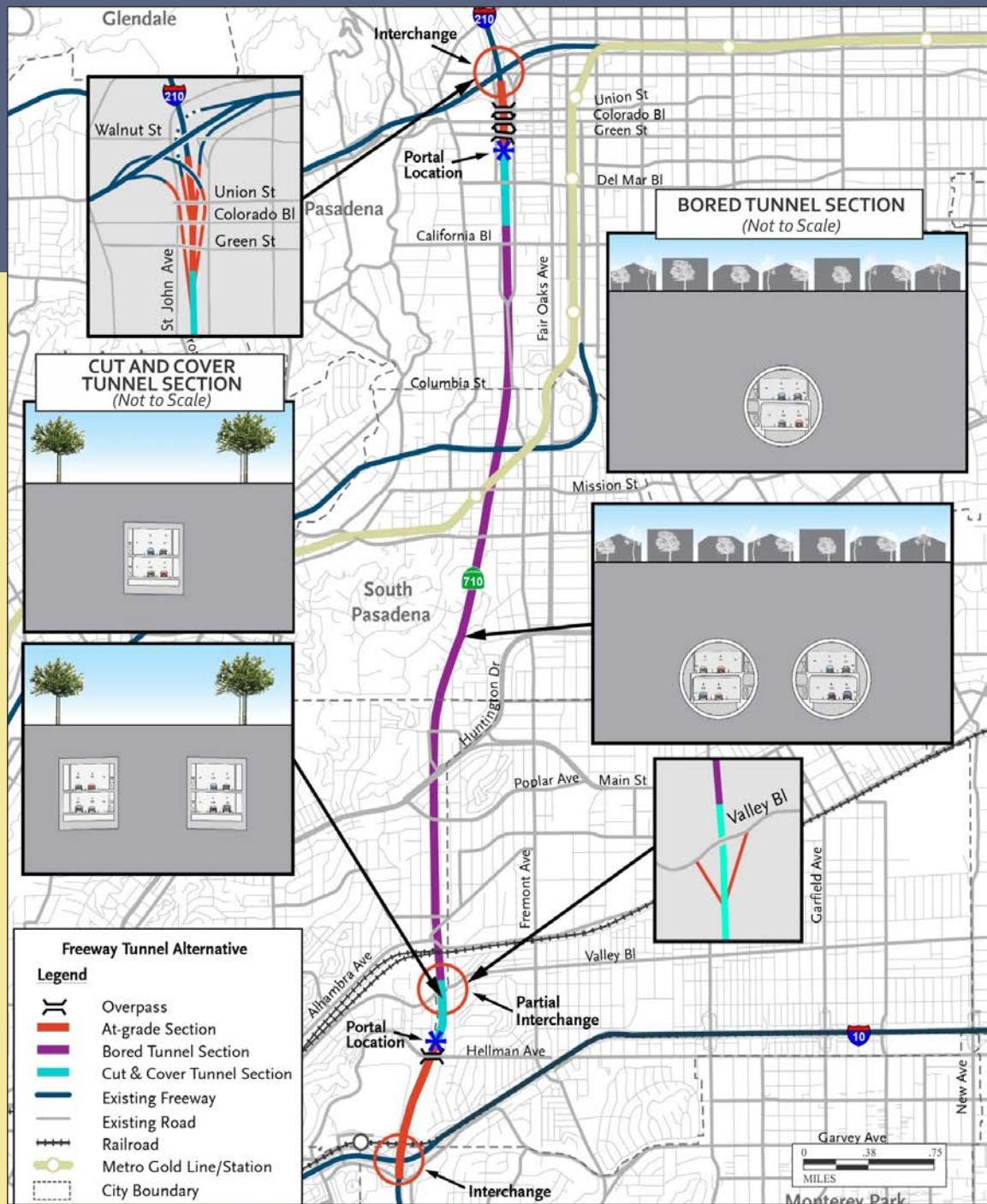
*Includes $52M for TSM/TDM improvements



Freeway Tunnel Alternative

- 6.3 mile route connecting Interstate Routes 10 and 210
  - 4.2 mile bored tunnel segment(s)
  - 0.7 mile cut-and-cover tunnel
  - 1.4 mile at-grade segments
  - Approximately 60-foot diameter tunnel(s)
- Single and dual bore design variations
- Design and safety elements follows Caltrans and National Fire Protection Association guidelines
- Ventilation structures provided near north and south portals
  - No intermediate ventilation structures
- Operations and Maintenance building provided at both portals
  - Will house first responders 24/7
- Includes elements of TSM/TDM
- Preliminary Cost Estimates:
  Single Bore - $3,150 M* (2014 dollars)
  Dual Bore - $5,650 M* (2014 dollars)

*Includes $50M for TSM/TDM improvements

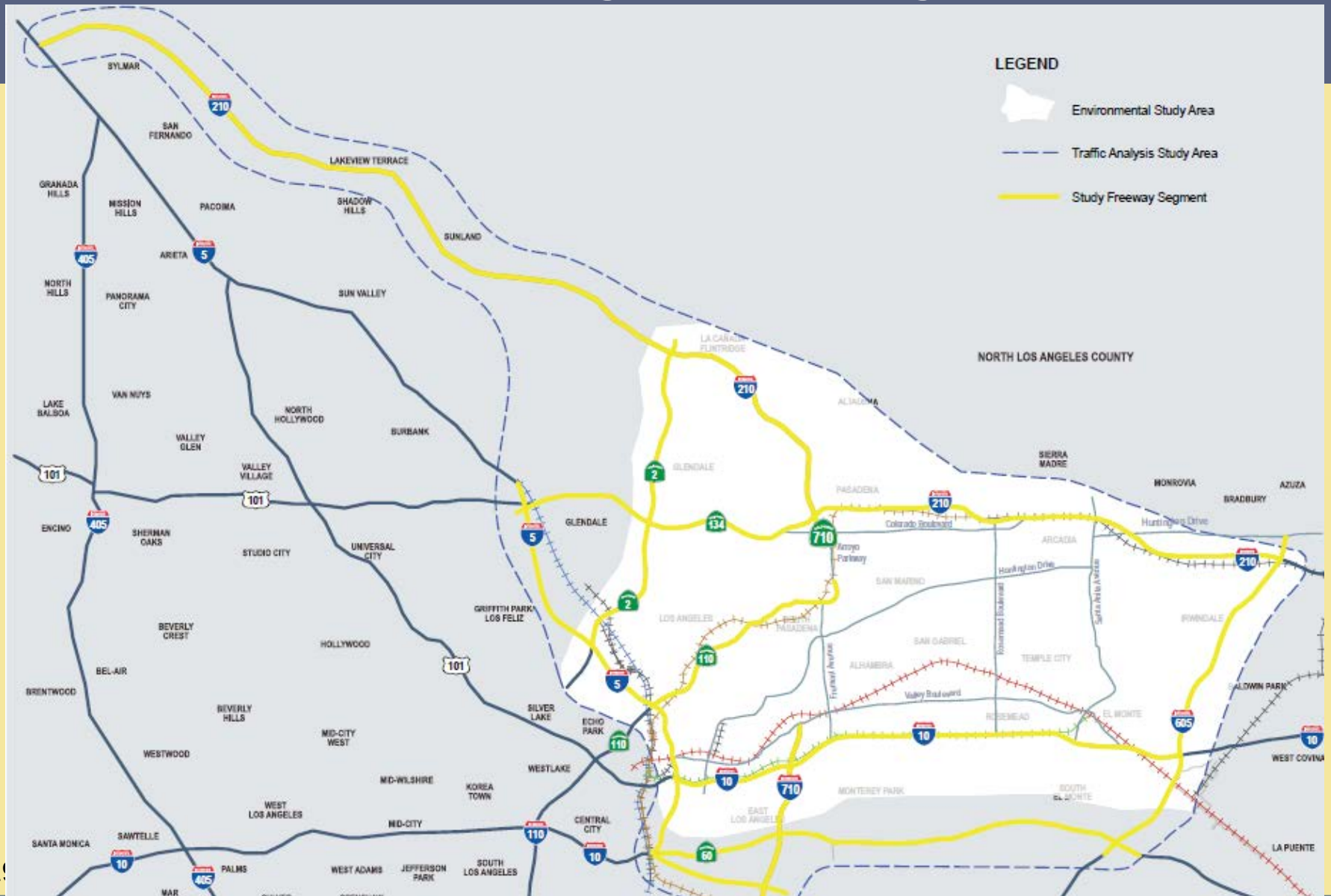


Preliminary Cost and Schedule Information

Build Alternative	**Preliminary Cost Estimate** (2014 dollars)	**Preliminary Construction Duration***
TSM/TDM ▪ Intelligent Transportation Systems (ITS) ▪ Local Street Improvements ▪ Transit (Bus) Refinement ▪ Active Transportation	$ **105,000,000** $ 5,000,000 $ 80,000,000 $ 20,000,000 $ 0	2 years
Bus Rapid Transit (BRT)	$ **241,000,000**	2 years
Light Rail Transit (LRT)	$ **2,420,000,000**	6 years
Freeway Tunnel ▪ Single Bore ▪ Dual Bore	$ **3,150,000,000** **$ 5,650,000,000**	4-5 years
*Contingent upon potential fund sources and project delivery method		

City of Burbank Overview

Traffic Analysis Study Area



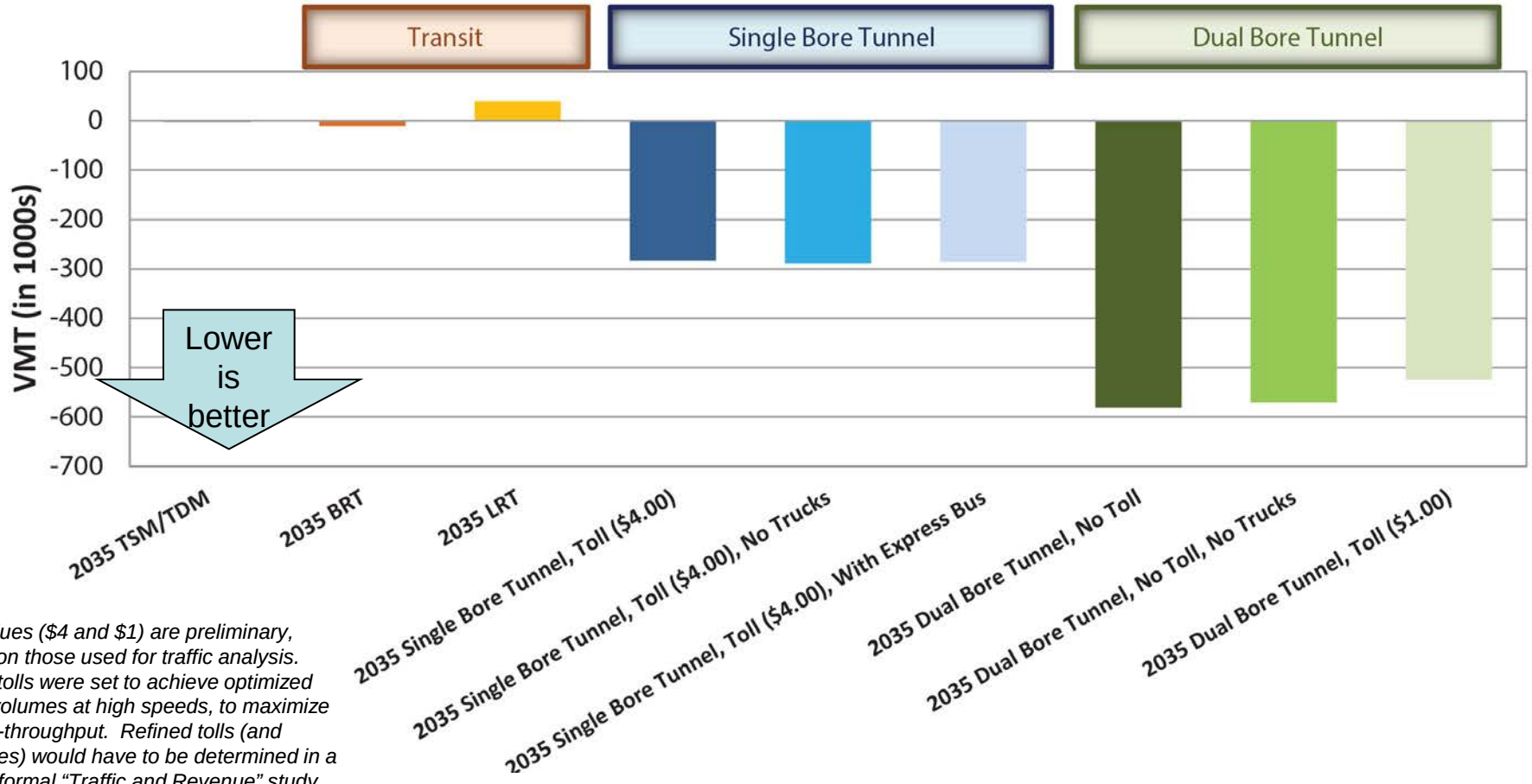
Analysis Overview

- Regional and study area travel forecasts
- Level of Service (LOS) on freeways (~600 segments) and intersections (156)
- 2020/2025 opening year and 2035 horizon year
- AM and PM peak periods
- No-Build vs. Build (9 alternatives/variations)
- Level of Service (LOS), delay (intersections), and density (freeways)
- Evaluation of impacts

Change in Arterial VMT (Study Area) vs. 2035 No Build

Source: Transportation Technical Report, 2014

Arterial VMT is reduced when freeway capacity is increased.



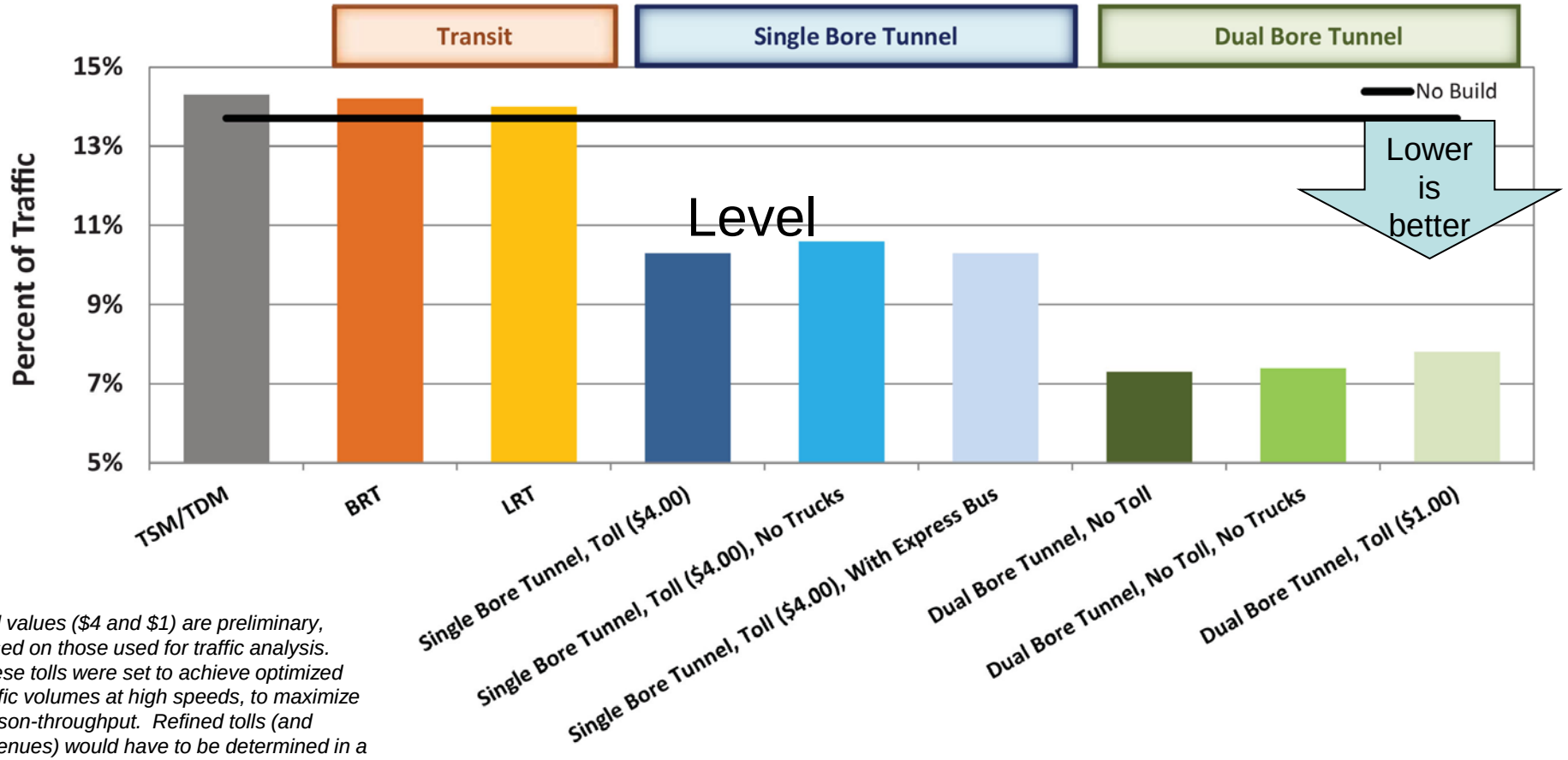
Alternative/Variation

Toll values ($4 and $1) are preliminary, based on those used for traffic analysis. These tolls were set to achieve optimized traffic volumes at high speeds, to maximize person-throughput. Refined tolls (and revenues) would have to be determined in a future, formal "Traffic and Revenue" study.

Use of Study Area Arterials for Long Trips

Source: Transportation Technical Report, 2014

The percent of long (cut-through) trips on local streets is reduced up to half when freeway capacity is increased.



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Alternative/Variation

Intersection Analysis

Data Source: Transportation Technical Report, 2014

- 156 Total Intersections
- Reviewed 25 study intersections closest to Burbank
  - #1: Ocean View Boulevard / Foothill Boulevard
  - #25: Figueroa Street / Avenue 26
- Delay is reduced by 0.2 to 2.5% (transit alternatives)
- Delay is increased by 1.4 to 7.4% (freeway alternatives)
- 5 different intersections (depending on the alternative) with impacts in nearby Burbank
- Up to 2 intersections improved

Intersection Analysis Summary Table Burbank

Data Source: Transportation Technical Report, 2014

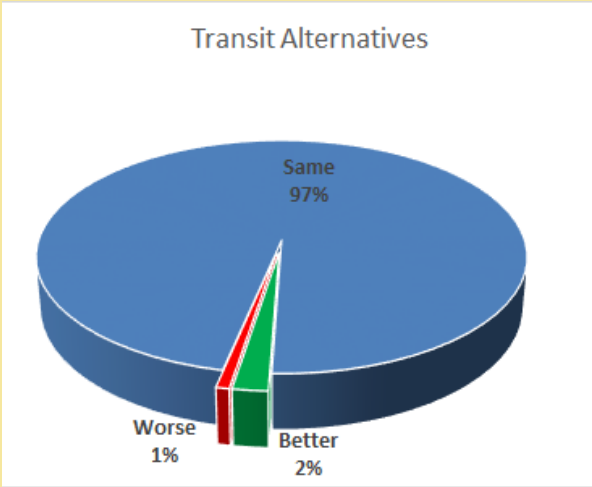
Alternative	Average Delay			Change in Delay	
	2035 AM Peak	2035 PM Peak	% reduction	Worse (5 secs+)	Better (5 secs+)
No-Build	21.8	29.7	--	--	--
TSM/TDM	21.6	29.8	0.2%	3	2
BRT	21.4	28.8	2.5%	2	2
LRT	22.0	28.9	1.3%	4	1
Freeway Tunnel (Single Bore)*	22.6	29.6	-1.4%	3	2
Freeway Tunnel (Dual Bore)*	24.6	30.7	-7.4%	10	2

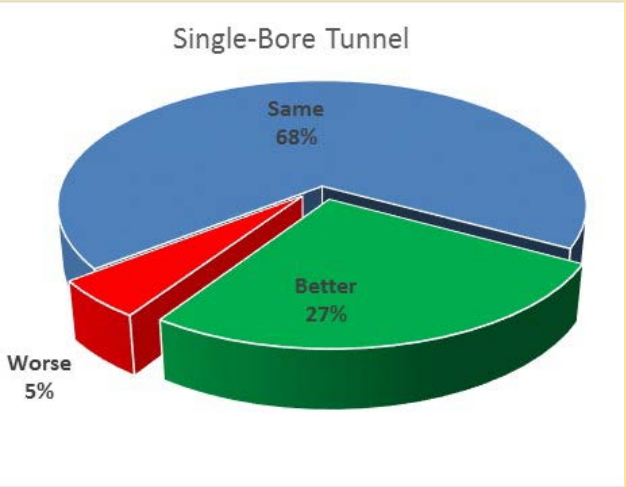
average of 3 variations
****both AM and PM evaluations***

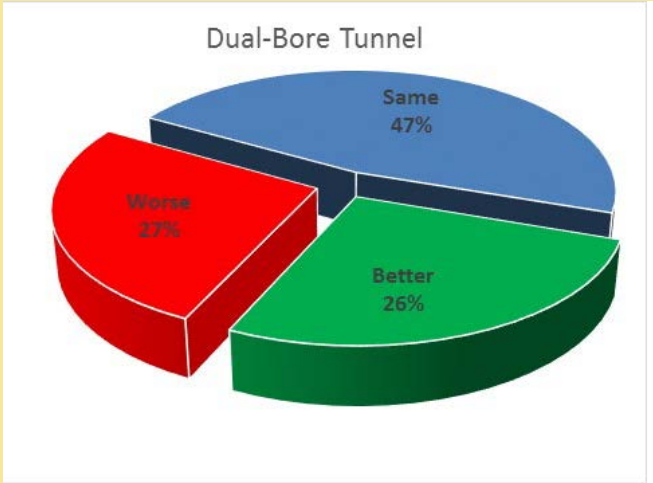
Freeway Analysis

Data Source: Transportation Technical Report, 2014

- 600+ freeway segments
- Reviewed 66 segments around Burbank
  - SR 2 between SR 134 and I-210
  - SR 134 between I-5 and SR 2
  - I-210 between Sunland Boulevard and SR 2
- Level of Service and volume changes







Traffic Summary Table

Data Source: Transportation Technical Report, 2014

New Transit Ridership (change in daily linked trips) in 2035				
TSM/ TDM	BRT	LRT	Freeway Tunnel	
			Single-bore	Dual-bore
11,250	13,500*	15,350*	10,100*	9,700*

**Includes ridership from enhanced bus service as part of TSM/TDM Improvements*

Average Daily Traffic Volumes Freeway Tunnel in 2035 (Vehicles/day)					
Single-Bore Freeway Tunnel			Dual-Bore Freeway Tunnel		
With Toll Variation	With Toll, No Trucks Variation	With Toll, Express Bus Variation	No Toll Variation	No Toll, No Trucks Variation	With Toll Variation
89,900	93,300	92,400	180,000	180,000	169,400

Community Impacts Summary Table

Burbank					
Community Impacts	**TSM/TDM**	**BRT**	**LRT**	**Single Bore**	**Dual Bore**
Full Parcel Acquisition	0	0	0	0	0
Partial Parcel Acquisition	0	0	0	0	0
Permanent Easements	0	0	0	0	0
Temporary Construction Easements	0	0	0	0	0
Business Displacement	0	0	0	0	0
Employee Displacement	0	0	0	0	0
Property Tax Loss ($ Annual)	0	0	0	0	0
Sales Tax Loss ($ Annual)	0	0	0	0	0
Permanent Parking Loss	0	0	0	0	0
Permanent Peak-Hour Parking Loss	0	0	0	0	0
Temporary Parking Loss	0	0	0	0	0

Note: All property impacts are approximate and subject to further refinement during final design. Impacts to individual properties may include a combination of property acquisition, permanent easement, and/or temporary constructions easement .
Source: *Community Impact Assessment* (November 2014)

Hazardous Waste
No Impacts
Cultural Resources
No Adverse Effect

Next Steps

- Review and Respond to Comments Received During the Public Review and Comment Period
- Develop/Prepare Supporting Data to Identify the Preferred Alternative
- Request Metro Board Concurrence on the Recommended Preferred Alternative
- Finalize Environmental Document
- Caltrans Approves the Final EIR/EIS and Record of Decision/Notice of Determination

5 Public Hearings Conducted

Saturday, April 11, 2015 (10 AM to 4 PM)
10 AM - 11 AM – Map Viewing
11 AM - 4 PM – Public Hearing
East Los Angeles College
Rosco C. Ingalls Auditorium

Tuesday, April 14, 2015 (5 PM to 9 PM)
5 PM - 6 PM – Map Viewing
6 PM - 9 PM – Public Hearing
Pasadena Convention Center Ballroom

Wednesday, May 6, 2015 (5 PM to 9 PM)
5 PM - 6 PM – Map Viewing
6 PM - 9 PM – Public Hearing
La Canada High School Auditorium

Thursday, May 7, 2015 (5 PM to 9 PM)
5 PM - 6 PM – Map Viewing
6 PM - 9 PM – Public Hearing
Los Angeles Christian Presbyterian Church

Saturday, June 20, 2015 from 10 AM until 4 PM
10 AM until 11 AM – Map Viewing
11 AM until 4 PM – Public Hearing
David Wark Griffith Middle School
4765 East Fourth Street, Los Angeles, CA. 90022

Learn the Facts, Get Involved, Be a Part of the Solution

Visit the Caltrans website to review the Draft EIR/EIS:

http://www.dot.ca.gov/dist07/resources/envdocs/docs/710study/draft_eir-eis

Or the shortened link to the Caltrans website:
http://goo.gl/84KSgF

Visit Metro's website for library listings to access the Draft EIR/EIS, and to get updates:

http://www.metro.net/sr710study

Metro

Caltrans