



April 13, 2015

**TO:** Honorable Mayor and City Council

**FROM:** Department of Transportation

**SUBJECT: FINAL RECOMMENDATION OF SR-710 PASADENA WORKING GROUP REGARDING PROPOSED ALTERNATIVES FOR SR-710 NORTH PROJECT**

**RECOMMENDATION:**

It is recommended that the City Council:

1. Support the recommendation of the SR-710 Pasadena Working Group; and
2. Authorize the City Manager to send a letter to Caltrans and the Mayor to send a letter to the Board of the Los Angeles County Metropolitan Transportation Authority (Metro) on behalf of the City of Pasadena expressing such support; and
3. Authorize City staff to coordinate with adjacent communities on efforts in support of advancing the elements of the Working Group's recommended alternative.

**BACKGROUND:**

Caltrans has released the draft of a joint EIR/EIS for the SR 710 North Study. Prepared by Metro and a team of consultants, the Draft EIR/EIS evaluates five alternatives (one of which is no build) for addressing travel demand in the corridor bookended by the stubs of the SR 710 freeway in Alhambra and Pasadena. The public comment period for the Draft EIR/EIS closes on July 6, 2015. The EIR/EIS process will be used by Caltrans to determine a Locally Preferred Alternative (LPA) for purposes of advancing the project for funding and construction after the Final EIR/EIS is certified.

On August 18, 2014, City Manager Beck convened a special Pasadena Working Group (PWG) or committee comprised of City staff and knowledgeable community members to identify the best project alternative for Pasadena, in particular recognizing that much of the impact associated with the alternatives proposed in the Draft EIR/EIS will have a profound impact on the future of Pasadena. To that end, the PWG, with assistance from the staff of the Department of Transportation, evaluated the SR 710 North Study alternatives, formulated a general understanding of the range of impacts to Pasadena

from each and identified a responsible alternative design that has the potential to minimize impact to Pasadena while increasing regional connectivity.

The PWG began meeting in September 2014 and completed its work with the submission of its Final Recommendation on March 9, 2015 and a detailed report on April 6, 2015. The PWG's Recommendation is contained in Attachment A and their detailed report is contained in Attachment B.

The Working Group is comprised of individuals with the background and expertise necessary to lead this critical initiative. Participants, all residents of Pasadena, include:

- Stephen Acker
- Geoffrey Baum
- Joel Bryant
- Alan Clelland
- Sarah Gavit
- David Grannis, and
- Jennifer Higginbotham

To identify a Pasadena preferred alternative, the PWG first articulated a set of objectives that included the following:

- Meeting long-term mobility needs in a manner consistent with Pasadena's history and character
- A priority on moving people, rather than vehicles
- Incorporating next generation technology for transportation
- Ensuring consistency with Pasadena's General Plan
- Enhancing travel options for underserved communities
- Improving safety
- Minimizing environmental impacts
- Reducing surface street traffic, and
- Providing transportation choices to the public.

The PWG's Final Recommendation is for a multi-modal alternative with the following elements:

- Local Street Network Enhancements
- Mobility Hubs
- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT)/Expanded Bus Service
- Bicycle Network Enhancements

The PWG recommendation highlights the need for coordination and connectivity with neighboring and distant communities in the north-south corridor that the PWG interprets as extending southerly beyond the limits of the SR 710 North Study. To that end, the PWG detailed report describes an area wide approach that recommends, among other

elements, an enhanced north-south transit network of LRT and BRT that would connect with the Metro Gold, Silver and Green Lines along two corridors – Atlantic Boulevard/ Fair Oaks Avenue and Rosemead Boulevard – and in doing so would enhance connectivity to areas traditionally underserved by high-capacity transit. Similar recommendations are made for connections to the Metro Red Line via Glendale and Burbank and with Metrolink routes that cross the north-south corridor.

Working Group members will present their recommendations at the April 13, 2015 City Council meeting and will be prepared to answer questions the City Council may have regarding the Final Recommendation.

**COUNCIL POLICY CONSIDERATION:**

The proposed action is consistent with Council adopted Mobility Element objectives to promote a livable community and to protect neighborhoods by discouraging traffic from intruding into neighborhoods, as well as the City Council's Strategic Plan Goals to support and promote the quality of life and local economy and increase conservation and sustainability.

**FISCAL IMPACT:**

The costs associated with this action are minor and include ongoing staff review and coordination.

Respectfully submitted,



---

FREDERICK C. DOCK  
Director  
Department of Transportation

Approved by:



---

MICHAEL J. BECK  
City Manager

Attachments:

Attachment A – Pasadena Working Group Final Recommendation  
Attachment B – Pasadena Working Group Detailed Report