

## **Background**

While the Build, No Build and Low Build Proposals differ in specific ways, the models were run with underlying assumptions in common. In particular, the socio-economic data, and the background highway and transit networks were identical. The definition of the Low Build Proposal and the modeling assumptions are based upon an agreement reached by the modeling review committee during a meeting on October 18, 1995. Membership of the committee was composed of technical staff from cities in the Route 710 corridor and technical representatives from the Southern California Association of Governments (SCAG), California State Department of Transportation (Caltrans) and the Los Angeles County Metropolitan Transportation Authority (MTA). A copy of the Summary Agreement is provided in Appendix G.

## **Description**

### **No Build Alternative**

The No Build Alternative would involve no additional improvements in the corridor where Route 710 remains incomplete. The ends of the freeway would remain at the ramp termini at Valley Boulevard in Alhambra and California Boulevard in Pasadena.

### **Build Alternative**

This 6.2 mile facility, of which 2 miles are currently open to traffic, is essentially the same as the Meridian Variation described in the FEIS approved March 1, 1992, and identified as the preferred alternative. It consists of a six lane freeway with auxiliary lanes at various locations, two high occupancy vehicle (HOV) lanes and connecting ramps to Hellman Avenue, Valley Boulevard, Mission Road/Alhambra Avenue, Huntington Drive and Del Mar Boulevard. The freeway extends due north to Huntington Drive from its current terminus at Valley Boulevard. It then passes along the eastern edge of the Monterey Hills, on the west side of South Pasadena High School. From there it veers westerly, away from historic downtown South Pasadena, then easterly of Orange Grove Avenue. From Arlington Drive it extends due north along Pasadena Avenue to join the northern appendage of Route 710 at Del Mar Boulevard.

The distance between the two existing ends of the freeway between California Boulevard and Valley Boulevard is 4.3 miles. Thru trucks will not be allowed on the Route 710 in this section, per current agreement.

### **Low Build Proposal**

#### **Northern Portion -- Phase 1 (*not studied separately*).**

- Focus Freeway Traffic to Del Mar Avenue instead of California Boulevard.
- Remove South Bound Route 710 off ramp to California Boulevard.
- Construct St. John Avenue extension from Del Mar Boulevard to California Boulevard as a Traffic "Calmed" Street.