



SR-710 Study

Alternatives Analysis Report

Appendix A

Performance of Unscreened Set of Alternatives



Performance of Unscreened Set of Alternatives

Alt # in Initial Set of Alternatives	Alt #	Corridor	Termini	Description	Comments	1 Accommodate Regional N/S Travel	2 Reduce Local Street Congestion	3 Minimize Community Impacts	4 Minimize Potential to encounter contaminated soil and ground water	5 Ramp Potential	Why NOT Carried Forward	Notes On Route Carried Forward
Freeway Alternatives												
	F1-EI	SR-110	60 to north stub	110 improvements	Alleviate congested freeway from Pasadena to downtown LA.	Poor	Poor	Poor	Good	N/A	Arroyo Seco Parkway is scenic byway; significant aesthetic and other impacts; terminus in Pasadena would worsen local street congestion	
F:10	F2-EI	I-5	-5	SR 60 to SR 134 Improvements	Alleviate congested freeway in downtown LA.	Poor	Poor	Poor	Good	N/A		Alleviates a heavily used and over capacity regional corridor in downtown LA
	F3-NT		710 to I-5	710 South stub to I-5 north of 110 south of SR-2	PRO: Ides alternate route to I-5 north of 110 alleviating traffic along SR-60 between 710 and I-5 and reduces traffic along I-5 between 60 and 110.	Poor	Fair	Fair	Good	N/A	Does not accommodate N/S travel; Does not alleviate regional traffic congestion (arterial and highway); Connects to I-5 south of SR-2 in area of high congestion; need to cross LA River and RR makes profile unacceptable	
	F3-ND		710 to I-5	710 South stub to I-5 north of 110 south of SR-2	Provides alternate route to I-5 north of 110 alleviating traffic along SR-60 between 710 and I-5 and reduces traffic along I-5 between 60 and 110.	Poor	Fair	Poor	Good	N/A	Does not accommodate N/S travel; Does not alleviate regional traffic congestion (arterial and highway); Connects to I-5 south of SR-2 in area of high congestion; need to cross LA River and RR makes profile unacceptable	
	F3-NV		710 to I-5	710 South stub to I-5 north of 110 south of SR-2	PRO: Ides alternate route to I-5 north of 110 alleviating traffic along SR-60 between 710 and I-5 and reduces traffic along I-5 between 60 and 110.	Poor	Fair	Poor	Good	N/A	Does not accommodate N/S travel; Does not alleviate regional traffic congestion (arterial and highway); Connects to I-5 south of SR-2 in area of high congestion; need to cross LA River and RR makes profile unacceptable	
	F3-NG		710 to I-5	710 South stub to I-5 north of 110 south of SR-2	PRO: Ides alternate route to I-5 north of 110 alleviating traffic along SR-60 between 710 and I-5 and reduces traffic along I-5 between 60 and 110.	Poor	Fair	Poor	Good	N/A	Does not accommodate N/S travel; Does not alleviate regional traffic congestion (arterial and highway); Connects to I-5 south of SR-2 in area of high congestion; need to cross LA River and RR makes profile unacceptable	
	F4-NT		-10 to SR2	I-10 @ Herbert Ave. to SR 2 @ Verdugo	Provide parallel freeway to I-5.	Fair	Fair	Poor	Good	N/A	Connects to I-0 in area of high congestion; would worsen congestion at I-10/I-710 IC	
	F4-ND		-10 to SR2	I-10 @ Herbert Ave. to SR 2 @ Verdugo	Provide parallel freeway to I-5.	Fair	Fair	Poor	Good	N/A	Connects to I-0 in area of high congestion; would worsen congestion at I-10/I-710 IC	
	F4-NV		-10 to SR2	I-10 @ Herbert Ave. to SR 2 @ Verdugo	Provide parallel freeway to I-5.	Fair	Fair	Poor	Good	N/A	Connects to I-0 in area of high congestion; would worsen congestion at I-10/I-710 IC	
	F4-NG		-10 to SR2	I-10 @ Herbert Ave. to SR 2 @ Verdugo	Provide parallel freeway to I-5.	Fair	Fair	Poor	Good	N/A	Connects to I-0 in area of high congestion; would worsen congestion at I-10/I-710 IC	
F:1	F5-NT		710 to SR2	710 South stub to SR2 North of I-5	Circulator bypass to East LA Freeways	Poor	Fair	Poor	Fair	N/A		Less ROW than similar surface alternatives; Carried forward but northern terminus changed to avoid LA River; Best alternative in Zone 1
	F5-ND		710 to SR2	710 South stub to SR2 North of I-5	Circulator bypass to East LA Freeways	Poor	Fair	Poor	Fair	N/A	Similar to F-1 (F-5NT) but greater ROW and associated community impacts	
	F5-NV		710 to SR2	710 South stub to SR2 North of I-5	Circulator bypass to East LA Freeways	Poor	Fair	Poor	Fair	N/A	Similar to F-1 (F-5NT) but greater ROW and associated community impacts	
	F5-NG		710 to SR2	710 South stub to SR2 North of I-5	Circulator bypass to East LA Freeways	Poor	Fair	Poor	Fair	N/A	Similar to F-1 (F-5NT) but greater ROW and associated community impacts	
	F6-NT		710 to SR2	710 South stub to SR2 through Eagle Rock	Alternative North/South Freeway Parallel to I-5	Fair	Fair	Fair	Good	N/A	Similar to F-2 (F-8N) but connect on to SR 2 more difficult because the proposed interchange is south where SR 2 curves to the west and therefore physical geometry to place interchange would require too tight of a turn.	
	F6-ND		710 to SR2	710 South stub to SR2 through Eagle Rock	Alternative North/South Freeway Parallel to I-5	Fair	Fair	Poor	Good	N/A	Similar to F-2 (F-8N) but connect on to SR 2 more difficult because the proposed interchange is south where SR 2 curves to the west and therefore physical geometry to place interchange would require too tight of a turn.	
	F6-NV		710 to SR2	710 South stub to SR2 through Eagle Rock	Alternative North/South Freeway Parallel to I-5	Fair	Fair	Poor	Good	N/A	Similar to F-2 (F-8N) but connect on to SR 2 more difficult because the proposed interchange is south where SR 2 curves to the west and therefore physical geometry to place interchange would require too tight of a turn.	
	F6-NG		710 to SR2	710 South stub to SR2 through Eagle Rock	Alternative North/South Freeway Parallel to I-5	Fair	Fair	Poor	Good	N/A	Similar to F-2 (F-8N) but connect on to SR 2 more difficult because the proposed interchange is south where SR 2 curves to the west and therefore physical geometry to place interchange would require too tight of a turn.	
	F7-NT		710 to SR2	710 South stub to SR2 @ Verdugo	Alternative North/South Freeway Parallel to I-5	Fair	Fair	Fair	Good	N/A	Similar to F-2 (F-8NT) but connect on to SR 2 more difficult because the proposed interchange is south where SR 2 curves to the west and therefore physical geometry to place interchange would require too tight of a turn.	
	F7-ND		710 to SR2	710 South stub to SR2 @ Verdugo	Alternative North/South Freeway Parallel to I-5	Fair	Fair	Poor	Good	N/A	Similar to F-2 (F-8NT) but connect on to SR 2 more difficult because the proposed interchange is south where SR 2 curves to the west and therefore physical geometry to place interchange would require too tight of a turn.	
	F7-NV		710 to SR2	710 South stub to SR2 @ Verdugo	Alternative North/South Freeway Parallel to I-5	Fair	Fair	Poor	Good	N/A	Similar to F-2 (F-8NT) but connect on to SR 2 more difficult because the proposed interchange is south where SR 2 curves to the west and therefore physical geometry to place interchange would require too tight of a turn.	
	F7-NG		710 to SR2	710 South stub to SR2 @ Verdugo	Alternative North/South Freeway Parallel to I-5	Fair	Fair	Poor	Good	N/A	Similar to F-2 (F-8NT) but connect on to SR 2 more difficult because the proposed interchange is south where SR 2 curves to the west and therefore physical geometry to place interchange would require too tight of a turn.	
F:2	F8-NT		710 to SR2	710 South stub to SR2 between Verdugo and SR134	Alternative North/South Freeway Parallel to I-5	Fair	Fair	Fair	Good	N/A		Provides alternative N/S freeway parallel to I-5; Less ROW than similar surface alternatives; Best Alternative in Zone 2
	F8-ND		710 to SR2	710 South stub to SR2 between Verdugo and SR134	Alternative North/South Freeway Parallel to I-5	Fair	Fair	Poor	Good	N/A	Similar to F-2 (F-8NT) but greater ROW and associated community impacts than similar tunnel option	
	F8-NV		710 to SR2	710 South stub to SR2 between Verdugo and SR134	Alternative North/South Freeway Parallel to I-5	Fair	Fair	Poor	Good	N/A	Similar to F-2 (F-8NT) but greater ROW and associated community impacts than similar tunnel option	
	F8-NG		710 to SR2	710 South stub to SR2 between Verdugo and SR134	Alternative North/South Freeway Parallel to I-5	Fair	Fair	Poor	Good	N/A	Similar to F-2 (F-8NT) but greater ROW and associated community impacts than similar tunnel option	
F:3	F9-NT		-5 to I-210	I-5 @ Lincoln Heights to 710 North stub	Direct access from North 210 to downtown LA. Alleviate traffic on I-0 and in Pasadena.	Fair	Fair	Fair	Good	N/A		Alleviates traffic on I-0 and in Pasadena; Direct connection to I-5 and 2-0N; Less ROW than similar surface alternatives
	F9-ND		-5 to I-210	I-5 @ Lincoln Heights to 710 North stub	Direct access from North 210 to downtown LA. Alleviate traffic on I-0 and in Pasadena.	Fair	Fair	Poor	Good	N/A	Similar to F-3 (F-9NT) but greater ROW and associated community impacts than similar tunnel option	
	F9-NV		-5 to I-210	I-5 @ Lincoln Heights to 710 North stub	Direct access from North 210 to downtown LA. Alleviate traffic on I-0 and in Pasadena.	Fair	Fair	Poor	Good	N/A	Similar to F-3 (F-9NT) but greater ROW and associated community impacts than similar tunnel option	
	F9-NG		-5 to I-210	I-5 @ Lincoln Heights to 710 North stub	Direct access from North 210 to downtown LA. Alleviate traffic on I-0 and in Pasadena.	Fair	Fair	Poor	Good	N/A	Similar to F-3 (F-9NT) but greater ROW and associated community impacts than similar tunnel option	
	F 0-NT		710 to SR2	710 South stub to SR2 stub south of I-5	Circulator bypass to East LA Freeways	Poor	Fair	Fair	Good	N/A	significant ROW impacts at existing R-2 terminus design standards could push east portal south of east portal; Does not accommodate N/S travel; Does not alleviate regional traffic congestion (arterial and highway)	
	F10-ND		710 to SR2	710 South stub to SR2 stub south of I-5	Circulator bypass to East LA Freeways	Poor	Fair	Poor	Good	N/A	significant ROW impacts at existing R-2 terminus design standards could push east portal south of east portal; Does not accommodate N/S travel; Does not alleviate regional traffic congestion (arterial and highway)	
	F10-NV		710 to SR2	710 South stub to SR2 stub south of I-5	Circulator bypass to East LA Freeways	Poor	Fair	Poor	Good	N/A	significant ROW impacts at existing R-2 terminus design standards could push east portal south of east portal; Does not accommodate N/S travel; Does not alleviate regional traffic congestion (arterial and highway)	

Performance of Unscreened Set of Alternatives

Alt # in Initial Set of Alternatives	Alt #	Corridor	Termini	Description	Comments	1 Accommodate Regional N/S Travel	2 Reduce Local Street Congestion	3 Minimize Community Impacts	4 Minimize Potential to encounter contaminated soil and ground water	5 Rderstrip Potential	Why NOT Carried Forward	Notes On Route Carried Forward
	F10-NG		710 to SR2	710 South stub to SR2 stub south of I-5	Circulator bypass to East LA Freeways	Poor	Fair	Poor	Good	N/A	Significant ROW impacts at existing SR-2 terminus; design standards would push west portal south of east portal. Does not accommodate N/S travel. Does not alleviate regional traffic congestion (arterial and highway)	
F-4	F11-NT		-10 to I-210	I-10 @ Herbert Ave. to 710 North stub.	Provides alternative access to LA from I-210 North. (reduce traffic on SR110)	Fair	Good	Fair	Good	N/A		Provides alternative access to LA from EB I-210. Reduces traffic on SR-110. Less ROW than similar surface alternatives
	F11-ND		-10 to I-210	I-10 @ Herbert Ave. to 710 North stub.	Provides alternative access to LA from I-210 North. (reduce traffic on SR110)	Fair	Good	Poor	Good	N/A	Similar to F-4 (F11-NT) but greater ROW and associated community impacts than similar tunnel option	
	F11-NV		-10 to I-2 0	I-10 @ Herbert Ave. to 710 North stub.	Provides alternative access to LA from I-210 North. (reduce traffic on SR110)	Fair	Good	Poor	Good	N/A	Similar to F-4 (F11-NT) but greater ROW and associated community impacts than similar tunnel option	
	F11-NG		-10 to I-2 0	I-10 @ Herbert Ave. to 710 North stub.	Provides alternative access to LA from I-210 North. (reduce traffic on SR110)	Fair	Good	Poor	Good	N/A	Similar to F-4 (F11-NT) but greater ROW and associated community impacts than similar tunnel option	
F-5	F12-NT		710 to SR134	710 South stub to SR134 between SR 2 and I-210.	Alternative North/South Freeway Parallel to I-5/SR2. Bypass Pasadena	Good	Good	Fair	Good	N/A		Alternative N/S Freeway para lel to I-5/SR2. Less ROW than similar surface alternatives
	F12-ND		710 to SR134	710 South stub to SR134 between SR 2 and I-210.	Alternative North/South Freeway Parallel to I-5/SR2. Bypass Pasadena	Good	Good	Poor	Good	N/A	Similar to F-5 (F-12NT) but greater ROW and associated community impacts than similar tunnel option	
	F12-NV		710 to SR134	710 South stub to SR134 between SR 2 and I-210.	Alternative North/South Freeway Parallel to I-5/SR2. Bypass Pasadena	Good	Good	Poor	Good	N/A	Similar to F-5 (F-12NT) but greater ROW and associated community impacts than similar tunnel option	
	F12-NG		710 to SR134	710 South stub to SR134 between SR 2 and I-210.	Alternative North/South Freeway Parallel to I-5/SR2. Bypass Pasadena	Good	Good	Poor	Good	N/A	Similar to F-5 (F-12NT) but greater ROW and associated community impacts than similar tunnel option	
	F13-NT		710 to I-210	710 South stub to SR1 0 @ Highland Park continue 110 East to I-210.	Bypass LA by parallel facility to I-5 and defined route to 110 from I-210. Should clear up 1 0 and I-5.	Good	Good	Poor	Good	N/A	Significant ROW impacts for at-grade segment due to topography and necessary acquisition of Arroyo Seco golf course at proposed SR-710/SR-110 interchange	
	F13-ND		710 to I-210	710 South stub to SR1 0 @ Highland Park continue 110 East to I-210.	Bypass LA by parallel facility to I-5 and defined route to 110 from I-210. Should clear up 1 0 and I-5.	Good	Good	Poor	Good	N/A	Significant ROW impacts for at-grade segment due to topography and necessary acquisition of Arroyo Seco golf course at proposed SR-710/SR-110 interchange	
	F13-NV		710 to I-210	710 South stub to SR1 0 @ Highland Park continue 110 East to I-210.	Bypass LA by parallel facility to I-5 and defined route to 110 from I-210. Should clear up 1 0 and I-5.	Good	Good	Poor	Good	N/A	Significant ROW impacts for at-grade segment due to topography and necessary acquisition of Arroyo Seco golf course at proposed SR-710/SR-110 interchange	
	F13-NG		710 to I-210	710 South stub to SR1 0 @ Highland Park continue 110 East to I-210.	Bypass LA by parallel facility to I-5 and defined route to 110 from I-210. Should clear up 1 0 and I-5.	Good	Good	Poor	Good	N/A	Significant ROW impacts for at-grade segment due to topography and necessary acquisition of Arroyo Seco golf course at proposed SR-710/SR-110 interchange	
	F14-NT		710 to SR110 to I-210	710 South stub to SR1 0 @ Highland Park Continue north to I-210	Bypass LA by parallel facility to I-5 and defined route to 110 from I-210. Should clear up 110 and I-5. Provides two outlets for traffic from route to 110 from I-210. Should clear up 110 and I-5. Provides two outlets for traffic from the north (LA and South 710)	Good	Good	Good	Good	N/A	Similar to F-6 (F15-NT) and F-7 (F15-ND) but longer and would require the acquisition of many more properties than those already owned by Caltrans	
	F14-ND		710 to SR110 to I-210	710 South stub to SR1 0 @ Highland Park Continue north to I-210	Bypass LA by parallel facility to I-5 and defined route to 110 from I-210. Should clear up 110 and I-5. Provides two outlets for traffic from route to 110 from I-210. Should clear up 110 and I-5. Provides two outlets for traffic from the north (LA and South 710)	Good	Good	Poor	Good	N/A	Similar to F-6 (F15-NT) and F-7 (F15-ND) but longer and would require the acquisition of many more properties than those already owned by Caltrans	
	F14-NV		710 to SR110 to I-210	710 South stub to SR1 0 @ Highland Park Continue north to I-210	Bypass LA by parallel facility to I-5 and defined route to 110 from I-210. Should clear up 110 and I-5. Provides two outlets for traffic from route to 110 from I-210. Should clear up 110 and I-5. Provides two outlets for traffic from the north (LA and South 710)	Good	Good	Poor	Good	N/A	Similar to F-6 (F15-NT) and F-7 (F15-ND) but longer and would require the acquisition of many more properties than those already owned by Caltrans	
	F14-NG		710 to SR110 to I-210	710 South stub to SR1 0 @ Highland Park Continue north to I-210	Bypass LA by parallel facility to I-5 and defined route to 110 from I-210. Should clear up 110 and I-5. Provides two outlets for traffic from route to 110 from I-210. Should clear up 110 and I-5. Provides two outlets for traffic from the north (LA and South 710)	Good	Good	Poor	Good	N/A	Similar to F-6 (F15-NT) and F-7 (F15-ND) but longer and would require the acquisition of many more properties than those already owned by Caltrans	
F-6	F15-NT		710 to I-210	710 South stub to 710 North stub - Depressed Meridian Alignment	Direct North/South connection from I710 to I210	Good	Good	Fair	Good	N/A		Direct N/S connection from I-7 0 to I-210. Less ROW than similar surface alternatives
F-7	F15-ND		710 to I-210	710 South stub to 710 North stub - Meridian Alignment	Direct North/South connection from I710 to I210	Good	Good	Good	Good	N/A		Direct N/S connection from I-7 0 to I-210. Less visual impact than similar surface alternatives
	F15-NV		710 to I-210	710 South stub to 710 North stub - Meridian Alignment	Direct North/South connection from I710 to I210	Good	Good	Poor	Good	N/A	Similar to F-6 (F15-NT) and F-7 (F15-ND) but greater ROW and associated community impacts	
	F15-NG		710 to I-210	710 South stub to 710 North stub - Meridian Alignment	Direct North/South connection from I710 to I210	Good	Good	Poor	Good	N/A	Similar to F-6 (F15-NT) and F-7 (F15-ND) but greater ROW and associated community impacts	
	F 6-NT		710 to I-210	710 South stub to 710 North stub - Not direct alignment.	North/South connection from I7 0 to I210	Good	Good	Good	Good	N/A	Similar to F-6 (F15-NT) and F-7 (F15-ND) but greater ROW and associated community impacts	
	F16-ND		710 to I-210	710 South stub to 710 North stub - Not direct alignment.	North/South connection from I7 0 to I210	Good	Good	Poor	Good	N/A	Similar to F-6 (F15-NT) and F-7 (F15-ND) but greater ROW and associated community impacts	
	F16-NV		710 to I-210	710 South stub to 710 North stub - Not direct alignment.	North/South connection from I7 0 to I210	Good	Good	Poor	Good	N/A	Similar to F-6 (F15-NT) and F-7 (F15-ND) but greater ROW and associated community impacts	
	F16-NG		710 to I-210	710 South stub to 710 North stub - Not direct alignment.	North/South connection from I7 0 to I210	Good	Good	Poor	Good	N/A	Similar to F-6 (F15-NT) and F-7 (F15-ND) but greater ROW and associated community impacts	
	F17-NT		SR110 to I-210	SR110 to 710 North stub @ I-2 0	Alleviate Pasadena cut-through traffic to access I-210 and 7 0 North stub.	Poor	Poor	Poor	Good	N/A	Would add traffic to SR110 which does not have ava lable capacity	
	F17-ND		SR110 to I-210	SR110 to 710 North stub @ I-2 0	Alleviate Pasadena cut-through traffic to access I-210 and 7 0 North stub.	Fair	Good	Poor	Good	N/A	Would add traffic to SR110 which does not have ava lable capacity; significant ROW impacts in Pasadena as a land in between SR-110 and SR-710 northern stub is commercial and would require the relocation of many businesses	
	F17-NV		SR110 to I-210	SR110 to 710 North stub @ I-2 0	Alleviate Pasadena cut-through traffic to access I-210 and 7 0 North stub.	Fair	Good	Poor	Good	N/A	Would add traffic to SR110 which does not have ava lable capacity; significant ROW impacts in Pasadena as a land in between SR-110 and SR-710 northern stub is commercial and would require the relocation of many businesses	

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Alt # in Initial Set of Alternatives	Alt #	Corridor	Termini	Description	Comments	1 Accommodate Regional N/S Travel	2 Reduce Local Street Congestion	3 Minimize Community Impacts	4 Minimize Potential to encounter contaminated soil and ground water	5 Rampstrip Potential	Why NOT Carried Forward	Notes On Route Carried Forward
	F17-NG		SR110 to I-210	SR110 to 7 th North stub @ I-210	Alleviate Pasadena cut-through traffic to access I-210 and 7 th North stub.	Fair	Good	Poor	Good	N/A	Would add traffic to SR110 which does not have available capacity; significant ROW impacts in Pasadena as a land in between SR-110 and SR-710 northern stub is commercial and would require the relocation of many businesses	
	F 8-NT		-10 to North Stub	I-10 to North stub	Provide WB/EB traffic on I- 0 and I-210 alternate route bypassing existing systems	Fair	Fair	Fair	Poor	N/A	High potential to encounter contaminated soil and groundwater	
	F18-ND		-10 to North Stub	I-10 to North stub	Provide WB/EB traffic on I- 0 and I-210 alternate route bypassing existing systems	Fair	Fair	Poor	Poor	N/A	High potential to encounter contaminated soil and groundwater; ROW and associated community impacts would be significant at new Del Mar Avenue interchange and would require the acquisition of many properties	
	F18-NV		-10 to North Stub	I-10 to North stub	Provide WB/EB traffic on I- 0 and I-210 alternate route bypassing existing systems	Fair	Fair	Poor	Poor	N/A	High potential to encounter contaminated soil and groundwater; ROW and associated community impacts would be significant at new Del Mar Avenue interchange and would require the acquisition of many properties	
	F18-NG		-10 to North Stub	I-10 to North stub	Provide WB/EB traffic on I- 0 and I-210 alternate route bypassing existing systems	Fair	Fair	Poor	Poor	N/A	High potential to encounter contaminated soil and groundwater; ROW and associated community impacts would be significant at new Del Mar Avenue interchange and would require the acquisition of many properties	
F-8	F19-NT		710 to I-210	710 South stub to I-210 East of 710 Stub	Provide direct access to LA from Sierra Madre/Monrovia	Fair	Fair	Fair	Fair	N/A		Provides direct access to LA from Sierra Madre/Monrovia. Less ROW than similar surface alternatives. Best Alternative in Zone 4
	F19-ND		710 to I-210	710 South stub to I-210 East of 710 Stub	Provide direct access to LA from Sierra Madre/Monrovia	Fair	Fair	Poor	Fair	N/A	Similar to F-8 (F19-NT) but greater ROW and associated community impacts	
	F19-NV		710 to I-210	710 South stub to I-210 East of 710 Stub	Provide direct access to LA from Sierra Madre/Monrovia	Fair	Fair	Poor	Fair	N/A	Similar to F-8 (F19-NT) but greater ROW and associated community impacts	
	F19-NG		710 to I-210	710 South stub to I-210 East of 710 Stub	Provide direct access to LA from Sierra Madre/Monrovia	Fair	Fair	Poor	Fair	N/A	Similar to F-8 (F19-NT) but greater ROW and associated community impacts	
	F20-NT		-10 to I-2 0	I-10 between Fremont and Atlantic to I-210 between north stub and Hi I Ave. along Palm/Marengo	Provide access to I- 0 and I-710 south stub for traffic coming from LCF. Should reduce traffic on I-5 and SR-110.	Good	Good	Poor	Good	N/A	Would add traffic to congested segment of I-10; crossing Metro link line in I- 0 median would require imposing structure	
	F20-ND		-10 to I-2 0	I-10 between Fremont and Atlantic to I-210 between north stub and Hi I Ave. along Palm/Marengo	Provide access to I- 0 and I-710 south stub for traffic coming from LCF. Should reduce traffic on I-5 and SR-110.	Good	Good	Poor	Good	N/A	Would add traffic to congested segment of I-10; crossing Metro link line in I- 0 median would require imposing structure; ROW and associated community impacts would be significant including the necessary property acquisitions along Palm Avenue and Marengo Avenue in order to provide sufficient room for proposed multi-lane freeway.	
	F20-NV		-10 to I-2 0	I-10 between Fremont and Atlantic to I-210 between north stub and Hi I Ave. along Palm/Marengo	Provide access to I- 0 and I-710 south stub for traffic coming from LCF. Should reduce traffic on I-5 and SR-110.	Good	Good	Poor	Good	N/A	Would add traffic to congested segment of I-10; crossing Metro link line in I- 0 median would require imposing structure; ROW and associated community impacts would be significant including the necessary property acquisitions along Palm Avenue and Marengo Avenue in order to provide sufficient room for proposed multi-lane freeway.	
	F20-NG		-10 to I-2 0	I-10 between Fremont and Atlantic to I-210 between north stub and Hi I Ave. along Palm/Marengo	Provide access to I- 0 and I-710 south stub for traffic coming from LCF. Should reduce traffic on I-5 and SR-110.	Good	Good	Poor	Good	N/A	Would add traffic to congested segment of I-10; crossing Metro link line in I- 0 median would require imposing structure; ROW and associated community impacts would be significant including the necessary property acquisitions along Palm Avenue and Marengo Avenue in order to provide sufficient room for proposed multi-lane freeway.	
	F21-NT		-10 to I-2 0	I-10 between Fremont and Atlantic to I-210 between Las Robles and San Gabriel Blvd	Provide N-S route parallel to 710 gap	Good	Good	Poor	Good	N/A	Would add traffic to congested segment of I-10; crossing Metro link line in I- 0 median would require imposing structure	
	F21-ND		-10 to I-210	I-10 between Fremont and Atlantic to I-210 between Las Robles and San Gabriel Blvd	Provide N-S route parallel to 710 gap	Good	Good	Poor	Good	N/A	Would add traffic to congested segment of I-10; crossing Metro link line in I- 0 median would require imposing structure	
	F21-NV		-10 to I-210	I-10 between Fremont and Atlantic to I-210 between Las Robles and San Gabriel Blvd	Provide N-S route parallel to 710 gap	Good	Good	Poor	Good	N/A	Would add traffic to congested segment of I-10; crossing Metro link line in I- 0 median would require imposing structure	
	F21-NG		-10 to I-210	I-10 between Fremont and Atlantic to I-210 between Las Robles and San Gabriel Blvd	Provide N-S route parallel to 710 gap	Good	Good	Poor	Good	N/A	Would add traffic to congested segment of I-10; crossing Metro link line in I- 0 median would require imposing structure	
F-9	F22-NT		710 to 605	710 South stub to 605	Ease congestion on 10	Poor	Poor	Fair	Poor	N/A		Ease congestion on F-10. Less ROW than similar surface alternatives. Best Alternative in Zone 5
	F22-ND		710 to 605	710 South stub to 605	Ease congestion on 10	Poor	Poor	Poor	Poor	N/A	Similar to F-9 (F22-NT) but greater ROW and environmental impacts. Does not alleviate local street congestion. Does not accommodate N/S travel	
F-11	F22-NV		710 to 605	710 South stub to 605	Ease congestion on 10	Poor	Poor	Poor	Poor	N/A		Ease congestion on F-10. Less ROW than similar surface alternatives. Fewer access points.
	F22-NG		710 to 605	710 South stub to 605	Ease congestion on 10	Poor	Poor	Poor	Poor	N/A	Similar to F-11 (F22-NV) but greater ROW and associated community impacts	
	F23-NT		-10 to I-2 0	I-10 to I-210 between Del Mar and Rosemead	Provides connection between I-210 and I- 0 potential by a levitating traffic on surface streets and SR-134	Good	Fair	Poor	Poor	N/A	High potential to encounter contaminated soil and groundwater; ROW impacts along Del Mar Avenue as it is currently a 2 lane roadway and construction of this alternative would require the acquisition of a row of houses along the entire alignment none of which are owned by Caltrans	
	F23-ND		-10 to I-2 0	I-10 to I-210 between Del Mar and Rosemead	Provides connection between I-210 and I- 0 potential by a levitating traffic on surface streets and SR-134	Good	Fair	Poor	Poor	N/A	High potential to encounter contaminated soil and groundwater; ROW impacts along Del Mar Avenue as it is currently a 2 lane roadway and construction of this alternative would require the acquisition of a row of houses along the entire alignment none of which are owned by Caltrans	
	F23-NV		-10 to I-2 0	I-10 to I-210 between Del Mar and Rosemead	Provides connection between I-210 and I- 0 potential by a levitating traffic on surface streets and SR-134	Good	Fair	Poor	Poor	N/A	High potential to encounter contaminated soil and groundwater; ROW impacts along Del Mar Avenue as it is currently a 2 lane roadway and construction of this alternative would require the acquisition of a row of houses along the entire alignment none of which are owned by Caltrans	
	F23-NG		-10 to I-2 0	I-10 to I-210 between Del Mar and Rosemead	Provides connection between I-210 and I- 0 potential by a levitating traffic on surface streets and SR-134	Good	Fair	Poor	Poor	N/A	High potential to encounter contaminated soil and groundwater; ROW impacts along Del Mar Avenue as it is currently a 2 lane roadway and construction of this alternative would require the acquisition of a row of houses along the entire alignment none of which are owned by Caltrans	
	F24-NT		-10 to I-2 0	I-10 to I-210 beneath Rosemead SR19	Provides connection between I-210 and I- 0 potential by a levitating traffic on surface streets and SR-134	Good	Poor	Poor	Poor	N/A	High potential to encounter contaminated soil and groundwater. Does not reduce local street congestion; crossing Metro link line in I-10 median would require imposing structure	

Performance of Unscreened Set of Alternatives

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	F24-ND		-10 to I-210	I-10 to I-210 beneath Rosemead SR19	Provides connection between I-210 and I-10 potentially a levitating traffic on surface streets and SR-134	Good	Poor	Poor	Poor	N/A	High potential to encounter contaminated soil and groundwater. Does not reduce local street congestion; crossing Metrolink line in I-10 median would require imposing structure	
	F24-NV		-10 to I-210	I-10 to I-210 beneath Rosemead SR19	Provides connection between I-210 and I-10 potentially a levitating traffic on surface streets and SR-134	Good	Poor	Poor	Poor	N/A	High potential to encounter contaminated soil and groundwater. Does not reduce local street congestion; crossing Metrolink line in I-10 median would require imposing structure	
	F24-NG		-10 to I-210	I-10 to I-210 beneath Rosemead SR19	Provides connection between I-210 and I-10 potentially a levitating traffic on surface streets and SR-134	Good	Poor	Poor	Poor	N/A	High potential to encounter contaminated soil and groundwater. Does not reduce local street congestion; crossing Metrolink line in I-10 median would require imposing structure	
	F25-ED		South Sub	Terminate 710 at I-10		Poor	Poor	Good	Good	N/A	Does not include improvement. Does not serve purpose and need of project. Does not alleviate traffic. Does not accommodate N/S travel	
	F26-EI		10/710 Interchange	Improve existing 10/710 interchange	Provides improved traffic conditions for both I-710 and I-10	Poor	Poor	Good	Good	N/A	Does not serve purpose and need of project. Does not alleviate traffic. Does not accommodate N/S travel	
	F27-EM		710 @ port to South Sub	Remove the entire I-710 replace with heavy rail in trench with LRT above bicycle freeway and 2-lane road	Replace existing freeway with multimodal solution	Poor	Poor	Poor	Good	N/A	Would not alleviate street or highway congestion within the study area	
	F28-NT		SR2 to SR-110	SR-2 @ Glendale Blvd. to SR 110 @ 11th St	Provides N-S freeway West of 710 stubs	Poor	Poor	Poor	Good	N/A	Would add traffic to I-110 the most congested freeway in the region	
	F28-ND		SR2 to SR-110	SR-2 @ Glendale Blvd. to SR 110 @ 11th St	Provides N-S freeway West of 710 stubs	Poor	Poor	Poor	Good	N/A	ROW impacts; Would add traffic to I-110 the most congested freeway in the region	
	F28-NV		SR2 to SR-110	SR-2 @ Glendale Blvd. to SR 110 @ 11th St	Provides N-S freeway West of 710 stubs	Poor	Poor	Poor	Good	N/A	ROW impacts; Would add traffic to I-110 the most congested freeway in the region	
	F28-NG		SR2 to SR-110	SR-2 @ Glendale Blvd. to SR 110 @ 11th St	Provides N-S freeway West of 710 stubs	Poor	Poor	Poor	Good	N/A	ROW impacts; Would add traffic to I-110 the most congested freeway in the region	

Highway Alternatives

	H-1		101 to SR-134 @ S Central Ave	N Alameda St/Spring St/Jay St/W Avenue 26/N San Fernando Rd/S Central Ave	Create N-S route paralleling 710 gap for proposed BRT alignment	Good	Fair	Poor	Good	N/A	Does not alleviate street congestion throughout the study area: ROW impacts (along Avenue 26)	
	H-2		134 @ Colorado Blvd and 134 @ N Brand Blvd/N Central Ave	134 ramps @ Colorado St/Wilson Ave/E Broadway/N Brand Blvd/S Central Ave	Follows proposed BRT alignment. Possible congestion relief along 134	Poor	Poor	Fair	Good	N/A	Does not accommodate N/S travel: Does not relieve local street congestion	
	H-3		710 to SR-2 @ York	Build new highway from 710 south stub to SR-2. Upgrade: Concord/Fremont/Monterey/York@SR-2	Create dedicated route between 710 south stub and SR-2	Poor	Fair	Fair	Good	N/A		Provide alternate highway route to I-5
	H-4		710 to SR-134 @ Figueroa	Build new highway from 710 south stub to SR-134. Upgrade: Concord/Fremont/Monterey/Figueroa/Oaks@SR-134	Create dedicated route between 710 south stub and SR-134	Fair	Good	Fair	Good	N/A		Provide alternate highway route for motorists traveling through Pasadena. Route changed to connect directly to the Figueroa on/off-ramps
	H-5		101 @ N Mission Rd to North Sub	Connects 101 and 210 at North Sub	Follows proposed BRT alignment	Good	Fair	Fair	Good	N/A	Significant ROW impacts along Mission Road as construction would require acquisition of institutional and other sensitive land uses to accommodate a widened highway.	
	H-6		5 @ Solo to North Sub	Connects 5/10 and 210 at North Sub	Follows proposed BRT alignment	Good	Fair	Fair	Good	N/A	ROW impacts along Solo St as construction would require the acquisition of a row of houses not currently owned by Caltrans. Adjacent to two recreational parks that alignment would encroach on (Hazard Park and Ascat Hi Is Park)	
	H-7		710 to SR-134 @ Ave 64	Build new highway from 710 south stub to SR-134. Upgrade: Concord/Fremont/Monterey/Ave 64/Ave 64 @SR-134	Create dedicated route between 710 south stub and SR-134.	Fair	Good	Fair	Good	N/A		Provide alternate highway route for motorists traveling through Pasadena. Closest possible connection to SR 134 west of SR 710 alignment
	H-8		SR-110 to 710 north stub	Upgrades to Glenarm/Alarcon/Pasadena/St. John	Create dedicated North/South route between SR-110 and I-210	Fair	Good	Good	Good	N/A	Does not improve N/S travel as much as H-4	
	H-9		710 to I-210	Upgrades to Valley/Fremont/Columbia/Pasadena	Create dedicated North/South route between 710 north stub and 710 south stub for through traffic.	Good	Good	Fair	Good	N/A		Alleviate local traffic at 710 South and North stubs.
	H-10		710 to I-210	Build new highway from 710 south stub. Upgrade: Concord/Fremont/Huntington/Fair Oaks/California/Pasadena. To 710 North Sub	Create dedicated North/South route between 710 north stub and 710 south stub for through traffic.	Good	Good	Fair	Good	N/A		Clean up cut-through traffic through Alhambra/Pasadena/South Pas. Alleviate local traffic at 710 South and North stubs.
	H-11		Alhambra and SR-210	Upgrades to Alhambra/Fremont/SR110	Create dedicated North/South route between 710 north stub and 710 south stub for through traffic.	Poor	Good	Poor	Good	N/A	Similar to Alternative H-4 but greater ROW and associated community impacts: Does not improve N/S travel as much as H-4	
	H-12		710 to I-210	Build new highway from 710 south stub to Mission. Upgrade Huntington/Fair Oaks/Columbia/Pasadena/St. John to 710 North stub.	Create dedicated North/South route between 710 north stub and 710 south stub for through traffic.	Good	Good	Fair	Good	N/A		Clean up cut-through traffic through Alhambra/Pasadena/South Pas. Alleviate local traffic at 710 South and North stubs.
	H-13		710 to I-210 @ Los Robles	Upgrade facilities: Valley/Mission/Fremont/Poplar/Marengo/Huntington/Los Robles	Create dedicated North/South route between 710 north stub and 710 south stub for through traffic.	Good	Good	Poor	Good	N/A		Alleviate local traffic at 710 South and North stubs.
	H-14		710 to I-210	Upgrades to Valley/Fremont/Mission/Palm/Huntington/Garfield/Fair Oaks/California/Pasadena.	Create dedicated North/South route between 710 north stub and 710 south stub for through traffic.	Good	Good	Fair	Good	N/A		Alleviate local traffic at 710 South and North stubs.
	H-15		710 to I-210 @ Los Robles	Upgrade facilities: Valley/Fremont/Mission/Atlantic/Los Robles	Create dedicated North/South route between 710 north stub and 710 south stub for through traffic.	Fair	Fair	Poor	Good	N/A		Alleviate local traffic at 710 South and North stubs.
	H-16		Garfield @ I-10 to 710 south stub	Upgrade facilities: Garfield@ I-10/Garfield/Fair Oaks/Columbia/Pasadena	Create dedicated North/South route paralleling 710 gap between I-10 and north stub for through traffic.	Fair	Good	Fair	Good	N/A		Alleviate local traffic at 710 South and North stubs.
	H-17		710 to I-210 @ Rosemead	Build new highway from 710 south stub to Mission. Upgrade Mission/Fremont/Huntington/Rosemead to I-210 @ Rosemead.	Provide direct access to LA from Sierra Madre/Monrovia	Fair	Fair	Poor	Fair	N/A	Does not accommodate regional N/S travel. Does not reduce local street congestion; Huntington Drive is already a high capacity roadway and turning it into a highway would not significantly improve regional travel	

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	H-18		SR-710 to I-210 @ Rosemead	Build new highway from 710 south stub to Mission. Upgrade: Valley/Mission/Las Tunas/Rosemead to I-210 @ Rosemead/Las Tunas Dr/Live Oak Ave/W Arrow Hwy	Provide direct access to LA from Sierra Madre/Monrovia. Follow proposed BRT alignment	Poor	Poor	Fair	Good	N/A	Does not accommodate regional N/S travel. Does not reduce local street congestion. Already heavily used transit route	
	H-19		SR-60 and SR-210	Upgrades to San Marino/Greenwood	Create dedicated North/South route between San Gabriel and I-210	Good	Fair	Poor	Poor	N/A	Does not reduce local street congestion. Already heavily used transit route	
H-11	H-20		I-0 @ San Gabriel to I-210 @ San Gabriel	Upgrade facilities: San Gabriel @ I-10/San Gabriel/San Gabriel @ I-210	Create dedicated North/South route parallel to 710 gap between I-10 and I-210 for through traffic.	Good	Fair	Fair	Poor	N/A		Clean up cut-through traffic through Alhambra/Pasadena/South Pas.
H-12	H-21		I-60 @ Rosemead/Santa Anita Ave to I-210 @ Rosemead	Upgrade facilities: Rosemead @ I-0/Rosemead/Rosemead @ I-210	Create dedicated North/South route parallel to 710 gap between I-10 and I-210 for through traffic.	Good	Poor	Fair	Poor	N/A		Utilize existing major facilities.
H-13	H-22		I-0 @ Santa Anita Ave to I-210 @ Santa Anita Ave	Connects I-0 parallel to and East of 710 gap	Follows proposed BRT alignment	Good	Poor	Fair	Poor	N/A		Provide alternate highway route for motorists traveling N-S
	H-23		CA-60 @ Peck Rd to I-210 @ S California Ave	Connects 60/210 parallel to and East of 710 gap. Also parallels I-605	Follows proposed BRT alignment	Good	Poor	Good	Good	N/A	Does not relieve regional traffic congestion. Only services east edge of study area	
	H-24		SR-710 to I-605 @ W Arrow Hwy/Live Oak Ave	Build new highway from 710 south stub to Las Tunas Dr/Live Oak Ave/W Arrow Hwy	Provide direct access to LA from Sierra Madre/Monrovia. Follow proposed BRT alignment	Poor	Fair	Fair	Good	N/A	Does not accommodate regional N/S travel. Does not reduce local street congestion. Already heavily used transit route	

Arterial Alternatives and Hot Spot Improvements

A36	A1-EW		Mission Rd to Santa Anita Ave	Widen Valley Blvd	Improve local street traffic and reduce 710 exit queue							Alleviate 710 congestion at queuing exit and improve vehicular local travel along Valley Boulevard through widening and improvements.
A11	A2-NG		Valley and W. Mission	New arterial over Valley Blvd and W. Mission Rd	Improve local street traffic and reduce 710 exit queue							Alleviate 710 congestion at queuing exit and improve vehicular local travel along Valley Boulevard through new arterial.
A10	A3-NG		-10 and S. Pasadena Ave	New arterial to connect Fremont/Huntington/Fair Oaks/Columbia/S. Pasadena	Create alternate local street route bridging 710 gap							Alleviate local traffic between north and south stubs through roadway enhancements - offers more direct route
A9	A4-NG		W. Mission Rd and S. Pasadena Ave	New arterial connection to Sheffield/Huntington/Fair Oaks/Columbia/S. Pasadena	Create alternate local street route bridging 710 gap							Alleviate local traffic between north and south stubs through roadway enhancements
A21	A5-EW		Fremont Ave and S. Junipero Sierra Dr	Widen Mission Rd	Increases capacity of major local street							Alleviate traffic conditions in Alhambra by keeping travel on major corridor through increased vehicular capacity
A21	A5-EI		Fremont Ave and S. Junipero Sierra Dr	Improve Mission Rd	Increases capacity of major local street							Enhance arterial roadway through street improvements and elements for enhanced vehicle travel and connections to existing roadway network.
A30	A6-EW		S. Orange Grove Blvd to Sierra Madre Blvd	Widen Colorado Blvd	Increase capacity							Use of existing and heavily traveled corridor. Widening would increase capacity and decrease congestion.
A30	A6-EI		S. Orange Grove Blvd to Sierra Madre Blvd	Improve Colorado Blvd	how improve? Too general? Can we "improve" all streets?							Enhance arterial roadway through street improvements and elements for enhanced vehicle travel and connections to existing roadway network.
A31	A7-EW		S. Orange Grove Blvd to Sierra Madre Blvd	Widen E. Del Mar Blvd	Increase capacity							Use of existing and heavily traveled corridor. Widening would increase capacity and decrease congestion.
A31	A7-EI		S. Orange Grove Blvd to Sierra Madre Blvd	Improve E. Del Mar Blvd	how improve? Too general? Can we "improve" all streets?							Enhance arterial roadway through street improvements and elements for enhanced vehicle travel and connections to existing roadway network.
A32	A8-EW		S. Orange Grove Blvd to Sierra Madre Blvd	Widen California Blvd	Increase capacity							Use of existing and heavily traveled corridor. Widening would increase capacity and decrease congestion.
A32	A8-EI		S. Orange Grove Blvd to Sierra Madre Blvd	Improve California Blvd	how improve? Too general? Can we "improve" all streets?							Enhance arterial roadway through street improvements and elements for enhanced vehicle travel and connections to existing roadway network.
A24	A9-EW		Garfield to 2 0	Widen Los Robles Ave	Increase capacity							Use of existing arterial. Minimize congestion through increased roadway capacity.
A24	A9-EI		Garfield to 2 0	Improve Los Robles Ave	how improve? Too general? Can we "improve" all streets?							Enhance arterial roadway through street improvements and elements for enhanced vehicle travel and connections to existing roadway network.
A23	A10-EW		10 to Garfield	Widen Atlantic Blvd	Increase capacity							Use of existing arterial. Minimize congestion through increased roadway capacity.
A23	A10-EI		10 to Garfield	Improve Atlantic Blvd	how improve? Too general? Can we "improve" all streets?							Enhance arterial roadway through street improvements and elements for enhanced vehicle travel and connections to existing roadway network.
A22	A11-EW		10 to Los Robles	Widen Garfield Ave	Increase capacity							Use of existing arterial. Alleviate congestion through increased roadway capacity.
A22	A11-EI		10 to Los Robles	Improve Garfield Ave	how improve? Too general? Can we "improve" all streets?							Enhance arterial roadway through street improvements and elements for enhanced vehicle travel and connections to existing roadway network.
A36	A12-EW		State Street to North Stub	North stub to State St via St. John/Pasadena/Alarcon/Glenarm								Existing arterial. additional north/south connection
A17	A13-NR		Hellman @ 710	New interchange from 7 0 to Hellman								Increased connectivity from 710 to local road network.
A8	A14-EW		Huntington to Garfield	Widen W Main St	Increase capacity							Use of existing arterial. connects several major N-S arterials: Fremont, Atlantic, Garfield
A8	A14-EI		Huntington to Garfield	Improve W Main St	Increase capacity							Use of existing arterial. connects several major N-S arterials: Fremont, Atlantic, Garfield
A16	A15-EW		60 to Atlantic	Widen Monterey Pass Rd	Provides improved route parallel to 710 south of 10							Allows greater ease of access to Fremont. Atlantic, Garfield. Provides connection from 60 to 10 fwy.
A16	A15-EI		60 to Atlantic	Improve Monterey Pass Rd	Provides improved route parallel to 710 south of 10							Allows greater ease of access to Fremont. Atlantic, Garfield. Provides connection from 60 to 10 fwy.

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A15	A16-EW		60 to 10	Widen N Eastern Ave south of I-10	Provides route parallel to 710 south of 10							Allows greater ease of access to surrounding University streets/Valley. Provides parallel service to 710 and direct connection to 0 and 60 fwy.
A15	A16-EI		60 to 10	Improve N Eastern Ave south of I-10	Provides route parallel to 710 south of 10							Allows greater ease of access to surrounding University streets/Valley. Provides parallel service to 710 and direct connection to 0 and 60 fwy.
A27	A17-ER		E Colorado Blvd to 210	Extend S Arroyo from I-110 to I-210	Provides direct route between I-10 and 210 via S Arroyo							May improve traffic on Colorado Del Mar California. Provides direct connection to Colorado and 215 fwy. may improve fwy entrance/off ramp congestion
A25	A18-EW		Valley to I-110	Widen Fremont/Fair Oaks Ave	Increase capacity							Improves traffic on N-S route and provides direct through connection
A25	A18-EI		Valley to I-110	Improve Fremont/Fair Oaks Ave	Increase capacity							Improves traffic on N-S route and provides direct through connection
A2	A19-EX		North Stub	Relinquish City streets now under Caltrans jurisdiction eliminate Caltrans ramps Landscape/deck over Pasadena Stub dispose of Caltrans ROW and vacant properties								Protects historical property no displacement of residents.
A14	A20-EX		710/Valley	Improve existing 710/Valley intersection	Improve local street traffic and reduce 710 exit queue							Minimize local traffic at 710 South Station on ramp and decrease local road/intersection congestion. Improve vehicular travel movements and congestion at intersection.
A39	A21-EI			Improve Foothill Blvd in La Canada Foothill	Improve local street traffic parallel to I-210							Provides connection to 210 fwy and provides a direct diagonal connection.
A20	A22-EX		Hellman/Fremont Intersection	Improve Intersection of Hellman Ave @ Fremont Ave (SB to EB)	Improve local street traffic and reduce 710 exit queue							PM Peak Hour improved and a leviate fwy queuing congestion and backup.
A19	A23-EW		Fremont to I-10WB on ramp	Widen south side of Hellman Ave: Fremont to I-10WB on-ramp	Improve local street traffic and reduce 710 exit queue							PM Peak Hour improved and a leviate fwy queuing congestion and backup.
A7	A24-EX		Fair Oaks/Huntington Intersection	Reconstruct Fair Oaks/Huntington Intersection	Improve local street traffic and reduce 710 exit queue							PM Peak Hour improved and a leviate fwy queuing congestion and backup.
A6	A25-EX		Fair Oaks @ I-110	Improve interchange of Fair Oaks @ I-110	Improve local street traffic and reduce 710 exit queue							PM Peak Hour improved and a leviate fwy queuing congestion and backup.
A5	A26-NI		Columbia and Monterey	Construct landscaped median on Fair Oaks: Columbia to Monterey	Improve local street traffic and reduce 710 exit queue							PM Peak Hour improved. Improved pedestrian and bicycle travel enhancements
A4	A27-EI			Improve Fair Oaks Ave Corridor	Improve local street traffic and reduce 710 exit queue							PM Peak Hour improved: reduce energy/emissions: improve safety
A3	A28-EI		W Glenarm St to E Villa St	Upgrade S Raymond Ave	Improve local street traffic and reduce 710 exit queue							PM Peak Hour improved: reduce energy/emissions: improve safety
A1	A29-EX		California Blvd and Fair Oaks Ave Intersection	Widen the Intersection of California Blvd @ Fair Oaks	Improve local street traffic and reduce 710 exit queue							PM Peak Hour improved: reduce energy/emissions: improve safety
A28	A30-EI			Reconstruct Arroyo Parkway	Improve local street traffic and reduce 710 exit queue							PM Peak Hour improved: reduce energy/emissions: improve safety
A29	A31-ER		710 south stub and Del Mar	Relocate I-710 terminus to Del Mar Blvd	Improve local street traffic and reduce 710 exit queue							PM Peak Hour improved: reduce energy/emissions: improve safety
A12	A32-EX		Easton Ave/Valley Blvd Intersection	Improve Easton Ave/Valley Blvd Intersection	Improve local street traffic and reduce 710 exit queue							PM Peak Hour improved: reduce energy/emissions: improve safety
A13	A33-EX		Lowell Ave/Concord Ave and Alhambra Intersection	Realign Lowell Ave/Concord Ave and Alhambra Ave Intersection	Improve local street traffic							PM Peak Hour improved: reduce energy/emissions: improve safety
	A34-EB		A Union Station to Brand	LAUS to N Alameda to N Spring to W Ave 19 to San Fernando to Brand	Connect Glendale to downtown							ROW impacts due to all commercial land uses adjacent to San Fernando Road and would require the acquisition of MANY businesses to accommodate improvements: only services west edge of study area
	A35-EB		134 and Brand Blvd /Central Ave	134 @ Colorado to Broadway to Brand Blvd/Central Ave	Connect Glendale and Pasadena							ROW impacts due to adjacent commercial land uses along both Colorado and Broadway: Does not accommodate N/S travel. Only serves northwestern portion of study area
	A36-EB		A Union Station to North Stub	LAUS to N Broadway to Pasadena Ave to Ave 26 to San Fernando to Eagle Rock Blvd N to Colorado Blvd to La Loma Rd to Del Mar to North Stub	Connect downtown Pasadena and downtown LA							Does not accommodate N/S travel: Parallels and duplicates service provided by SR 2: Roadway is already a multi-lane highway
	A37-EB		110 @ Greve la St to Valley Blvd	110 @ Grevilla to Marengo to N Palm to Main to S Palm to Valley	Provide N-S busway paralleling 710 gap							ROW impacts due to Marengo Avenue's narrow width and discontinuity: Similar to A10 but with greater environmental impacts (i.e. Displacement visual/aesthetic community resources): Would be required to intersect Garfield Park
	A38-EB		A Union Station to Huntington Dr	LAUS to N Broadway to Pasadena Ave to Figueroa St to York N to Monterey Rd to Huntington Dr	Connect downtown LA and San Marino							ROW impacts along Monterey Road as it is a 2-lane roadway and would require the acquisition of a row of residential properties that Caltrans does not own
A36	A39-EB		A Union Station to I-10 @ Valley Blvd	LAUS to Main to Valley to I-10	Connect downtown LA and El Monte							Follow proposed BKT: Valley Blvd serves as a major thoroughfare and provides East-West travel.
	A40-EB		A Union Station to I-10 @ Garvey Blvd	LAUS to Mission to Marengo St to City Terrace Dr to N Eastern Ave to W Garvey to I-10 at E Garvey Ave	Connect downtown LA and El Monte Busway Station							Does not accommodate N/S travel
	A41-EB		SR-60 to Huntington	SR-60 @ Garfield to Huntington	Provide N-S busway paralleling 710 gap							Similar to A22 but with greater environmental impacts related to the displacement of job centers along Garfield Avenue: Atlantic Boulevard has more transit supportive land uses than Garfield
	A42-EB		SR-60 to Huntington	SR-60 @ Atlantic to Huntington	Provide N-S busway paralleling 710 gap							Similar to A23 but with greater environmental impacts related to the displacement of job centers along Atlantic Boulevard
	A43-EB		Huntington from Monterey to Santa Anita Park and Ride	Huntington @ Monterey to Santa Anita Park and Ride	Connect Arcadia to San Marino/South Pasadena							Does not accommodate N/S travel: ROW impacts as Monterey Road is currently a 2-lane roadway and would require the acquisition of a row of houses throughout the length of its alignment
A18	A44-EI		Hellman @ 710 and Fremont @ Garvey	Improve Hellman North of I-10 and Fremont south of I-10	Improved access for CSULA							Enhance arterial roadway through street improvements and elements for enhanced vehicle travel and connections to existing roadway network.
A18	A44-EW		Hellman @ 710 and Fremont @ Garvey	Widen Hellman North of I-10 and Fremont south of I-10	Improved access for CSULA							Potential to alleviate congestion through increased capacity.
A35	A45-EI		-10 and Mission	Improve San Gabriel	Improve Mission to I-10							Improve north-south vehicular connection

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A35	A45-EW		-10 and Mission	Widen San Gabriel	Improve Mission to I-10							Potential to alleviate congestion and increase travel through direct north-south connection.
A37	A46-EI		-10 and Mission	Improve Rosemead	Improve Mission to I-10							Enhance arterial roadway through street improvements and elements for enhanced vehicle travel and connections to existing roadway network.
A37	A46-EW		-10 and Mission	Widen Rosemead	Improve Mission to I-10							Potential to alleviate congestion through increased capacity.
A34	A47-EI		-210 and Huntington	Improve Rosemead								Enhance arterial roadway through street improvements and elements for enhanced vehicle travel and connections to existing roadway network.
A34	A47-EW		-210 and Huntington	Widen Rosemead								Potential to alleviate congestion through increased capacity. Better connection for local traffic to 2.0 fwy
A33	A48-EI		-210 and Foothill V/Sierra Madre V IIs	Improve Rosemead								Enhance arterial roadway through street improvements and elements for enhanced vehicle travel and connections to existing roadway network.
A33	A48-EW		-210 and Foothill V/Sierra Madre V IIs	Widen Rosemead								Potential to alleviate congestion through increased capacity. Serves as parallel travel to 2.0 fwy.
A38	A49-EI		- 0 and Las Tunas	Improve Rosemead								Enhance arterial roadway through street improvements and elements for enhanced vehicle travel and connections to existing roadway network.
A38	A49-EW		- 0 and Las Tunas	Widen Rosemead								Potential to alleviate congestion through increased capacity. Provides direct N-S route
A40	N/A		West City Limit La Canada Flintridge to Foothill Blvd	Improve Angeles Crest Hwy								Improves Angeles Crest Highway which will service area north of study area
A41	N/A		West City Limit La Canada Flintridge to Foothill Blvd	Improve Verdugo Blvd								Improves I-210 and SR-2 interchange by upgrading surrounding facilities

Bus Rapid Transit (BRT) Alternatives

B1-EG	SR-134	Burbank Airport to Del Mar Gold Line Station	Del Mar Station to Pasadena Ave to SR-134 West to Brand to Glencrooks Burbank Airport			Poor	Poor	Fair	Good	Good	Does not serve need of project (accommodate N/S travel); Alternative BRT-7 developed and carried forward instead	
B2-EG	SR-134	Burbank Airport to Del Mar Gold Line Station	Del Mar Station to Pasadena Ave to SR-134 West to I-5 North to Burbank Airport			Poor	Poor	Fair	Good	Good	Does not serve need of project (accommodate N/S travel); Alternative BRT-7 developed and carried forward instead	
B3-EG	San Fernando	Union Station to Downtown Glendale	Union Station to Cesar Chavez to Alameda to San Fernando Road to Brand Blvd to Downtown Glendale			Fair	Fair	Poor	Good	Fair	Carried forward as LRT alternative (LRT-1) to utilize the Railroad ROW instead of taking a travel lane on San Fernando Road	
B4-EG	Colorado	Colorado Blvd to Downtown Glendale	Downtown Pasadena to Downtown Glendale via Colorado Boulevard			Poor	Fair	Poor	Good	Fair	Best route running E/W in northern portion of study area and will result in the least ROW impacts as Las Tunas Road is sufficiently wide enough to place BRT facilities	
B5-EG	Eagle Rock/ Colorado	Union Station to Ho by Gold Line Station	Union Station to Cesar Chavez to Alameda to Eagle Rock Boulevard to Colorado Boulevard to Fair Oaks Ave to Holly St to Memorial Park Gold Line Station			Fair	Fair	Fair	Good	Fair	Circuitous alignment not competitive for time savings	
B6-EG	Gold Line	Union Station to San Marino	Union Station to Cesar Chavez to Alameda to San Fernando Road to Figueroa Street to York Blvd to Monterey Road to Huntington Drive ending in San Marino			Fair	Fair	Poor	Good	Fair	Duplicates existing Gold Line transit service; ROW impacts would occur as there is insufficient room on Figueroa Street to accommodate BRT facilities and still have two lanes of traffic and parking in each direction	
B7-3	B7-EG	Mission/ Las Tunas	Union Station to El Monte at Peck Road	Union Station to Cesar Chavez to Mission Rd to Huntington Dr to Las Tunas Dr to Live Oak Ave in Temple City	Eastern terminus uncertain	Poor	Fair	Fair	Good	Good	High potential ridership. Already on an established and heavily used E/W bus route	
B8-1	B8-EG	Mission/Fair Oaks	Union Station to Pasadena	Union Station to Cesar Chavez to Mission Rd to Huntington Dr to Fair Oaks Ave to Pasadena	Northern terminus uncertain	Good	Good	Fair	Good	Fair	Best route to connect Downtown to north side. Will reduce local street congestion and accommodate regional N/S travel	
B8-2	B8-EG	Mission/ Huntington	Union Station to Santa Anita	Union Station to Cesar Chavez to Mission Rd to Huntington Dr to proposed Santa Anita Park and Ride		Poor	Good	Good	Good	Fair	Minimal ROW impacts along Huntington as there is sufficient room to add BRT facilities without adversely affecting traffic flow or parking supply. Reduce local street congestion	
B10-EG	Soto/Mission/Huntington	Union Station to Santa Anita	Union Station to Cesar Chavez to Mission Rd to Valley Blvd to Soto St to Huntington Dr to proposed Santa Anita Park and Ride			Fair	Poor	Fair	Good	Fair	Similar to BRT-3 (B7-EG) that was carried forward; more ROW impacts on Soto St than Mission Rd because Soto Street currently does not have an on-street parking lane and Mission Road does.	
B11-EG	Soto/Mission/Huntington	Soto Gold Line Station to Santa Anita	Soto Gold Line Station to Huntington Dr to proposed Santa Anita Park and Ride			Fair	Poor	Fair	Good	Fair	Similar to BRT-3 (B7-EG) that was carried forward; more ROW impacts on Soto St than Mission Rd because Soto Street currently does not have an on-street parking lane and Mission Road does.	
B12-EG	Main/Va ley	Union Station to El Monte Metrolink Station	Union Station to Cesar Chavez to Main St to Valley Blvd to El Monte Metrolink Station			Poor	Fair	Fair	Good	Good	Does not accommodate N/S travel; parallel but less effective service to El Monte Busway. Does not serve enough of study area	
B13-EG	Mission/Marengo/I-10 El Monte Busway/Garvey	Union Station to El Monte Busway Station	Union Station to El Monte Busway East to Garvey Ave Exit to Garvey Ave to Peck Rd to El Monte Busway Station			Poor	Fair	Fair	Good	Good	Does not accommodate N/S travel; parallel but less effective service to El Monte Busway. Does not serve enough of study area	
B14-EG	710 El Monte Busway/SR-70/Valley/Fremont/Fair Oaks	Union Station to La Canada	Union Station to El Monte Busway East to I-710 North to Valley Blvd to Fremont Ave to Huntington Dr to Fair Oaks Ave to Del Mar Blvd to Pasadena Ave to I-210 West to La Canada	Northern terminus uncertain		Good	Good	Fair	Good	Fair	Utilizes part of existing infrastructure of the El Monte busway in order to help reduce cost and community impacts; connects 710 N and S stubs most efficiently of similar alternatives; Portion of alternative north of 134/210 interchange removed	
B15-EG	710 El Monte Busway/SR-70/Mission Flyover/Fremont/Fair Oaks	Union Station to La Canada	Union Station to El Monte Busway East to I-710 North to New Mission Flyover to Fremont Ave to Huntington Dr to Fair Oaks Ave to Del Mar Blvd to Pasadena Ave to I-210 West to La Canada			Good	Good	Fair	Good	Fair	Similar to BRT-4 (B14-EG) but with greater environmental impacts and ROW requirement because Alternative B-4 (B14-EG) would utilize the Caltrans own vacant land at the SR 710 southern stub between Va ley Blvd and Mission Road to construct BRT facilities.	
B16-EG	I-10 El Monte Busway/SR-70/Valley/Mission/Las Tunas	Union Station to Irwindale	Union Station to Cesar Chavez to Mission Rd to Marengo St to I-10 El Monte Busway East to I-710 North to Valley Blvd to Fremont Ave to Mission Rd to Las Tunas Dr to proposed Irwindale Speedway Park and Ride			Poor	Fair	Fair	Good	Fair	Similar to BRT-3 (B7-EG) that was carried forward but more ROW impacts on Mission Rd than Huntington Rd/Main St due to adjacent land uses and available roadway for BRT facilities.	

Performance of Unscreened Set of Alternatives

Alt # in Initial Set of Alternatives	Alt #	Corridor	Termini	Description	Comments	1 Accommodate Regional N/S Travel	2 Reduce Local Street Congestion	3 Minimize Community Impacts	4 Minimize Potential to encounter contaminated soil and ground water	5 Ridership Potential	Why NOT Carried Forward	Notes On Route Carried Forward
	B17-EG	I-10 El Monte Busway/SR-7 Q/Mission Flyover/Las Tunas	Union Station to Irwindale	Union Station to Cesar Chavez to Mission Rd to Marengo St to I-10 El Monte Busway East to I-7 0 North to new Mission Flyover to Las Tunas Dr to proposed Irwindale Speedway Park and Ride		Poor	Fair	Fair	Good	Fair	Similar to BRT-3 (B7-EG) that was carried forward but more ROW impacts on Mission Rd than Huntington Rd/Main St due to adjacent land uses and available roadway for BRT facilities.	
	B18-EG	I-10 El Monte Busway/Santa Anita Dr	Union Station to Santa Anita	Union Station to Cesar Chavez to Mission Rd to Marengo St to I-10 El Monte Busway East to Santa Anita Ave East to Santa Anita Ave to Campus Dr to proposed Santa Anita Park and Ride		Fair	Poor	Fair	Good	Fair	Duplicate service to El Monte Busway and would not relieve traffic within study area. Does not accommodate regional N/S travel	
	B19-EG	I-10 El Monte Busway/Ramona Dr	Union Station to Baldwin Park Metrolink Station	Union Station to Cesar Chavez to Mission Rd to Marengo St to I-10 El Monte Busway East to Santa Anita Ave East to Santa Anita Ave to Ramona Blvd to Baldwin Park Metrolink Station		Poor	Poor	Fair	Good	Fair	Duplicate service to El Monte Busway and would not relieve traffic within study area. Does not accommodate regional N/S travel	
	B20-EG	SR 60/I-710/Mission Flyover/Fremont/Pasadena Ave	Atlantic Gold Line Station to Del Mar Gold Line Station	Atlantic Gold Line Station to Atlantic Blvd to SR 60 West to I-710 North to new Mission Flyover to Fremont Ave to Columbia St to Pasadena Ave to Del Mar Blvd to Del Mar Gold Line Station		Good	Good	Fair	Good	Fair	Freeway portions reduce areas served; out-of-direction travel	
	BRT-5 B21-EG	Monterey Pass Rd/Fremont/Pasadena Ave	East LA Civic Center Gold Line Station to Del Mar Gold Line Station	East LA Civic Center Gold Line Station to Medn k Ave to Monterey Pass Rd to Fremont Ave to Columbia St to Pasadena Ave to Del Mar Blvd to Del Mar Gold Line Station	Northern terminus uncertain	Good	Good	Fair	Good	Good		Accommodates N/S travel. Good ridership potential
	B22-EG	Del Mar Ave	Sierra Madre Villa Gold Line Station to Union Station	Sierra Madre Villa Gold Line Station to Madre Street to Huntington Dr to Del Mar Ave to I-10 El Monte Busway West to Union Station		Fair	Poor	Fair	Good	Poor	ROW impacts due to insufficient room to place BRT facilities on Del Mar Avenue without significant impact to traffic lanes. Poor potential ridership along Del Mar Ave.	
	B23-EG	Palm/Fremont	Alhambra to South Pasadena	Circular bus route starting at Mission Gold Line Station to Mission St to Marengo Ave to Palm Ave to Main St to Palm Ave to Mission Rd to Fremont Ave to Mission St to Mission Gold Line Station		Fair	Fair	Fair	Good	Poor	Circular bus routes are inconvenient and confusing to riders	
	BRT-6 B24-EG	Atlantic Blvd	Atlantic Gold Line Station to Pasadena at Washington Blvd	Atlantic Gold Line Station to Atlantic Blvd to Huntington Dr to Fair Oaks Ave to California to HI to Caltech/PCC		Good	Good	Fair	Good	Good		Accommodates N/S travel. connects to end of existing Gold Line LRT station. high ridership potential along Atlantic
	B25-EG	Garfield/Atlantic	Atlantic Gold Line Station to Alhambra	Circular bus route starting at Atlantic Gold Line Station to Atlantic Blvd to Riggs St to Garfield Ave to Huntington Dr to Atlantic Blvd to Atlantic Gold Line Station		Fair	Fair	Poor	Good	Fair	ROW impacts related to placing BRT facilities on Garfield while maintaining same automobile capacity and level of service. Circular bus routes are inconvenient and confusing to riders; SB portion of circular route is similar to BRT-6 (B24-EG) which was carried forward	
	B26-EG	Rossmead Blvd	Proposed Eastside Phase 2 Santa Anita Gold Line Station to Sierra Madre Villa Gold Line Station	Proposed Eastside Phase 2 Santa Anita Ave to Merced Ave to Rush St to Rossmead Blvd to Colorado Blvd to Madre St to Sierra Madre Villa Gold Line		Good	Good	Good	Good	Poor	Does not serve major population and employment centers in study area	
	B27-EG	Peck Road	Proposed Eastside Phase 2 Peck Gold Line Station to proposed Monrovia Foothill Extension Gold Line Station	Proposed Eastside Phase 2 Peck Road Gold Line Station to Durfee Ave to Peck Rd to proposed Monrovia Foothill Extension Gold Line Station		Good	Poor	Fair	Good	Poor	Does not serve major population and employment centers in study area	

Light Rail Transit (LRT) Alternatives

	LRT-1 L1-EG	Antelope Valley & Ventura County Lines	Union Station to Burbank Airport	Union Station Antelope Valley/Ventura County ROW Lines to Burbank Airport		Good	Poor	Good	Good	Fair		Minimal ROW impacts; reduces congestion on I-5; also consider on-street alignment instead of new ROW
	L2-NG	SR-134	Old town Pasadena to Burbank Airport	In SR-134 ROW from the Gold Line along I-210 Freeway to Burbank Airport		Poor	Poor	Good	Good	Fair	Does not serve need of project (accommodate N/S travel); similar to Alternative LRT-2 but does not serve intermediate locations	
	L3-NG	Mission Road	East LA Civic Center Gold Line Station to Mission Gold Line Station	Soto Gold Line Station up Soto St to Huntington Dr to Fair Oaks Avenue to Mission St to Mission Gold Line Station		Fair	Fair	Fair	Good	Fair	More ROW impacts along Soto St because it currently does not have an on-street parking lane and therefore would be insufficient room to add LRT facilities	
	L4-NG	Mission Road/Huntington Drive	Union Station to Santa Anita	Union Station to Alhambra Ave to Mission Rd to Huntington Drive to proposed Santa Anita Park and Ride		Poor	Good	Fair	Good	Fair	Similar to Alternative LRT-3 (L5-NG) but with more associated community impacts and does not connect to existing Metro Gold Line	
	LRT-3 L5-NG	Mission Road/Huntington Drive	Union Station to Santa Anita	Union Station to Mission Rd to Huntington Drive to proposed Santa Anita Park and Ride	LRT would be new service on new track. LRT would be commuter rail service on existing track.	Poor	Good	Good	Good	Fair		Minimal ROW impacts along Huntington as there is sufficient room to add LRT facilities without adversely affecting traffic flow or parking supply. Connects to existing Metro Gold Line at South Pasadena Station
	LRT-5/CR-1 L6-EG	Alhambra Subdivision	Union Station to El Monte Metrolink Station	Union Station to Alhambra Subdivision ROW via Alhambra Ave to El Monte Metrolink Station		Poor	Good	Good	Good	Fair		Minimal ROW impacts; Serves some areas not accessible to El Monte busway
	L7-EG	Alhambra Subdivision	Soto Gold Line Station to El Monte Metrolink Station	Soto Gold Line Station up Soto St to Alhambra Subdivision ROW to El Monte Metrolink Station		Poor	Good	Fair	Good	Good	Similar to Alternative LRT-5 (L6-EG) but with greater community impacts	
	L8-NT	I-710	Maravilla Gold Line Station to Mission Gold Line Station	Maravilla Gold Line Station to I-710 ROW to a new tunnel connecting to the Mission Gold Line Station		Good	Good	Poor	Poor	Fair	Similar to Alternative LRT-4 (L10-NT) but cannot access Maravilla station from 7 0 ROW	
	L9-NT	I-710	Maravilla Gold Line Station to Del Mar Gold Line Station	Maravilla Gold Line Station to I-710 ROW to a new tunnel connecting to the Del Mar Gold Line Station		Good	Good	Poor	Poor	Fair	Similar to Alternative LRT-4 (L10-NT) but cannot access Maravilla station from 7 0 ROW	
	LRT-4 L10-NT	I-710/Mednik	East LA Civic Center Gold Line Station to Del Mar Gold Line Station	East LA Civic Center Gold Line Station to Medn k Ave to Floral Drive to Corporate Center Drive to I-710 ROW to a new tunnel under Concord/Fremont/Fair Oaks connecting to the Gold Line at Fair Oaks	Connection to existing Gold Line near Fair Oaks is tricky.	Good	Good	Poor	Poor	Fair		Fulfills purpose of project to alleviate N/S congestion. Best route to connect north and south stubs
	L11-NG	Atlantic Blvd	Atlantic Gold Line Station to Mission Gold Line Station	Atlantic Gold Line Station to Atlantic Ave to Huntington Blvd to Fair Oaks Ave to Mission St to Mission Gold Line Station		Good	Good	Fair	Good	Good	Carried forward as BRT alternative BRT-6 as BRT due to ROW impacts along Atlantic; BRT is less evasive to adjacent land uses than LRT	
	L12-NG	Rossmead Blvd	Proposed Eastside Phase 2 Santa Anita Gold Line Station to Sierra Madre Villa Gold Line Station	Proposed Eastside Phase 2 Santa Anita Gold Line Station to Santa Anita Ave to Merced Ave to Rush St to Rossmead Blvd to Colorado Blvd to Madre St to Sierra Madre Villa Gold Line		Good	Good	Fair	Good	Poor	Does not serve major population and employment centers in study area	

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	L13-NG	Peck Road	Proposed Eastside Phase 2 Peck Gold Line Station to proposed Monrovia Foothill Gold Line station	Proposed Eastside Phase 2 Peck Gold Line Station to Durfee Ave to Peck Rd to proposed Monrovia Foothill Gold Line station		Good	Poor	Fair	Good	Poor	Does not serve major population and employment centers in study area	
IRT-2		SR-134/Colorado Bl/Burbank Airport	Gold Line in SR-210 to Burbank Airport	Gold Line in SR-210 to SR-134 to Colorado Blvd. near Figueroa to Metrolink ROW to Burbank Airport	Variation on L2-NG	Poor	Fair	Good	Good	Good		Best E-W alternative to connect Pasadena to Glendale and Burbank (Colorado Blvd is too narrow at certain locations); Minimal ROW impacts as it will utilize the ROW of SR-134; consider on-street alignments in addition to rail ROW
	L14-NG	Metro Gold Line		Consider travel time improvements to Metro Gold Line as a local measure to mitigate travel demand near SR 710 Gap		Fair	Fair	Poor	Good	Poor	Ridership increase would be very limited; ROW impacts needed for grade separation or additional tracks would require substantial residential property acquisition	

Commuter Rail Alternatives

CR-2		Metrolink San Bernardino Line		Service improvements		Poor	Poor	Good	Good	Poor		Minimal ROW impacts; Less expensive
CR-3		Metrolink Riverside Line		Service improvements		Poor	Poor	Good	Good	Poor		Minimal ROW impacts; Less expensive