

SR 710 EIR/EIS TAC Meeting No. 9 – Staff Notes

On Wednesday February 13, 2013, Metro held its 9th SR 710 Technical Advisory Committee meeting at California Department of Transportation (Caltrans) headquarters. Metro’s staff and the consultant Technical Team (TT) presented information on the following items:

1. Public Outreach Update
2. Recap of Alternatives Analysis
3. Update on Project Report and Environmental Studies Documentation
4. Next Steps

1. Public Outreach Update: Metro’s staff provided a summary of their outreach activities between November 2012 and February 2013. These included briefings for elected officials, city commissions, neighborhood councils, school districts and media interviews. They also provided information on the open houses they conducted in Pasadena, San Marino and Cal State Los Angeles.

2. Recap of Alternatives Analysis: The recap included feedback received from prior meetings, a summary list of alternatives carried forward and their respective conceptual cost estimates, and providing fact checks on issues raised previously:

Feedback: This feedback included comments received previously during Technical Advisory Committee (TAC) and Stakeholder Outreach Advisory Committee (SOAC) meetings. Comments included: amount of projected vehicular and truck traffic on freeway tunnel, toll issues, emergency response concerns, revisions to the Regional Transportation Plan (RTP) if a non-freeway tunnel is chosen as an alternative, steps taken to maximize performance of BRT and LRT alternatives, construction and air quality impacts, traffic impacts due to closure of ramps and bridges, and if a combination of alternatives would meet the purpose and need for the project.

Conceptual Cost Estimates: These are the Alternatives Analysis Report total costs which reflect construction and right of way acquisition cost estimates:

<u>Alternatives Carried Forward</u>	<u>Conceptual Cost Estimate</u>
No Build	\$0
TSM/TDM	\$120 M
BRT	\$50 M
LRT	\$2.6 B
Freeway Tunnel	\$5.4 B

Fact Checks: This agenda item is intended to clarify what are characterized as misstatements of prior studies or misinterpretations of TT statements. Three items were discussed:

- Only the approaches at either end of the freeway or transit tunnels will be constructed using cut and cover methods (not the entire length). The majority of tunnel construction will utilize tunnel boring machines.

- The materials from tunnel excavation will be disposed predominantly using freeways, and rail is also being considered (local roads will not be used to haul excavated materials).
- Tunnel toll, if any, has not been evaluated, will likely vary by time of day, higher in peak periods.

3. Update on Project Report and Environmental Studies Documentation: This update included a summary of Origin-Destination (O-D) studies conducted by the technical team, status of the Environmental Studies Documentation, status update on Preliminary Engineering, and preliminary tunnel considerations.

Update on O-D Study Findings: The purpose of the O-D study was to understand the traffic patterns in the study area, and finding out where the traffic on some local streets is going to or coming from. A total of 18 stations including 14 freeway locations and 4 local street locations were equipped with Bluetooth technology devices which collected some 8 million data points over 24 hour/day on 14 days. Out of these data, about 1.4 million trip pairs were identified where the trip origin and destinations could be verified. Here are some examples of conclusions that the TT has drawn from their analysis of the data collected:

- About 21 to 23% of traffic thru Alhambra/South Pasadena/Pasadena is not local.
- About 10% of the traffic leaving I-10 thru Alhambra is estimated to travel thru the corridor.
- About 33% of the I-5 traffic south of downtown is regional through traffic.
- Speeds are low and travel times through the corridor are very variable as a result of congestion, especially during peak weekday travel.

NOTE: the above percentages are based on just the Bluetooth sample, not the total traffic in the study area. Pasadena staff has requested additional detail regarding 1) how much of the total traffic in the area is represented by the Bluetooth sample so as to understand how accurately the study findings can be used to characterize overall travel patterns in the corridor and 2) how the data from the Pasadena data collection points was filtered.

Status Update on Environmental Studies Documentation: This update included Metro's work plan in development of survey/analysis areas and focused research on each Build Alternative, initiating detailed Noise Work Plan, meeting with SC AQMD and meeting with Caltrans Cooperative/Participating Agency members to present the Purpose and Need for the project and the details of the proposed alternatives.

Status Update on Preliminary Engineering: This update included Metro's and the Consultant team's efforts in refining various aspects of each alternative selected, and continuing plans to address some of the concerns including further needs for intersection or ramp improvements, efforts to minimize parking impacts, refining bus service plans, Rail Yard needs for the LRT alternative, construction staging, fire and life safety and ventilation for LRT and tunnel alternatives, tunnel design, operations and maintenance building concepts and construction staging.

Preliminary Tunnel Considerations: This update focused on anticipated geological conditions for the LRT or freeway tunnel alternatives, tunnel configurations, tunnel excavation methods and fault crossing concepts. Here is a summary highlight of these considerations:

- The freeway tunnel alternative would include two tunnels, each having 4 travel lanes (2 lanes stacked above each other).
- The LRT tunnel alternative would also include two tunnels.
- Emergency Vehicle Cross Passages would be provided at several intervals along the tunnel length.
- State-of-the-art tunnel boring machines, similar to those used for the Gold Line Eastside Extension would be used for long tunnel drives.
- Machines are adaptable to variable geologic conditions.
- Tunnel technology minimizes loss of ground and surface settlement.
- Fault crossing concepts similar to what was used for the Red Line – Hollywood Fault would be used to accommodate any fault offset.

Tunnel Systems Design Considerations:

- Modern tunnel systems would include lighting, communications, traffic surveillances, ventilation; motorists aid stations, emergency egress/refuge.
- Operation and Maintenance Center Building/Ventilation would be constructed at each end of the tunnel.
- Ventilation systems to meet air quality standards.
- No intermediate exhaust tacks required.
- Emissions to be reduced by air-scrubbing devices in tunnel portal stations.

4. Next Steps

- Continue validation of the 2012 RTP model
- Evaluate performance of Build Alternatives using 2012 RTP model
- Continue to develop alternatives
- Begin geotechnical exploration and field surveys
- Begin Technical Studies
- Value Analysis (VA) Study is planned for mid-March
- The next Metro TAC meeting is scheduled in April 2013

These staff notes and a copy of the Metro's PowerPoint Presentation for this TAC meeting are being posted on the City's SR-710 Website at <http://cityofpasadena.net/SR710/>.

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