

The Regional Importance of the State Route 710 North Study

Fact Sheet

JUNE 2014



Metro



LA's regional transportation network was not completed as planned.

Traffic congestion is a regional problem affecting LA County's entire transportation network. What happens in the State Route 710 North Study area affects the Southern California region and its commuters as a whole.

Why is this important to you?

An incomplete transportation network has led to congestion and transportation inefficiencies within the region. The SR-710 North Study will identify means to boost the economy by improving access to jobs and reducing business costs attributed to traffic delays and unpredictable travel times.

A few of the many impacts include:

- > Three of the top ten peak traffic bottlenecks are near our study area.

- > Travel speeds on north-south freeways between I-10 and US-101/SR 134/I-210 are below 15 mph in many locations.
- > Congestion on regional freeways causes many drivers to use local streets within the study area. Many north-south arterials carry over 35,000 vehicles a day.

Longstanding traffic issues examined in the Study create:

- > Widespread inefficiencies in the larger regional transportation system
- > Congestion on freeways in the Study area
- > Congestion on local streets in the Study area
- > Poor transit operations within the Study area

A typical Los Angeles area motorist experiences 56 hours of traffic delay annually.

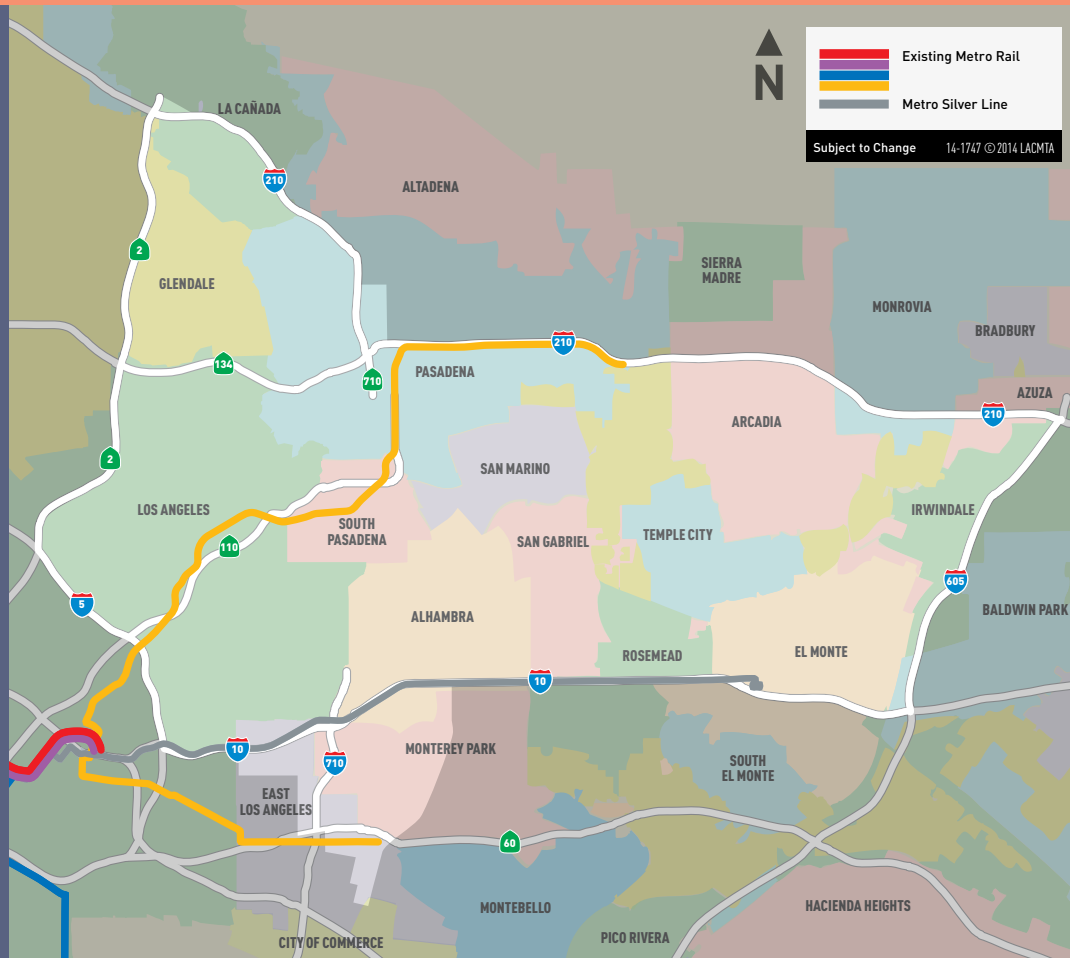
SOURCE: INRIX TRAFFIC SCORECARD, 2012

Why is the Study Needed?

Overview

For decades, the road and highway system that has served as the heart of our County's transportation lifeline has seen significant impacts stemming from growth and congestion. The San Gabriel Valley, with over 20% of the County's population, is no exception.

Metro is now in a position to address traffic relief and make transportation upgrades throughout Los Angeles County, with various efforts including the State Route 710 North Study.



In the Los Angeles region, 384 million gallons of fuel are wasted annually due to traffic delay. That equals approximately 57 gallons per person.

SOURCE: MOVING LOS ANGELES, THE RAND CORPORATION, 2008

Alternatives Under Consideration

1 NO BUILD

The No Build Alternative includes transportation improvement projects that are in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) programmed to be completed by year 2035. The evaluation does not include the current State Route 710 North Study in the list of projects. The No Build Alternative is required and serves as the baseline against which all other alternatives are compared.

2 TRANSPORTATION SYSTEM MANAGEMENT/TRANSPORTATION DEMAND MANAGEMENT

This alternative is designed to improve the efficiency of the existing transportation systems and reduce demand in peak traffic periods within the study area. Strategies include traffic signal upgrades and synchronization, and local street and intersection improvements.

3 BUS RAPID TRANSIT

Bus service on a Rapid line is designed for improving transit time for longer distance commuters with higher speed, high-frequency bus service, minimal stops, and potentially dedicated bus lanes.

4 LIGHT RAIL TRANSIT

Rail service is proposed to directly serve communities from East Los Angeles to Pasadena. This alternative also includes bus feeder service variations to facilitate connectivity with adjacent communities.

5 FREEWAY TUNNEL

The freeway tunnel alternative would extend State Route 710 as a high-speed, limited access roadway. All construction would be within the existing right-of-way. Refinement options being considered for this alternative include: dual and single bore design, adding an Express Bus Service in the freeway tunnel, with and without tolls and with or without trucks.

Build Alternatives



Travel delay in a region covering approximately 100 square miles in the SR-710 North Study area cost \$852.9 million in 2008, and will increase to \$1.2 billion annually in 2035 if nothing changes.

State Route 710 North Study EIR/EIS Process Timeline



The annual economic cost of traffic delay for the Los Angeles region is \$15 billion.

SOURCE: LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION, 2014

We want your input!

Now is the time to stay engaged and get involved to help us plan for the future of transportation and mobility in your community.

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