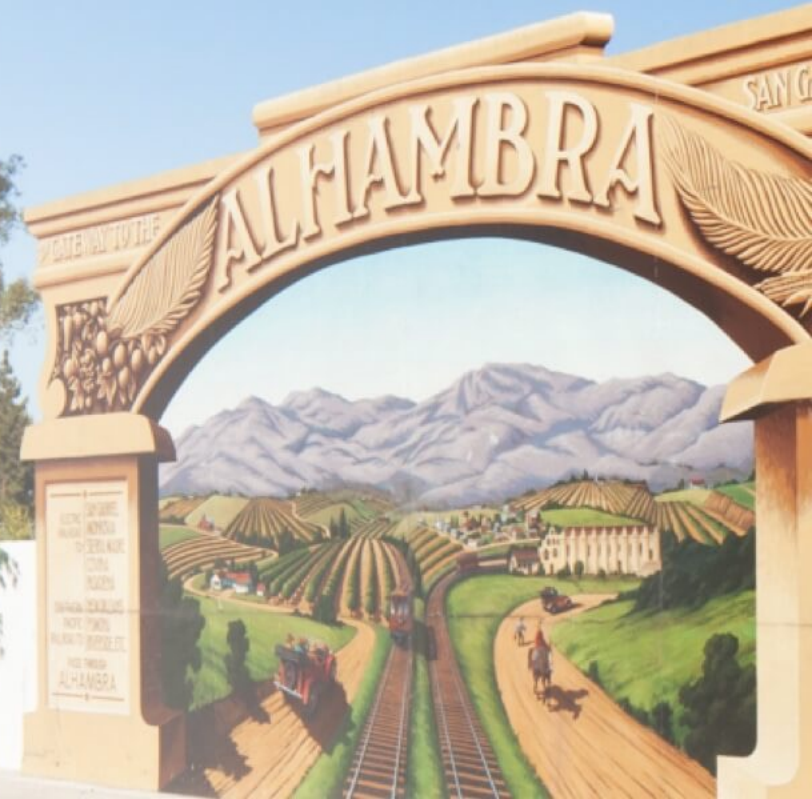


Advancing  
Alhambra

 City of  
Alhambra

# I-10/Fremont Interchange Improvements & 710 STUB Arterial Roadway Conversion Fremont School Update

Kimley-Horn and Associates, Inc.  
Gibson Transportation Consulting



# What is Advancing Alhambra?

When the 710 extension was abandoned and Metro funding was made available, Alhambra's leadership aggressively put together a **comprehensive plan based on early modeling and studies with the goal of** reducing cut-through traffic, improving traffic safety, and supporting pedestrian and bicycle infrastructure on Alhambra streets.

710 tunnel extension failed

Metro reallocated "tunnel" funds to the San Gabriel Valley

Alhambra built a comprehensive plan (Advancing Alhambra) for improvements

Alhambra successfully secured Metro funding for the improvements

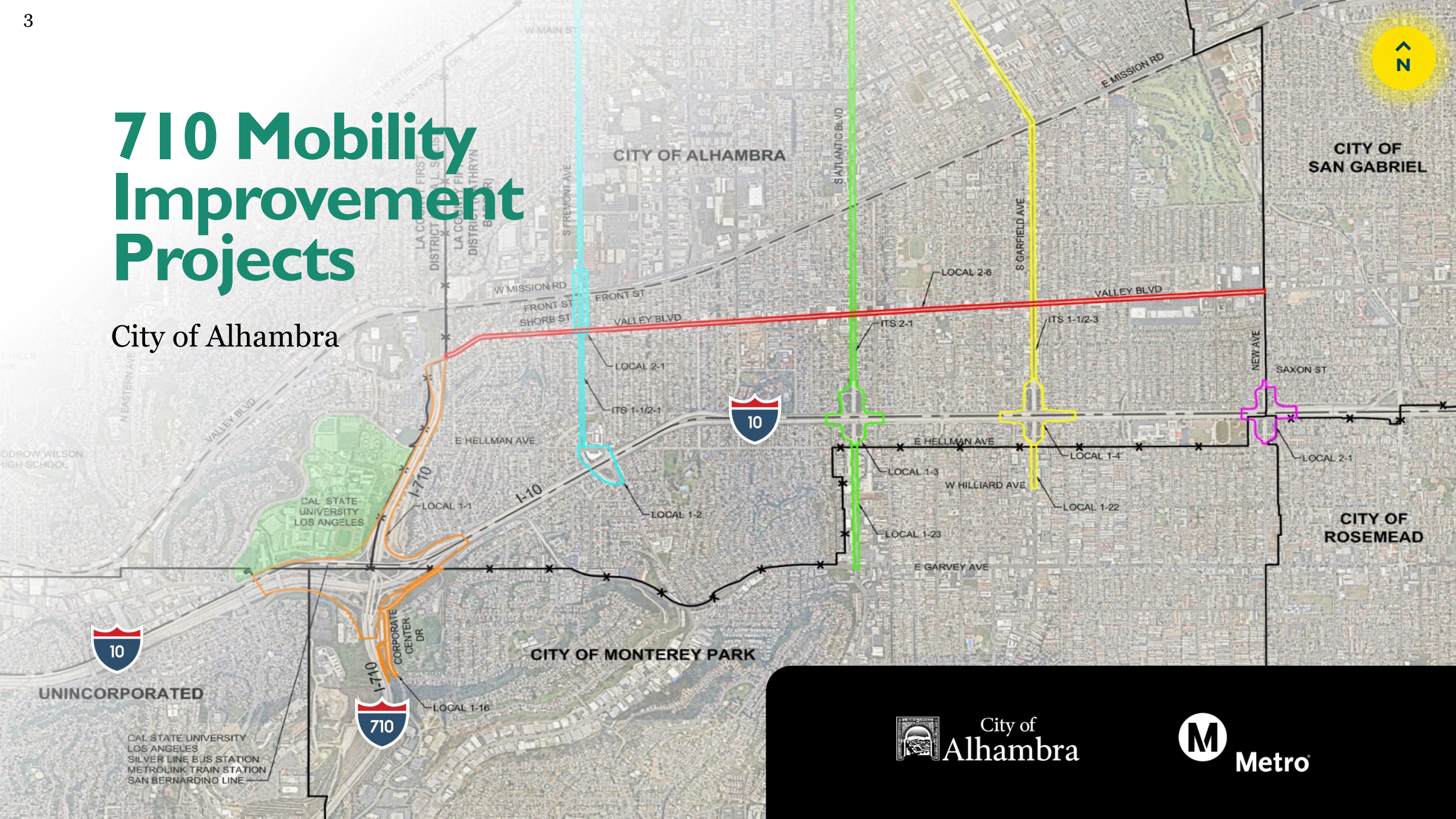
Advancing Alhambra was born

Let's build it!



# 710 Mobility Improvement Projects

City of Alhambra



City of  
Alhambra



Metro



# Alhambra's 710 Mobility Improvement Projects

## Interchange Improvements

710 Stub Arterial Conversion with I-10 interchange improvements at Fremont Ave, Atlantic Blvd, and Garfield Ave

**Advancing  
Alhambra**

## Local Roadway Corridor Improvements

Traffic signal synchronization and adaptive upgrades

- Garfield Avenue  
(Huntington Drive to I-10 Freeway)
- Fremont Avenue  
(Northerly city limit to Montezuma/I-10 Freeway)
- Atlantic Boulevard  
(Huntington Drive to I-10 Freeway)
- Valley Boulevard  
(West City Limit to East City Limit)

Fremont Avenue traffic improvements  
(Valley Blvd to Mission Road)



# Who is Using the I-710 Stub?

58,300 vehicles per day

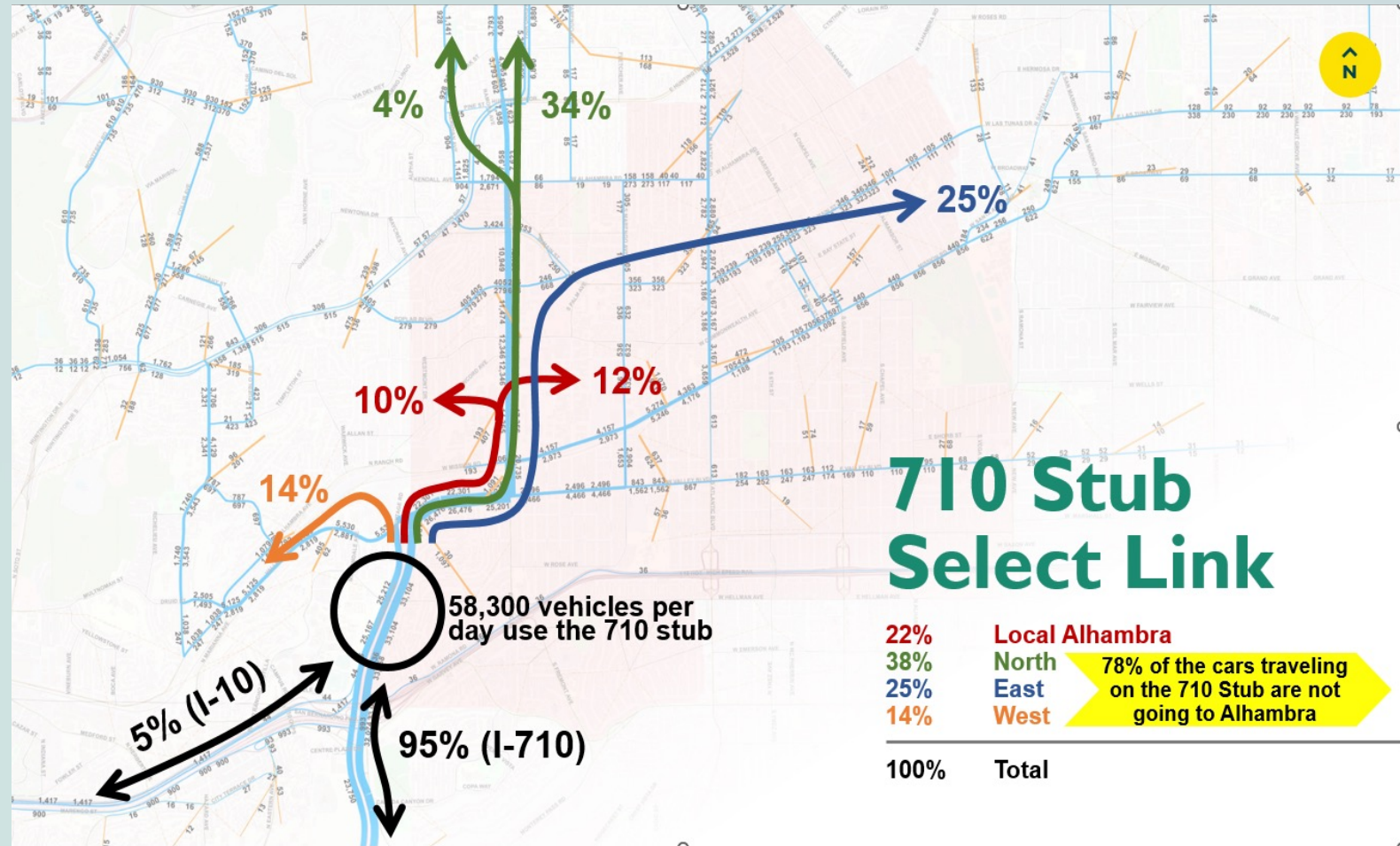
22% are Alhambra Residents,  
Employees or Shoppers

78% are Through Trips

15,000 vpd to/from the east

22,000 vpd to/from the north

Most Travel to/from I-710 south of I-10



# Early Study Goals

Reduce cut-through traffic on Alhambra streets.

Improve traffic safety through the interchanges.

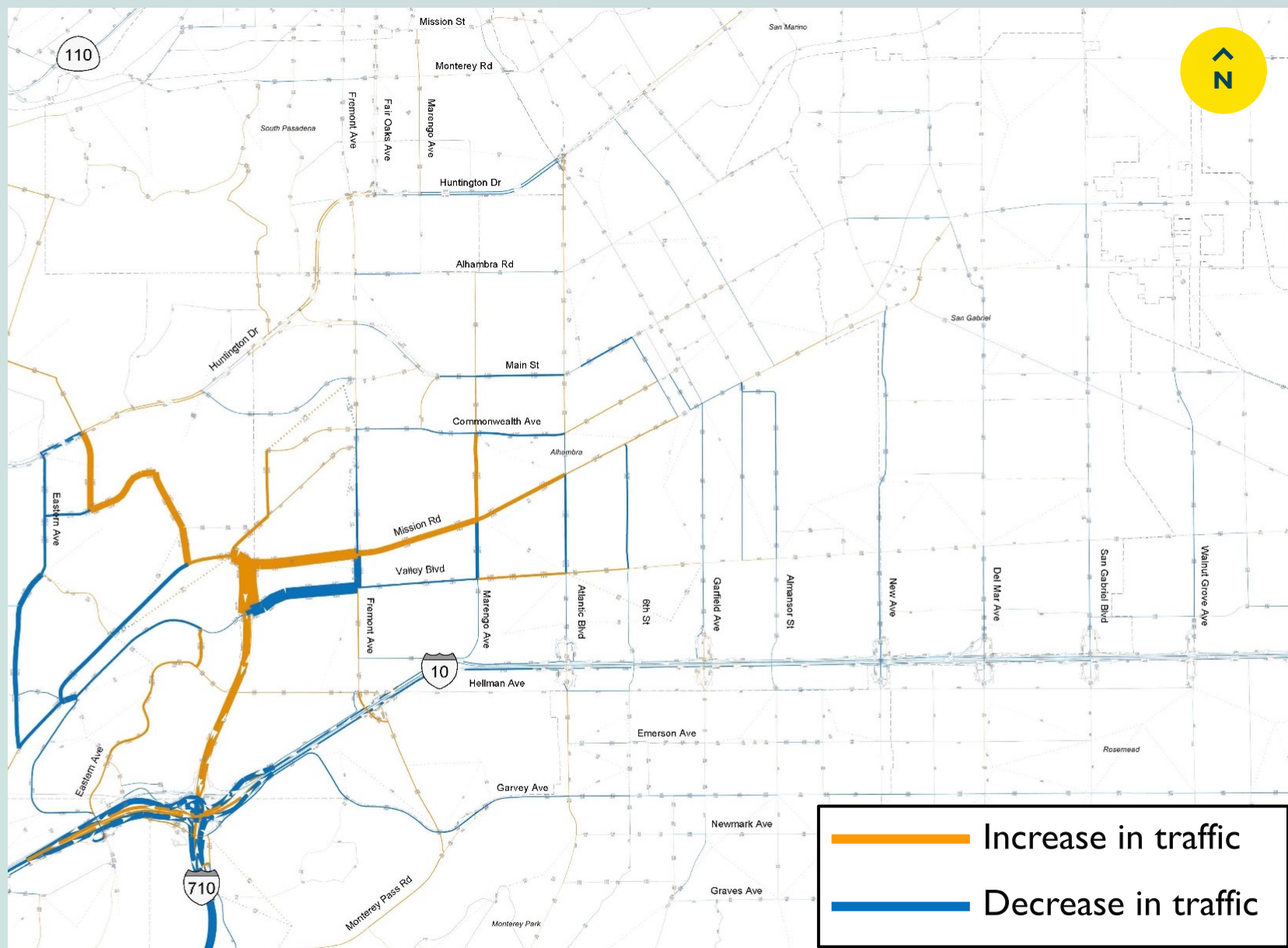
Support future bicycle and pedestrian citywide systems.



# I-710 Extension to Mission Blvd

What the model shows:

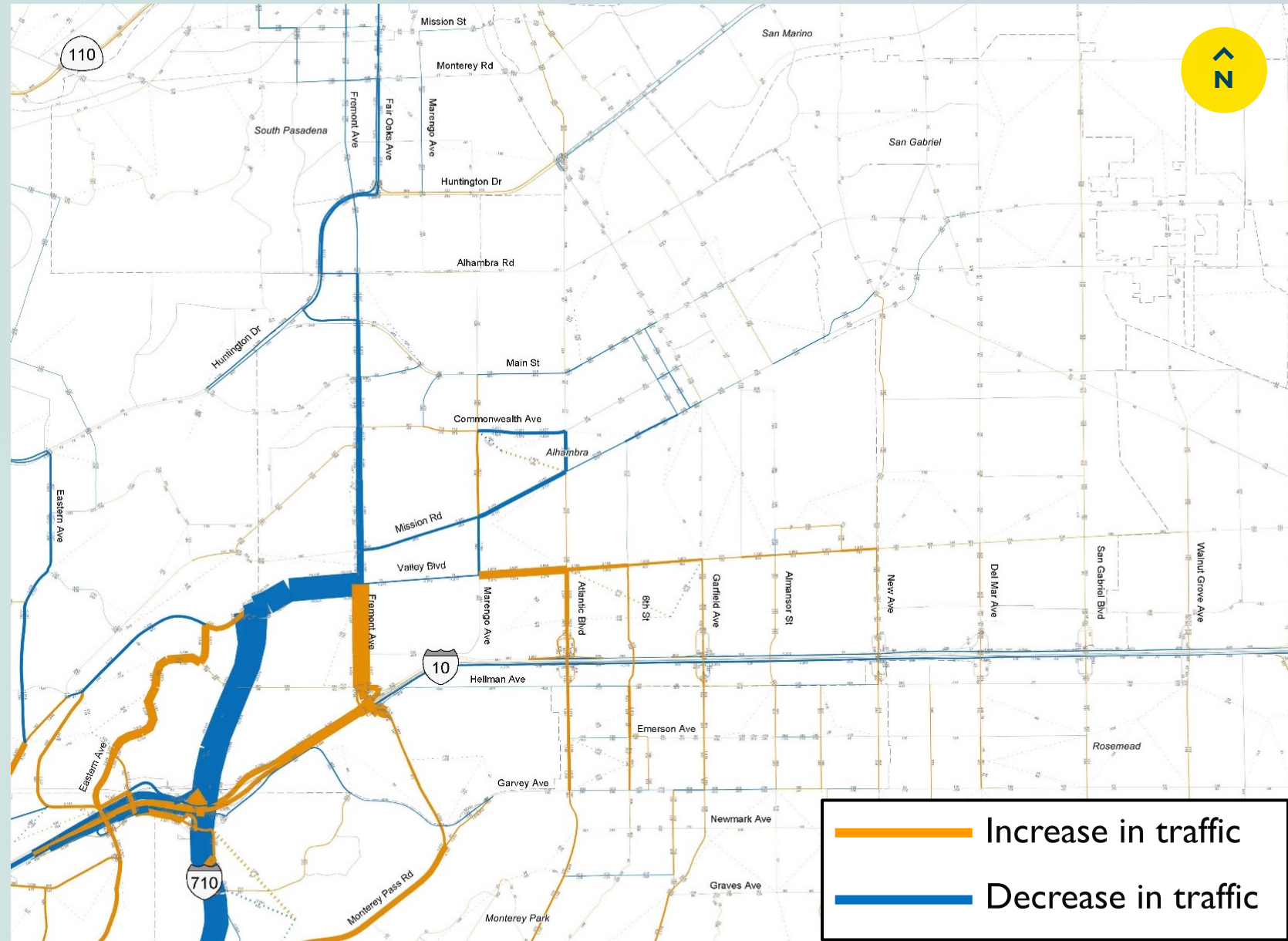
- Relief for Valley Blvd
- Dramatic increases along Mission Blvd
- City of LA downgraded Mission Blvd west of I-710



# End I-710 at I-10 and Close the Stub

What the model shows:

- Increases traffic through LA and Monterey Park
- Dramatic Increases on Fremont Ave north of Fremont Elementary School
- Increases on north-south arterials in Alhambra

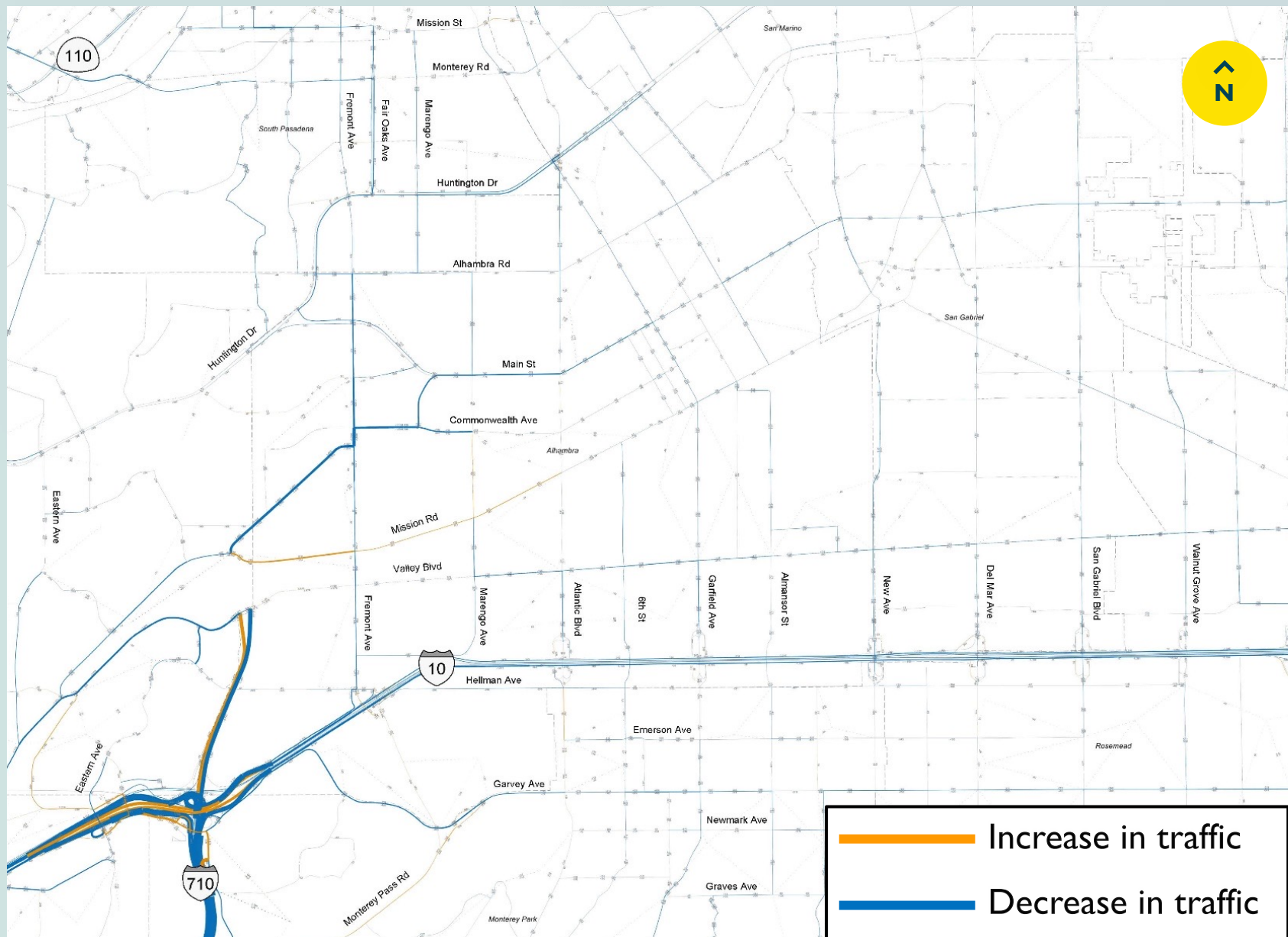




# I-710 Stub Arterial to Valley Blvd

What the model shows:

- Reduced Traffic on the I-710 stub arterial
- Reduced traffic on Alhambra and Monterey Park arterial streets
- Increased traffic on I-5 and I-605



# Priorities for Alhambra

## Four Projects, One Goal!



“Fix” I-10/Fremont Ave Interchange  
and the I-10 and I-710 Bottleneck

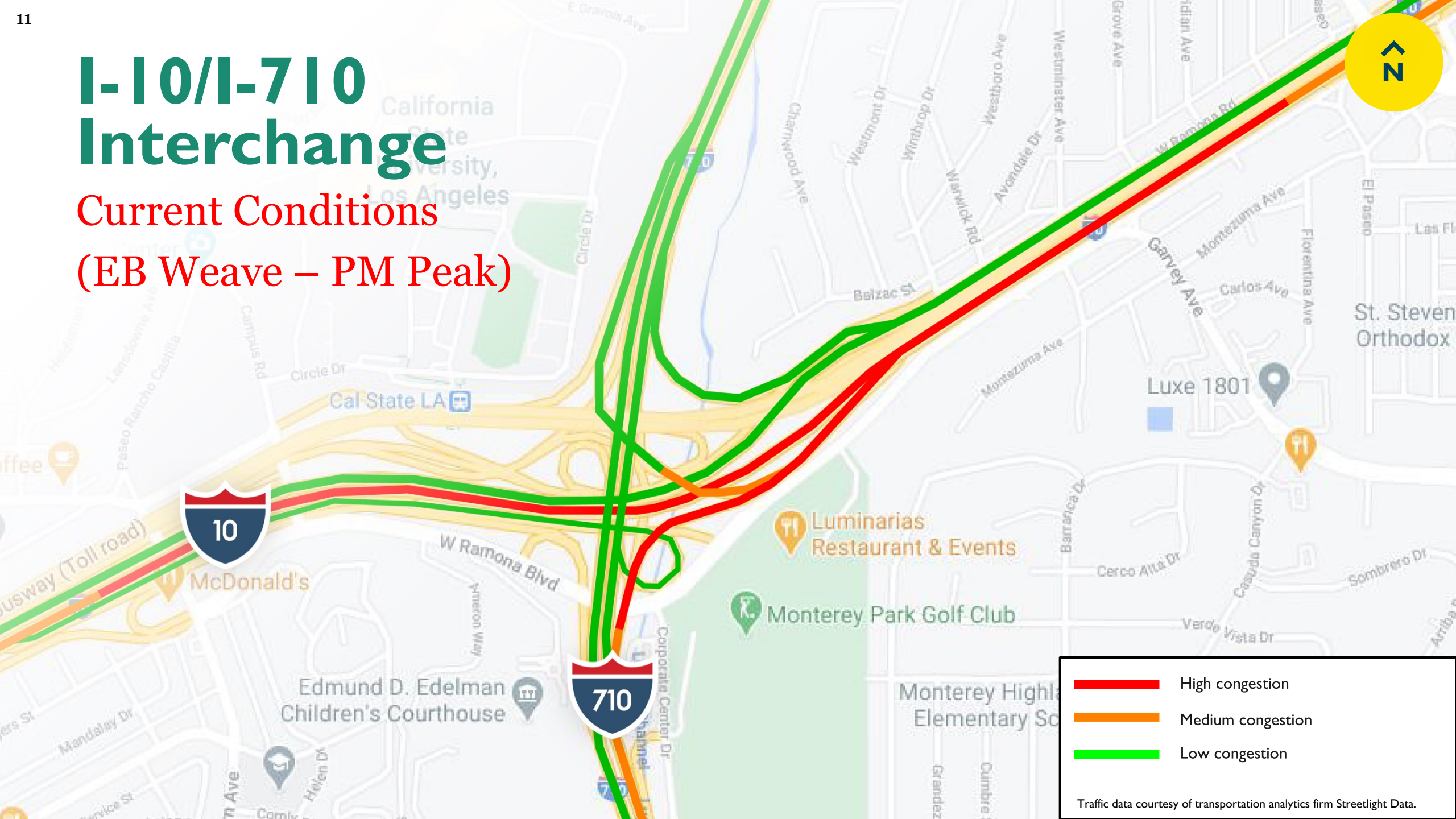
Convert 710 Stub into an Arterial  
Street

Atlantic Blvd and Garfield Ave  
Interchange Upgrades



# I-10/I-710 Interchange

Current Conditions  
(EB Weave – PM Peak)



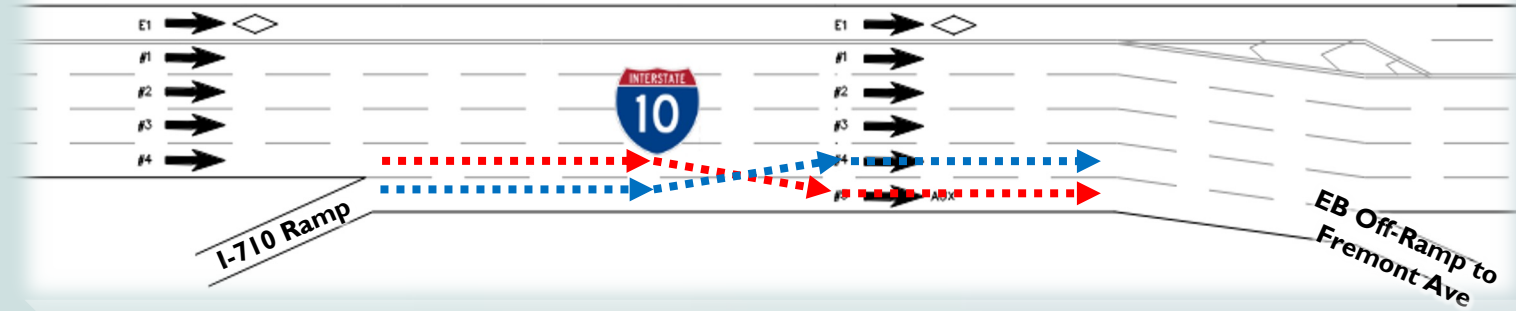
	High congestion
	Medium congestion
	Low congestion

Traffic data courtesy of transportation analytics firm Streetlight Data.



# I-10/I-710 Interchange

Current Conditions  
(EB Weave – PM Peak)

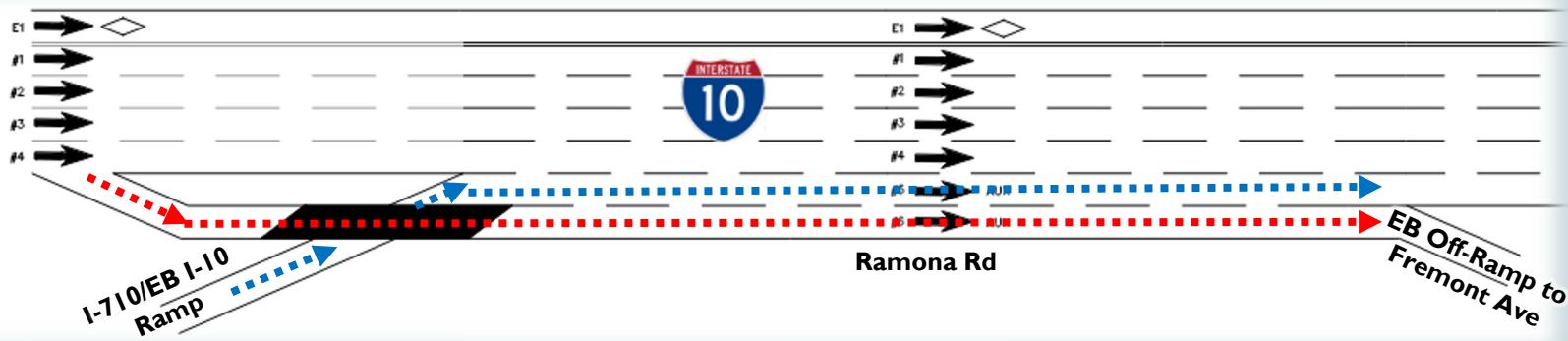


The weave generates congestion on EB I-10 creating a bottleneck that encourages EB I-10 and NB I-710 traffic to go north on I-710 to Valley Blvd – cutting through Alhambra





# EB I-10 Off-Ramp Extension



- EB I-10 off-ramp to Fremont Ave Improvements
- I-710/EB I-10 Ramp Improvements
- Elevated structure



- 1 The EB off-ramp will be elevated over the I-710 ramp via a structure
- 2 The I-710 ramp will be modified to go underneath the EB I-10 off ramp
- 3 An additional lane will be added to EB I-10 to carry the extended EB off-ramp to the exit at Fremont Ave



# Braided Ramp Example

San Diego - I-8 and SR-163 Interchange

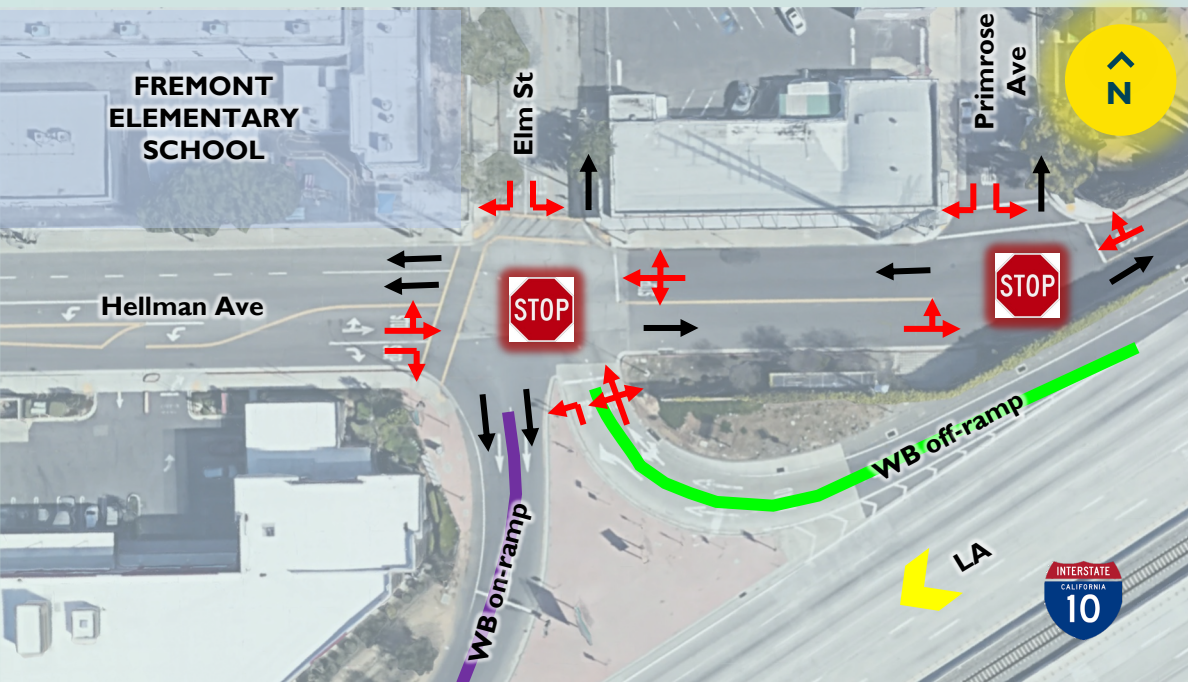




# I-10/Fremont Ave Interchange

## Current Conditions

- 1 I-10 pinch point
- 2 Antiquated ramps (short, tight curves, low speed)
- 3 Ramp Intersections
- 4 Narrow sidewalks through the undercrossing












- |   |   |
|---|---|
| <span style="color: green;">—</span> WB I-10 off-ramp | <span style="color: purple;">—</span> WB I-10 on-ramp |
| <span style="color: red;">—</span> EB I-10 off-ramp   | <span style="color: blue;">—</span> EB I-10 on-ramp   |



# I-10/Fremont Ave Interchange

## Early Alternatives

- 1 Improved ramp geometry
  - New ramp termini
  - Eliminated intersections
- 2 Widen Fremont at the Hellman intersection to provide two SB left turn lanes
- 3 Fremont Undercrossing Improvements **View**

	EB I-10 off-ramp		WB I-10 off-ramp
	EB I-10 on-ramp		WB I-10 on-ramp
	Widen Fremont Ave at Hellman Intersection		
	New 3 <sup>rd</sup> NB lane on Fremont Ave		
	Shared-use Pathway (Peds and Bikes)		
	Property Impacts		
	Access Impacts		

### View

Looking north  
towards Hellman  
Ave

New Protected Bike  
& Ped Pathway

SB  
Fremont  
Ave

NB  
Fremont  
Ave

New 3<sup>rd</sup>  
Northbound Lane





# I-10/Fremont Ave Interchange

## Early Alternatives

## Hellman/Elm Intersection/Ramp Simulation

View from the I-10 WB off-ramp looking NW towards Elm St and Fremont Elementary School



Before



After



# I-10/Fremont Ave Interchange

## Opportunities to Improve School

New roadway connection between Elm and Primrose with a **25-space faculty parking lot**

The location of the existing modular building can be transformed into additional play area

The existing parking lot can be converted into a **15-space faculty parking lot**, additional play area and/or can provide space for the relocated modular building



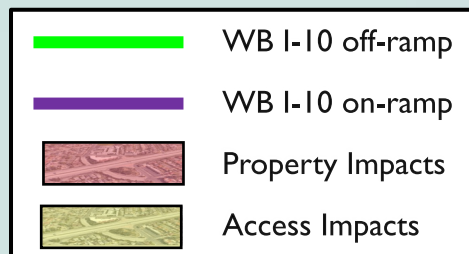


# I-10/Fremont Ave Interchange

## Option 1

Same baseline set of improvements for the eastbound ramps and Fremont Undercrossing as proposed in the “Early Alternatives”

- 1 Maintain the existing Hellman intersections at Elm and Primrose with full unobstructed access
- 2 Improve ramp geometry to the extent feasible





# I-10/Fremont Ave Interchange

## Option 2

Same baseline set of improvements for the eastbound ramps and Fremont Undercrossing as proposed in the “Early Alternatives”

- 1 Maintain the existing Hellman intersection at the westbound ramps, BUT close off access to/from Elm and Primrose
- 2 Improve ramp geometry to the extent feasible
- 3 New Elm St loop road to Primrose that will be separated from Hellman

WB I-10 off-ramp

WB I-10 on-ramp

Property Impacts

Access Impacts

Barrier Separation

Elm St Extension



# I-10/Fremont Ave Interchange

## Option 2

## Elm/Hellman Intersection/Ramp Simulation

View from Elm St looking south towards I-10 and the WB on- and off-ramps (Fremont Elementary is on the right side)



Before



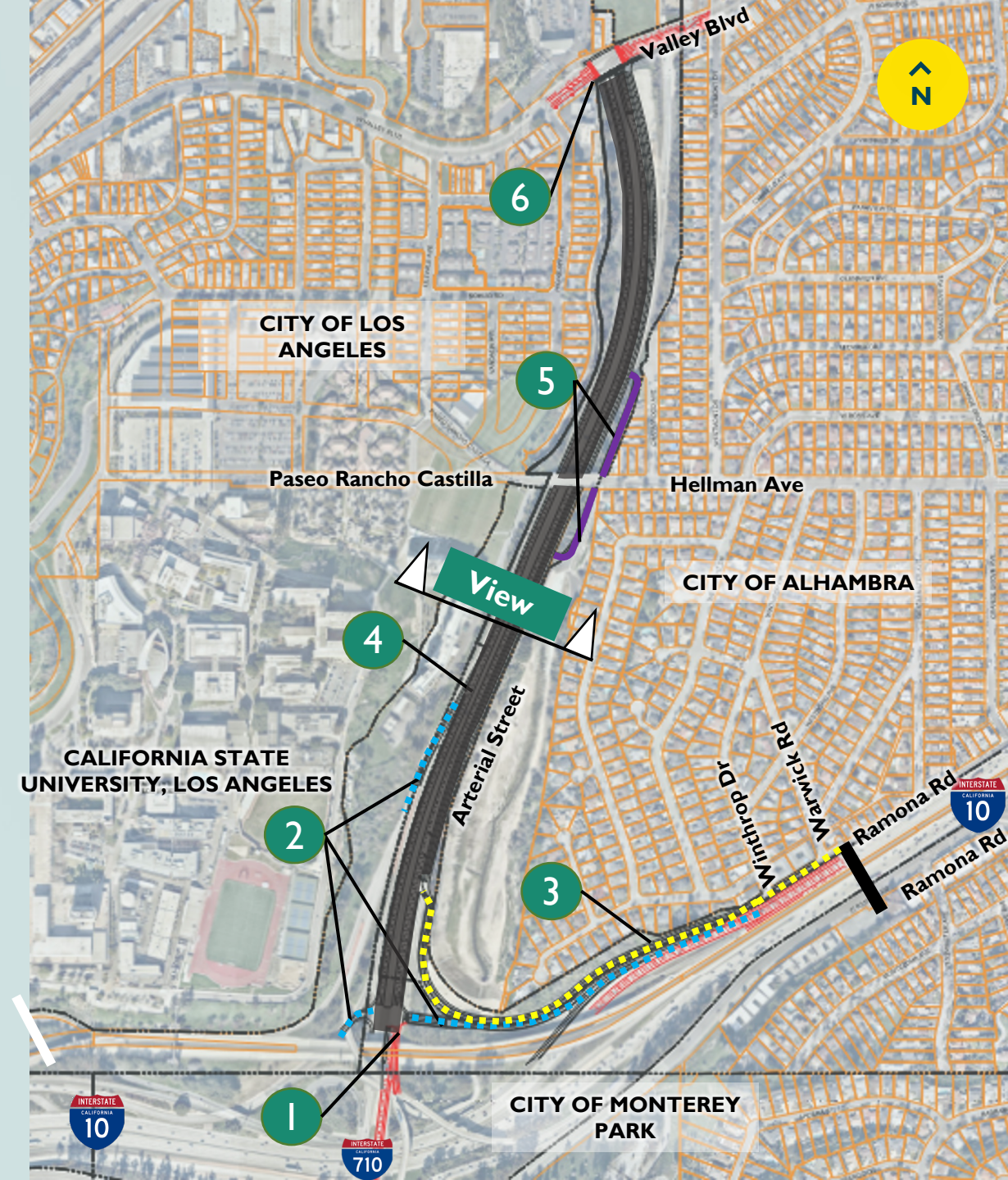
After



# 710 Arterial Street Concept

## Proposed Road/Bike/Ped Elements

- 1 New intersection (conversion point)
- 2 Realign the three connector ramps to join the new roadway and intersection
- 3 Ramona Rd extension - road/bike/ped connection
- 4 New 4-lane divided arterial street with a raised landscaped median and separated pedestrian and bicycle facilities
- 5 New bicycle connections from the arterial street to Hellman Ave
- 6 Intersection improvements at Valley Blvd to consolidate the two intersections into one



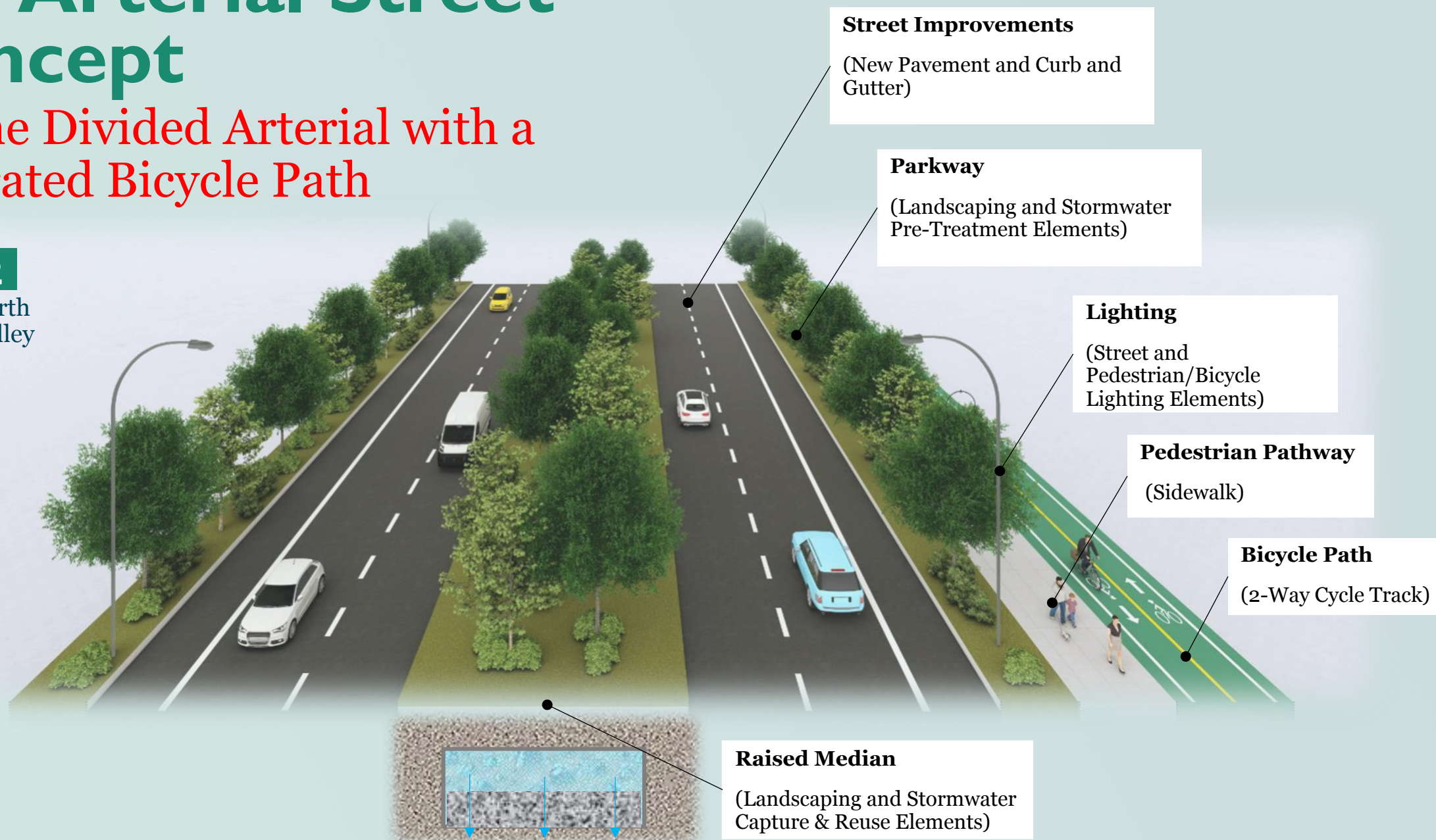


# 710 Arterial Street Concept

## 4-Lane Divided Arterial with a Separated Bicycle Path

### View 2

Looking north  
towards Valley  
Blvd





# 710 Arterial Street Concept - Phasing

## Implementation

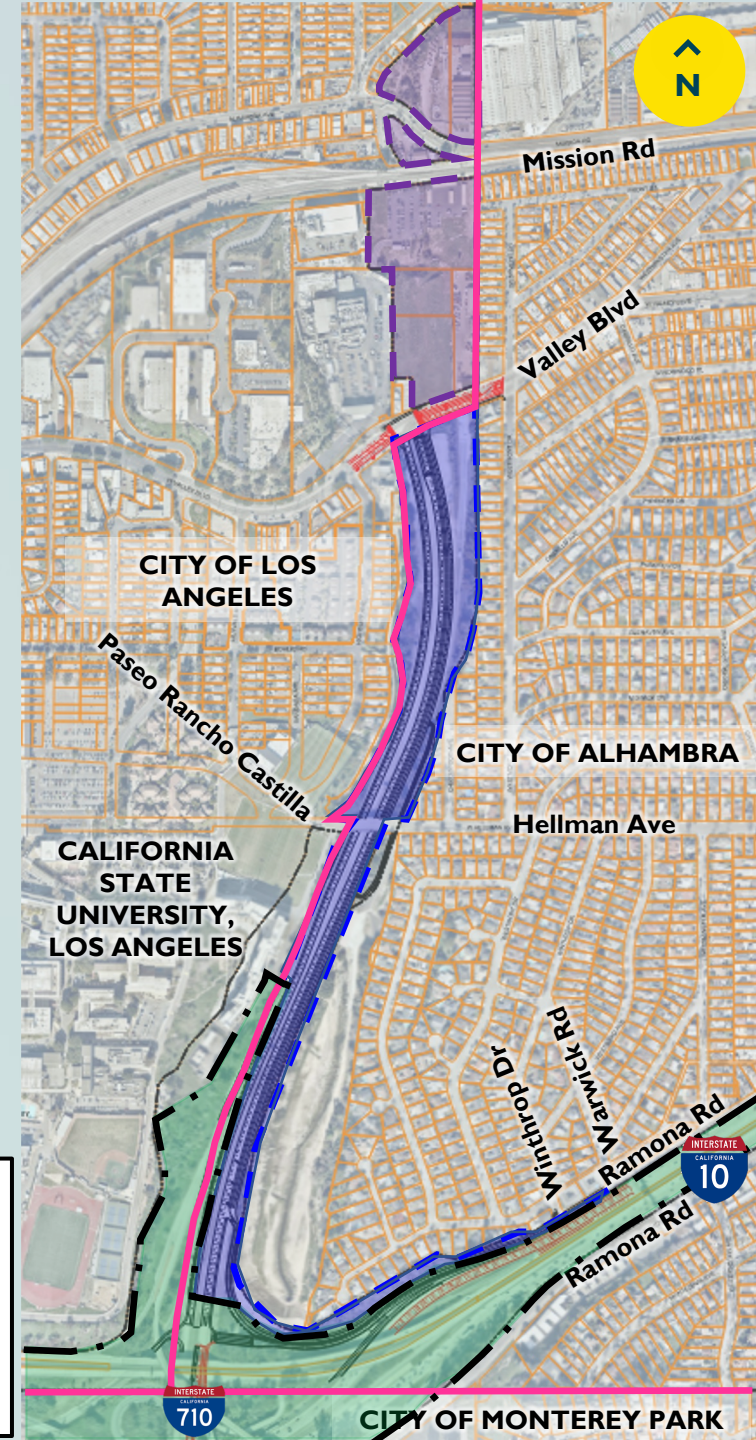
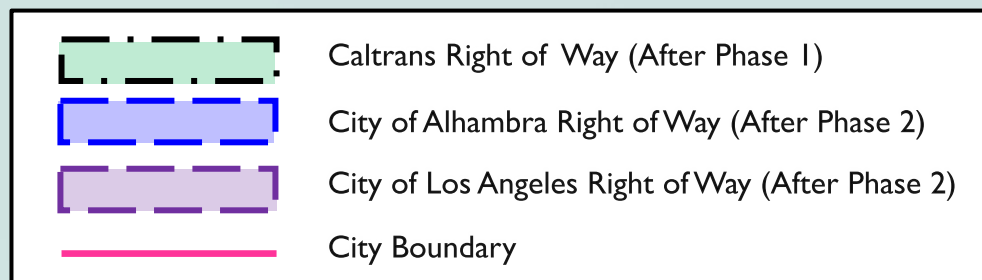
### Two-Phased Approach

#### Phase I (Caltrans Project)

Construct the new intersection and realign the three freeway connector ramps.

#### Phase 2 (City Project)

Convert the 710 and construct new roadway improvements and connections.

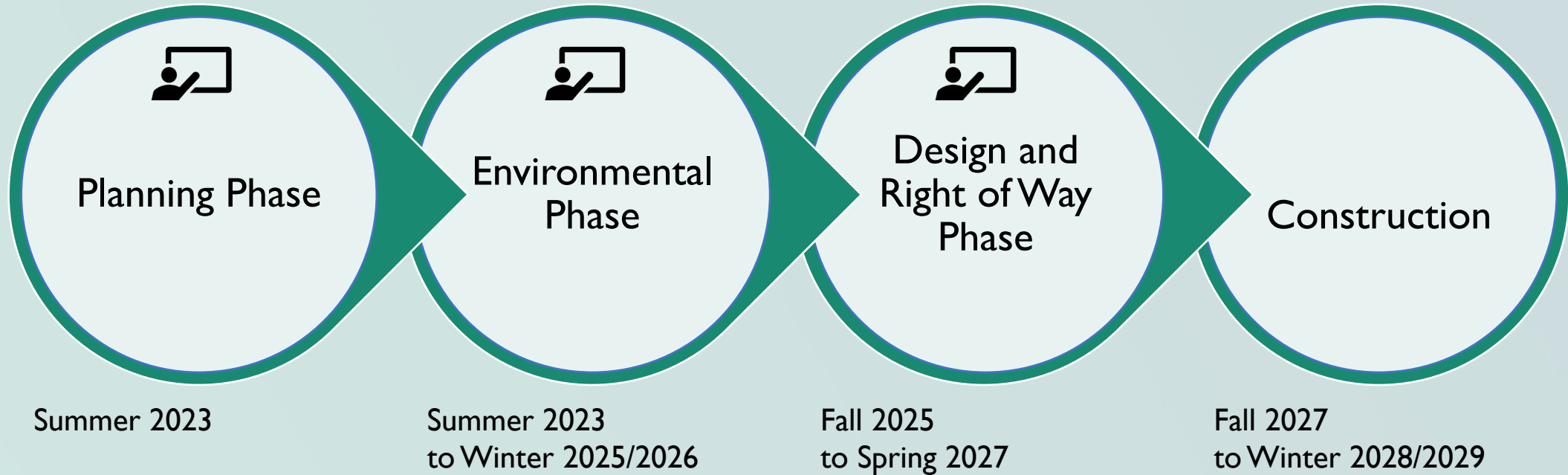


# I-10 and Fremont Improvements



Public outreach  
Opportunities

## Timeline



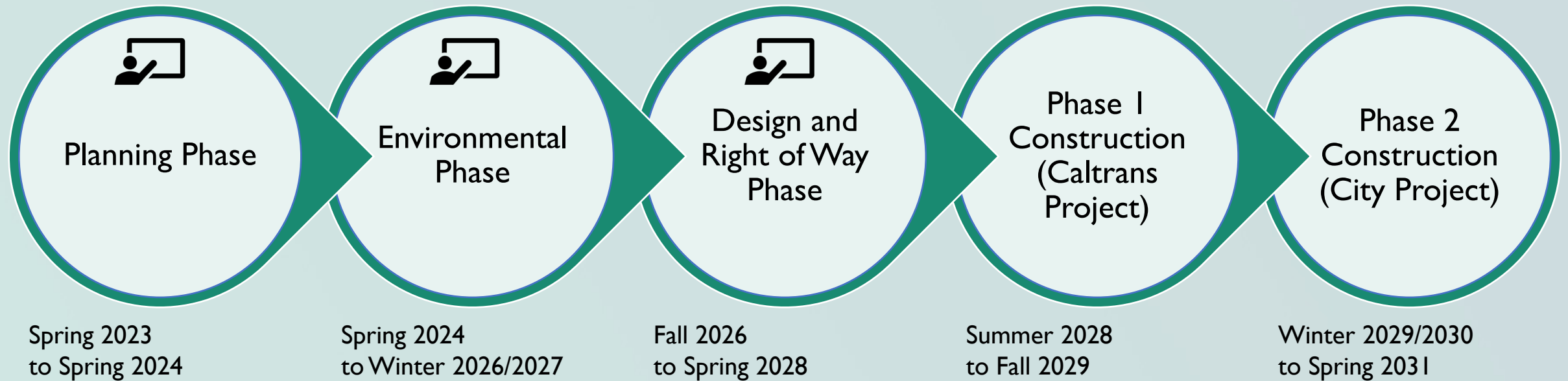


# 710 Improvements

## Timeline



Public outreach  
Opportunities



## I-10/Fremont Interchange Improvements & 710 STUB Arterial Roadway Conversion

# Thank you! Questions

Visit and learn more...  
[advancingalhambra.org](http://advancingalhambra.org)

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Alhambra