

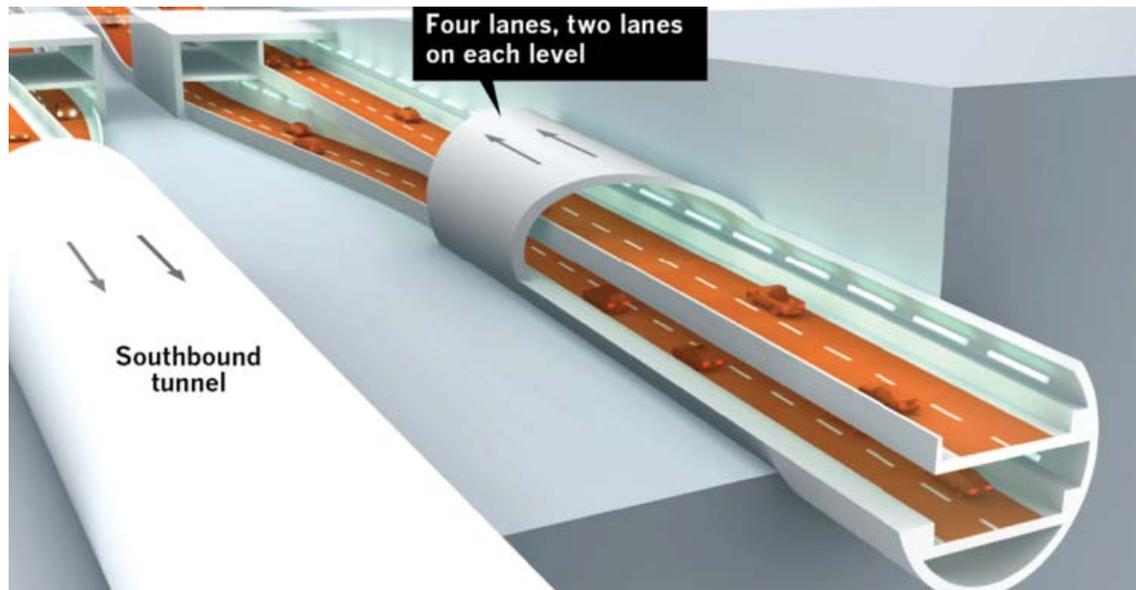
Draft EIR/EIS Key Findings

Jeffrey Tumlin, Nelson Nygaard



Nelson/Nygaard Analysis

- In depth analysis of SR-710 North project, including
 - Draft EIR/EIS
 - Supporting documents such as Transportation Technical Report
 - Southern California Association of Governments' 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy
- Development of a multimodal vision with lower cost



Environmental Step Backward

- The tunnel project increases regional vehicle miles traveled (VMT) and CO2 emissions

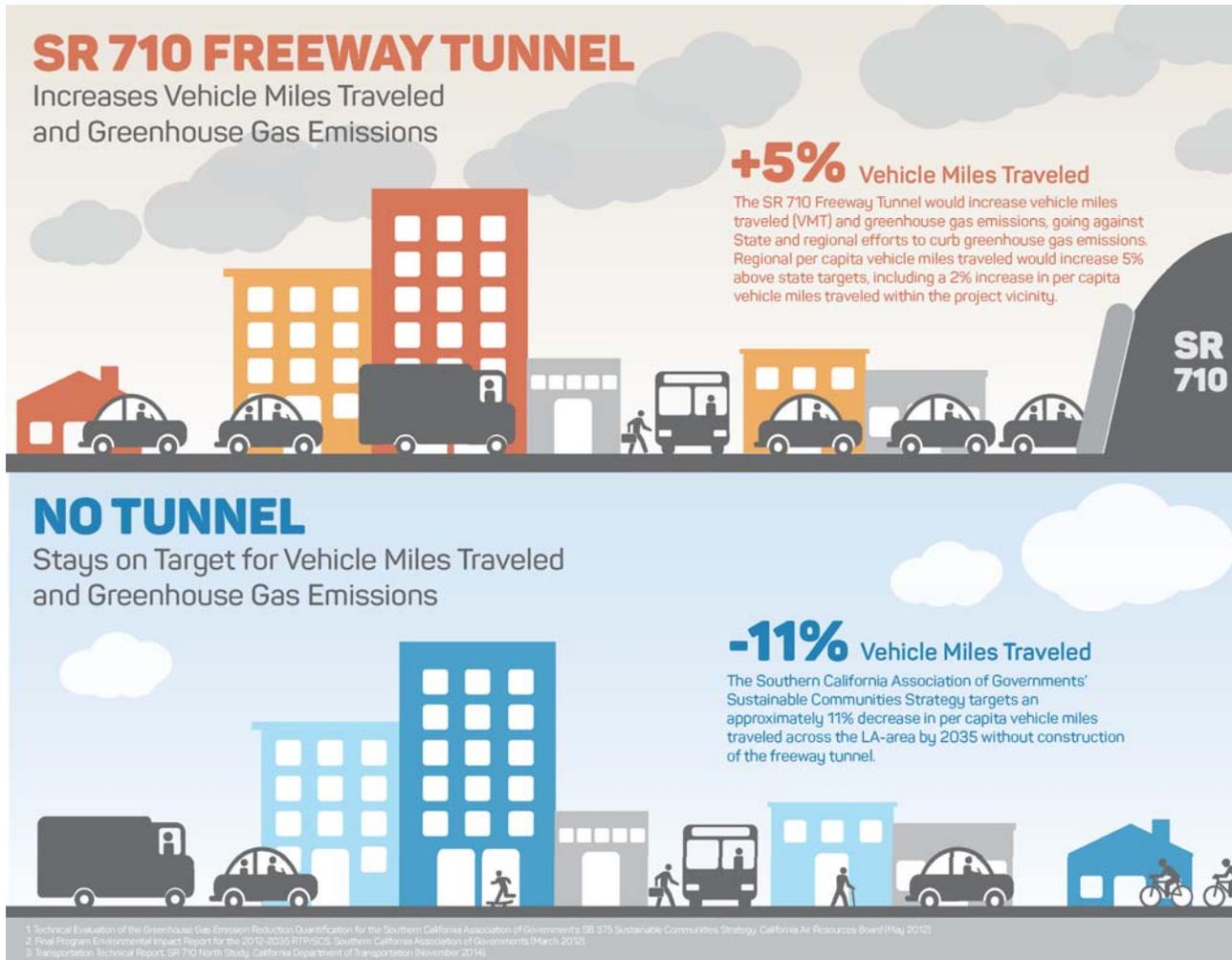
	SCS Target	No Build (2035)	Freeway Tunnel Alt. (2035)	
			Low	High
Daily Regional VMT	449,934,000	471,435,000	471,530,000	471,950,000
Population	22,091,000	22,091,000	22,091,000	22,091,000
Per capita VMT	20.37	21.34	21.34	21.36
Increase in Total VMT Compared to SCS target	-	21,501,000	21,596,000	22,016,000
Increase in Total Daily VMT Compared to No Build	-	-	95,000	515,000

+ as many as 515,000 vehicle miles per day

Analysis likely doesn't take into account true induced demand of the project



Environmental Step Backward



Environmental Step Backward

- Increase in VMT and CO2 emissions directly contradicts State and regional efforts, including:
 - The Southern California Association of Governments' 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy, which sets a goal for a 10.8% reduction in per capita VMT across the region.
 - Caltrans Strategic Management Plan 2015-2020 and particularly the agency's stated goals and performance metrics.
 - The California Air Resources Board 3-8% VMT reduction goals necessary to implement AB 32.



Questionable Benefits

- The tunnel benefits only a select few, and only by a small amount:
 - Supporters of project cite ability to shift cut-through traffic off existing arterials onto regional highway network
 - Currently, only 13.7% of current peak period traffic on study area arterials represents cut-through traffic
 - Tunnel alts reduce cut-through share from 13.7% to between 7.3% and 10.6%, which represents a rather small reduction given the high project costs (~\$5.5 billion).

	No Build (2035)	Freeway Tunnel Alt. (2035)	
		Low	High
PM Peak Period Percent Cut-Through Traffic Using Arterials in Study Area	13.7%	7.3%	10.6%
Percent AM and PM Peak Period trips more than 2.5 minutes faster than No Build	-	7.0%	13.0%

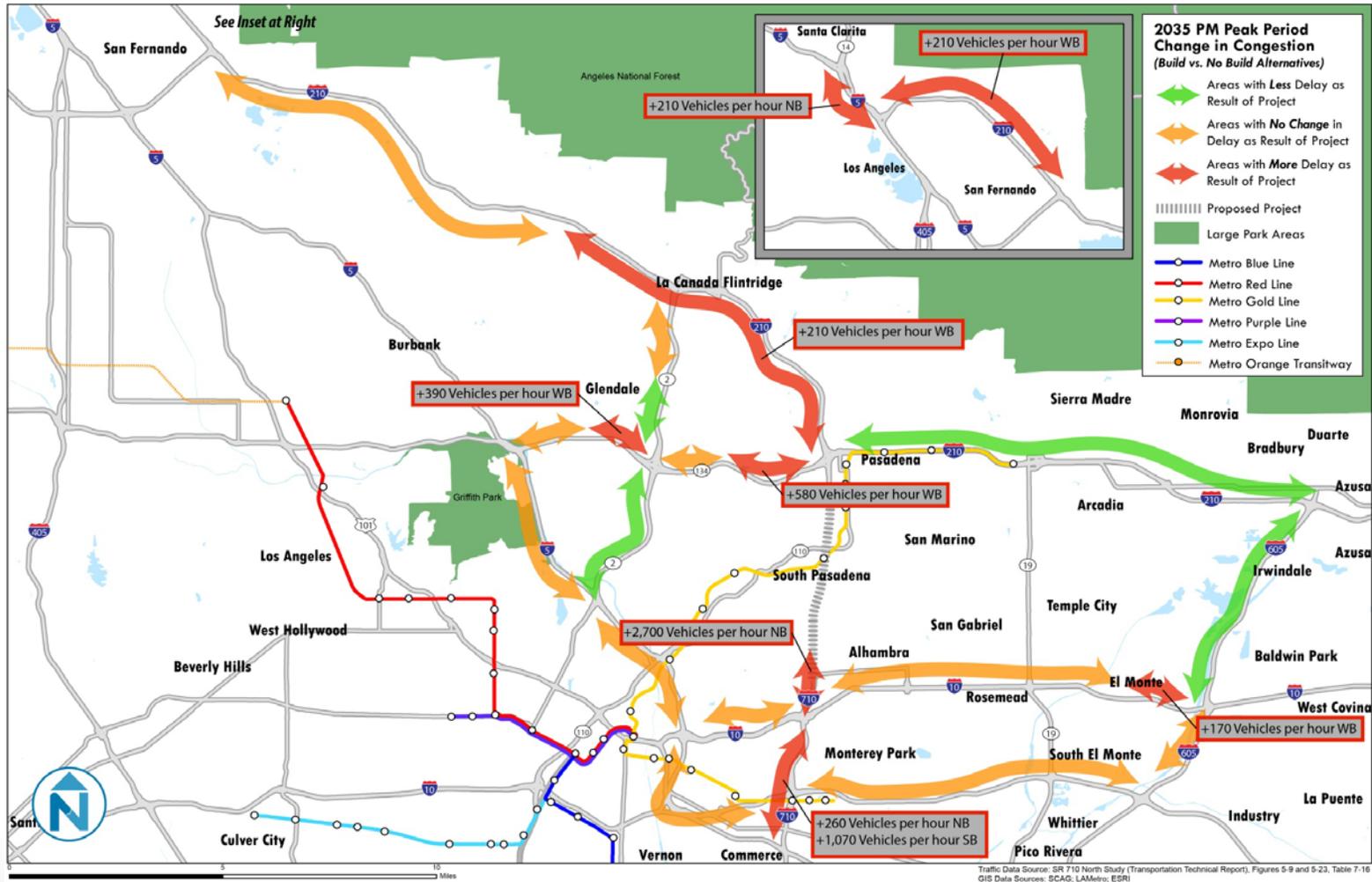


Questionable Benefits

- Regional traffic is not improved as a result of the tunnel; rather, it shifts congestion around:
 - Traffic is merely shifted around from various freeway segments (such as I-605 and SR-2) to others (I-5, I-10, I-210, and I-710)
 - Some of the freeway segments that see increased congestion, such as I-5, are those that are already operating at stressed levels (LOS F) during peak periods



2035 PM Peak Period Change in Congestion (Build vs. No Build)

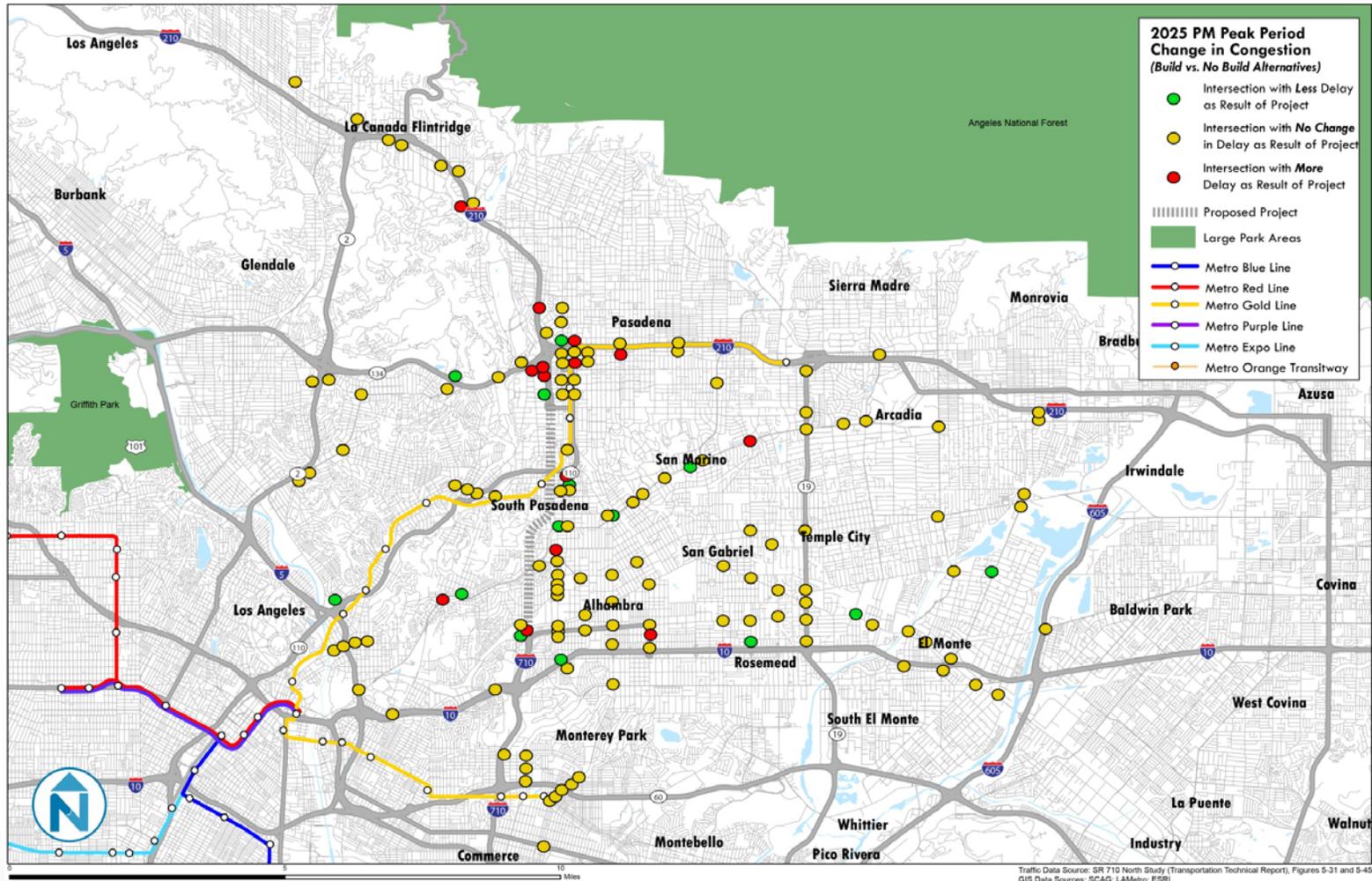


Questionable Benefits

- Traffic gets significantly worse on various connecting freeways as a result of the tunnel, in part by inducing extra driving:
 - Generally, it has been shown that a one-to-one relationship exists between road capacity and vehicle travel. In other words, if capacity is increased by 10%, the amount of driving also increases by 10%
- The tunnel makes arterial traffic worse along certain streets in Alhambra and Rosemead:
 - Tunnel alts result in reduced cut-through traffic along some study area arterials, improving intersection performance at some intersections (notably along Huntington Drive, portions of South Fremont Avenue, and portions of East Valley Boulevard)
 - However, tunnel alts also result in increased congestion in certain areas and decreased intersection performance in parts of Alhambra, Rosemead, San Marino, Pasadena, and South Pasadena



2025 PM Peak Period Change in Congestion (Build vs. No Build)



Flawed Assumptions

- EIR doesn't allow comprehensive analysis of real solutions to the SGV's transportation needs, particularly for transit:
 - Project's Purpose and Need statement focuses only on north-south travel
 - Corridor of focus stretches only from the 10/710 to the 210/134 interchanges
 - East-west options are ignored, even if they would create significant benefit for the congested arterials intersections of concern
 - Overall, project's Purpose and Need is flawed: the study area faces an east-west transportation problem, not a north-south one. An east-west transportation project would likely have a greater congestion relief benefit for the project area cities than a north-south one



Flawed Assumptions

- Most traffic isn't long distance, refuting the need for the freeway tunnel project:
 - 40% of study area residents work in the study area, and over 90% work in LA County.
 - Similarly, 90% of Study Area employees live in LA County.
 - About 60% of non-work trips in the Study Area start and end there.



Flawed Assumptions

- The EIR analysis seems to assume an ever-increasing amount of auto traffic on streets throughout the study area:
 - In reality, traffic levels on area streets have remained fairly steady over the last 30 years, despite significant ongoing growth and development in the area.
 - In many cases, traffic counts are lower today than in 1999.

SR 710 at Del Mar	ADT
2012 Traffic Count:	37,398
2010 Traffic Count:	44,500
2009 Traffic Count:	39,500
2005 Traffic Count:	48,500
2004 Traffic Count:	48,000
2003 Traffic Count:	51,000

South Fair Oaks Ave at Glenarm	ADT
2012 Traffic Count:	30,108
2003 Traffic Count:	27,860
1996 Traffic Count:	34,121

California Blvd at Magnolia	ADT
2012 Traffic Count:	21,869
2004 Traffic Count:	23,414
2002 Traffic Count:	24,349
2001 Traffic Count:	25,892
1996 Traffic Count:	26,000

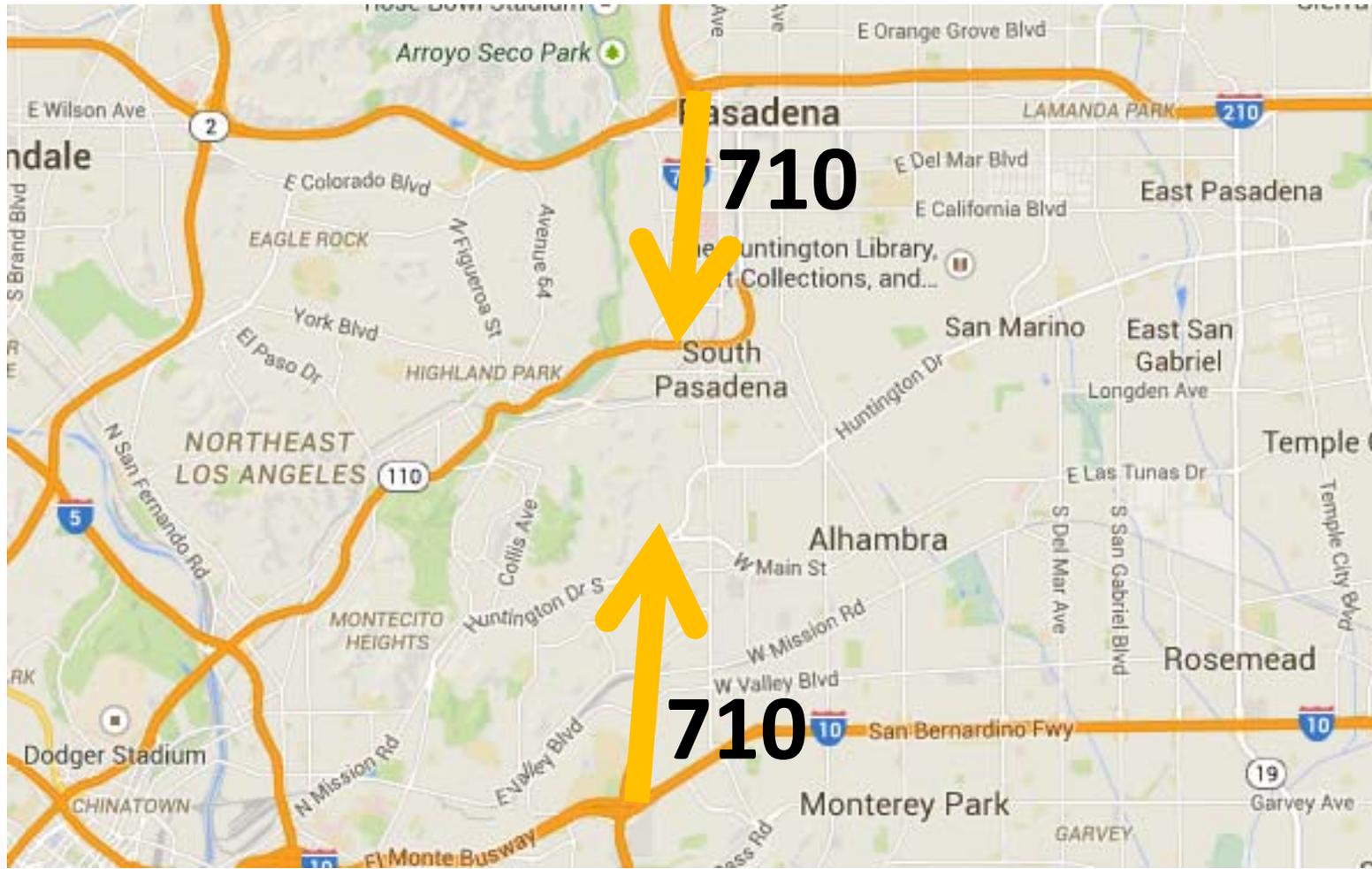


Multimodal Vision

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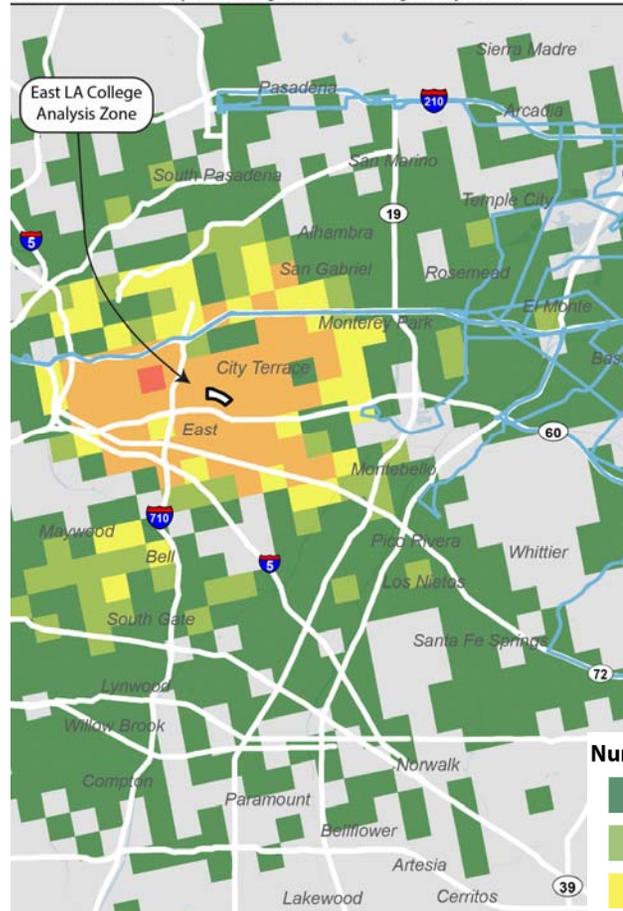


OCD Problem

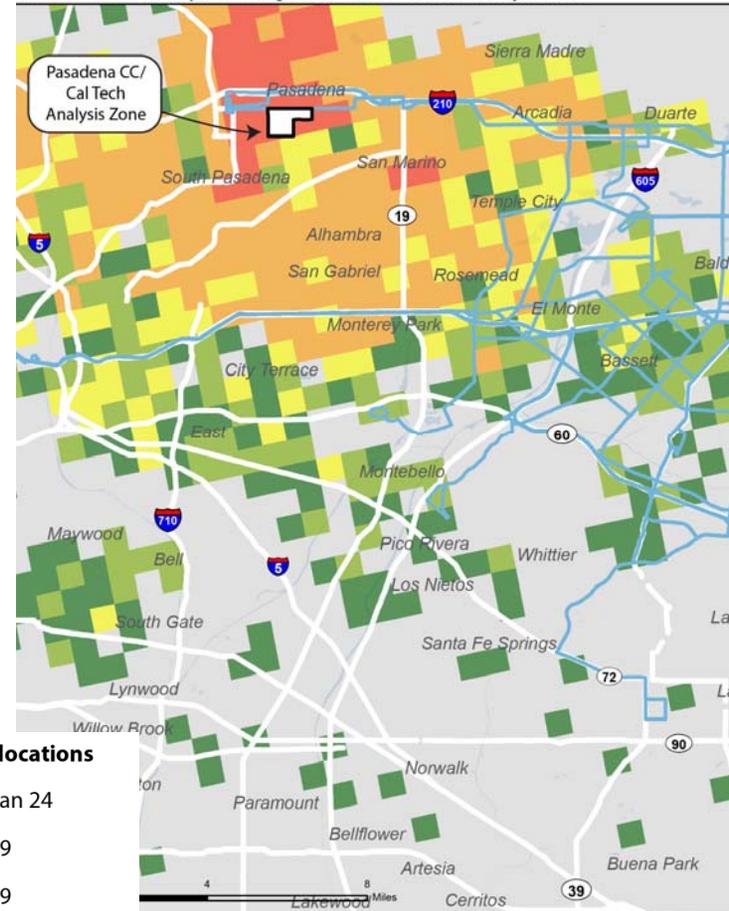


The Real Problem – Short Trips

Home Locations of People Traveling to East LA College Analysis Zone



Home Locations of People Traveling to Pasadena CC/Cal Tech Analysis Zone



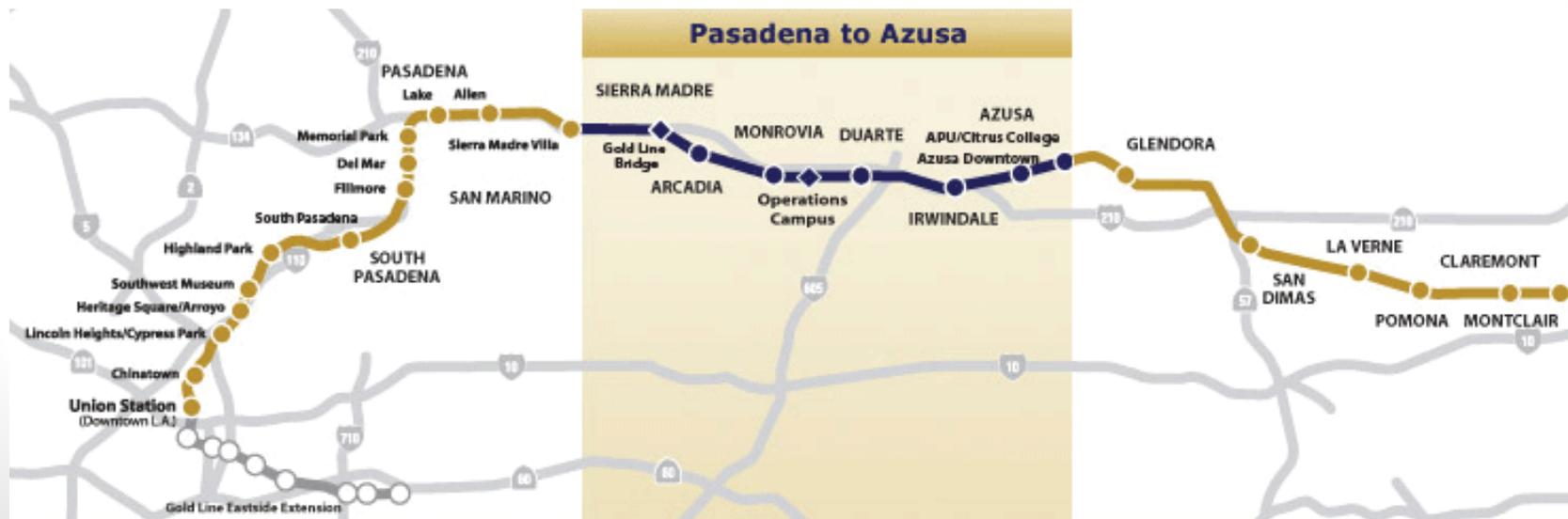
Number of home locations

- Less than 24
- 25 to 49
- 50 to 99
- 100 to 499
- 500 or more

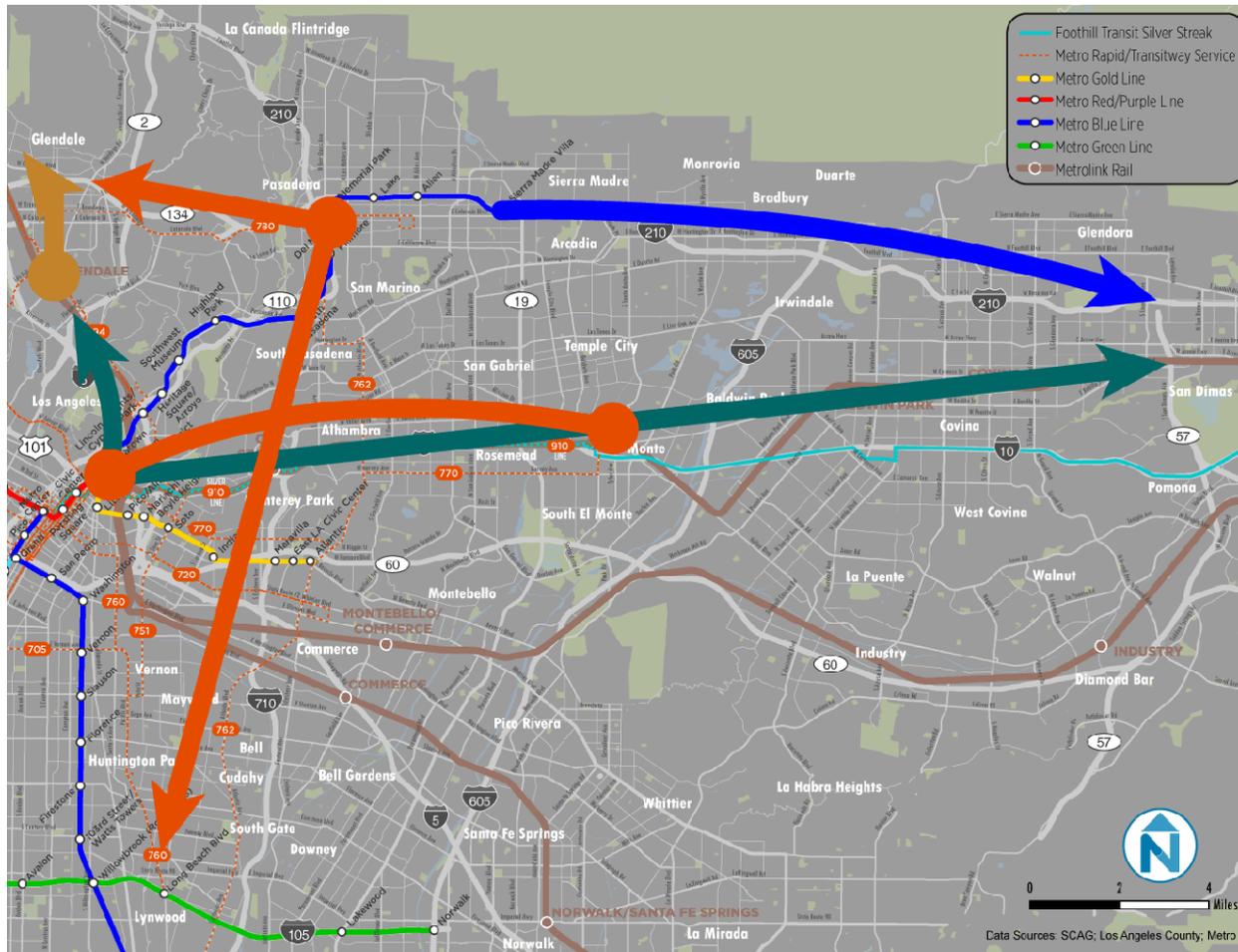


Multimodal Vision

- Premium Transit Connections
 - Gold Line Completion
 - North Hollywood and Valley Boulevard BRT
 - North-South Connections
 - Burbank and San Bernardino Metrolink Upgrades

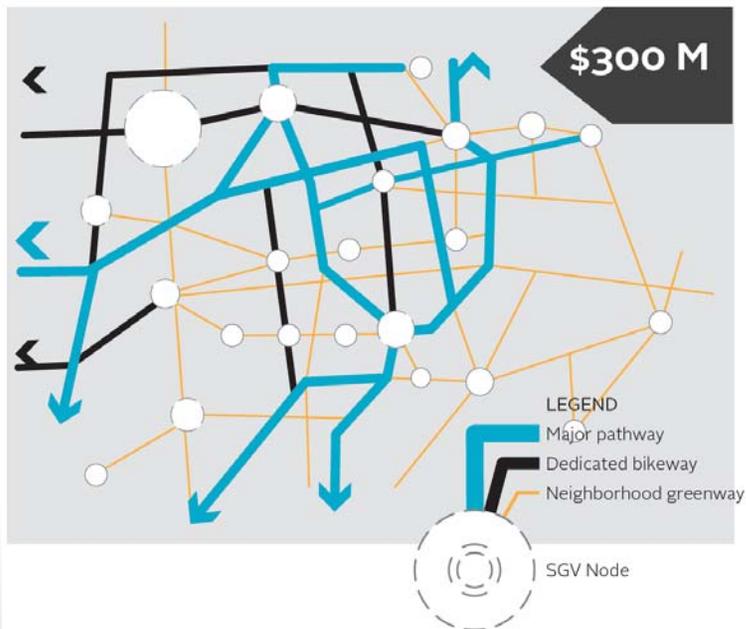


Premium Transit Connections



Multimodal Vision

- Gold Level Active Transportation
 - Active Transportation Network Principles
 - City Bikeway Plans
 - Regional Bike Network



- Demand Management

Cal State LA students	23,000
East LA College students	35,000
Pasadena City College students	26,000
Total	84,000
Annual EZ pass at 50% subsidy	\$ 41,580,000
Annual EZ pass at full subsidy	\$ 83,160,000
30 year cost at 50%	\$ 1,247,400,000
30 year cost at 100%	\$ 2,494,800,000
30 year cost at Marginal Cost Rate	\$ 498,960,000
Vehicle trip reduction estimate	20%
Trips saved per day	33,600
Trips saved per year	302,400
Cost per year per rider - 50%	\$ 137.50
Cost per year per rider - 100%	\$ 275.00
Cost per year per rider – Marginal	\$ 73.00



Multimodal Vision

- Vision Summary

- Premium Transit Connections = \$2.1 B
- Gold Level Active Transportation = \$0.3 B
- Spot Congestion Relief = \$0.3 B
- Demand Management (10% traffic reduction) = \$0.5 B

Total = \$3.2 B

