

Figure 2-7 Urban Design Concept – BEFORE, Santa Anita, South El Monte



Figure 2-8 Urban Design Concept – AFTER, Aerial Station at Santa Anita, South El Monte



Figure 2-9 Urban Design Concept – BEFORE, SR-60 Freeway east of Santa Anita



Figure 2-10 Urban Design Concept – AFTER, Aerial Trackway along SR-60 Freeway east of Santa Anita



The terminal station would be immediately accessible to the freeway ramps at the Crossroads Pkwy. interchange, so that it could intercept traffic entering the PSA from points east along SR-60, including Hacienda Heights, Rowland Heights, and Diamond Bar. This intercept would be ahead of the SR-60 / I-605 interchange so traffic exiting to the station site would avoid congestion associated with the freeway-to-freeway interchange. Workman Mill Rd., located within ½ mile of the station site, provides direct access to West Puente Valley, Baldwin Park and West Covina, all located within about five miles of the station. The site is served by the FT 274 bus, which provides access to Whittier to the south and to Baldwin Park and West Covina to the north.

2.3.2 Alternative 2 – SR-60 Busway

The SR-60 Busway alternative has a similar alignment and the same station locations as the SR-60 LRT alternative with some key differences:

- Because this alternative uses the bus mode, there would be a “forced transfer” to the existing Eastside Extension light rail line terminal just west of Atlantic Blvd.;
- As a busway, intermediate points of connection could be provided to allow routes from north or south to enter the facility and utilize it to connect with the Eastside Extension light rail line;
- Buses serving locations farther east along SR-60 could utilize the HOV lanes, which have recently been added, exiting the diamond lanes at Crossroads Pkwy. to enter the busway; and,
- Whereas the bus mode would be slightly slower than the LRT alternative due to the acceleration characteristics and loss of speed on grades, the alignment criteria for a busway would be less demanding, which could potentially allow for some cost savings for the trackway and stations.

The following narrative addresses each principal segment, the design considerations, and the rationale for the recommended configuration.

Pomona Blvd. and Via Campo

Providing a convenient transfer that minimizes travel time is critical. The existing “triangle” formed by Atlantic, Beverly and Pomona Blvds. could be used as a one-way clockwise circulation loop to position buses to an eastbound curbside stop located immediately adjacent to the platform at the terminal station. It would be desirable to provide a lay-over zone, either by obtaining a site within the triangle area or by utilizing the construction lay-down site in the northwest corner of the Pomona/Atlantic intersection.

Buses would travel east across Atlantic Blvd. to busway ramps located in the median of Pomona Blvd., similar to the LRT transition from at-grade to aerial.

The busway would follow the same general alignment as the LRT alternative, with the first station located east of Garfield Ave. between Via Campo and the freeway. The busway stations would utilize double side platforms similar to the Harbor Transitway facility, so that buses with right-hand doors could load. Similar to Alternative 1, a connecting bridge could be provided to interface with commercial uses south of Via Campo. It should be noted that this location would not provide park and ride; with a forced transfer to LRT at the next stop, it is unlikely patrons would drive to this site. Fixed route buses serving the station include the M30 (on Garfield) and M70 (on Via Campo and Wilcox Ave.).

N. Vail Ave. to Montebello Town Center

East of N. Vail Ave., the busway would utilize a similar alignment to the LRT trackway proceeding east to a station located at Town Center Dr. between Paramount Blvd. and San Gabriel Blvd.

The station would be located between the mall and Kaiser Foundation medical facility at the approximate location of the existing bus stop along Town Center Dr. There is potential to develop parking and new mixed-use development interfacing to the station over surface parking lots in the northwest corner of the mall and at the Kaiser Medical site. There is also an opportunity to provide a bridge connection to a vertical circulation element across Town Center Dr., which could be integrated into a parking structure or TOD. This station would provide a good interface to the numerous Metro and Montebello Bus Line routes that presently connect at the existing stop along Town Center Dr. (M20, M70, M341, M343, FT269, 68 & 287). Although the station is not located on an arterial, it sits between two interchanges that connect with Montebello Blvd., Paramount Blvd. and San Gabriel Blvd. Thus, traffic could be attracted from a broad market area surrounding the site.

Montebello Town Center to San Gabriel River

The busway continues east, dipping but remaining above the Montebello Blvd. freeway ramps (potentially requiring relocation of overhead power lines). The alignment clears over the San Gabriel Blvd. interchange bridge and then dips down to approximate freeway grade, crossing the Rio Hondo floodplain immediately parallel to and south of the freeway mainline. East of the Rio Hondo, the alignment follows the freeway closely; rising slightly and swinging south slightly to clear over the Rosemead Blvd. interchange ramps and bridge. The alignment follows the freeway closely east of Rosemead Blvd., again rising slightly and swinging to the south at Santa Anita Ave., entering an elevated platform station immediately east of the interchange bridge.

This station would serve the vacant development parcel south of SR-60 and east of Santa Anita Ave. identified by the City of South El Monte. The station would also be within walking distance of the Whittier Narrows Recreation Area, which is a major regional park. Santa Anita Ave. connects via Durfee Ave. to Pico Rivera to the south, and provides direct access to the heart of South El Monte located to the north. An existing pedestrian bridge located at Lexham

Ave. east of the site provides an alternative pedestrian access to portions of South El Monte located north of the freeway. The site is served by the FT269 bus route, which provides access to the bus hub at the El Monte Busway terminus.

East of the platform the alignment rises to clear the pedestrian bridge. The busway sits between the edge of the freeway and the existing sound wall, with the westbound track overhanging the freeway shoulder. The alignment continues east along the south edge of the freeway, clearing over the Peck Rd. ramps and cross street to enter an aerial station immediately east of Peck Rd.

The station would be developed in the triangle between Peck Rd., the freeway and the San Gabriel River. This station is situated to interface with bus routes that operate north into South El Monte along Durfee Ave. as well as south into Whittier via Workman Mill Rd. About ½ mile to the south, Peck Rd. connects to an interchange on I-605, so a station at this location could also intercept traffic from communities south via that freeway. The site is served by the 270 bus, which provides access north to Monrovia and south to Whittier, Santa Fe Springs and Norwalk. Peck Rd. also provides a direct route for a shuttle bus connection to Rio Hondo College, which is located just beyond the I-605 Freeway.

In addition to the station, this site would include a connector ramp between Peck Rd. and the busway that would allow buses from Workman Mill Rd. to use the busway to provide service via the busway to the light rail transfer station. Bus routes coming north from Whittier as well as buses coming southeast from West Puente Valley could join the busway facility at this location.

East of the Peck Rd. station, the busway dips slightly approaching the river, crossing the river on long-span aerial structure immediately south of the existing freeway bridge.

San Gabriel River to Crossroads Pkwy.

East of the San Gabriel River, the busway swings wide to the south, crossing over the eastbound connector ramp to I-605 then reversing direction and rising to clear the main line of SR-60 at a skew angle. Farther east, the alignment swings back over the westbound I-605 connector ramp, reversing direction to follow the freeway along the north edge. The busway sits between the edge of the freeway and Crossroads Pkwy. N. with the eastbound lane overhanging the freeway shoulder. The alignment dips nearly to grade, passing beneath the Crossroads bridge and crossing the station site at an angle to align with the access point at the intersection where Crossroads Pkwy. meets the Fry's Electronics store.

The terminal station would be immediately accessible to the freeway ramps at the Crossroads Pkwy. interchange, so that buses serving communities farther east along SR-60 could operate over the recently-constructed HOV lanes to that point, utilizing the busway to connect with the LRT station at Atlantic Blvd. In addition, the site is currently served by the FT274 bus,

which provides access to Whittier to the south and to Baldwin Park and West Covina to the north.

This station could also intercept freeway traffic entering the PSA from points east along SR-60, including Hacienda Heights, Rowland Heights, and Diamond Bar. This intercept would be ahead of the SR-60 / I-605 interchange, so traffic exiting to the station site would avoid congestion associated with the freeway-to-freeway interchange. Workman Mill Rd., located within ½ mile of the station site, provides direct access to West Puente Valley, Baldwin Park and West Covina, all located within about five miles of the station.

2.3.3 Alternative 3 – Beverly LRT

The Beverly Blvd. LRT alignment begins as an eastward extension of the Phase 1 project across S. Atlantic Blvd. then turns south at Garfield Ave., then turns east at Beverly Blvd. and follows Beverly Blvd. to the San Gabriel River where the route swings south and enters the Whittier Greenway, following that facility to a terminus at Mar Vista St. in Central Whittier. There is an optional “Streetcar Loop” around Uptown Whittier that also serves Whittier College. Refinement of the Beverly LRT considered the following key issues:

- Placement of Garfield station and aerial trackway along Garfield Ave.
- Minimizing right-of-way impact along Beverly Blvd.
- Addressing narrow right-of-way along Beverly Blvd. between Montebello Blvd. and Rio Hondo
- Minimizing impact and/or mitigating impact along Whittier Greenway
- Refining and testing a streetcar loop option to serve Uptown Whittier and Whittier College



The following narrative addresses each principal segment, the design considerations, and the rationale for the recommended configuration.

Pomona Blvd. and Via Campo

The Eastside Extension Phase 1 project terminates at-grade in the median of Pomona Blvd. immediately west of Atlantic Blvd. As such, the simplest design solution is to extend the line at-grade across Atlantic Blvd. and follow Pomona to the SR-60 Freeway. Accordingly, the LRT trackway continues east across S. Atlantic Blvd. in the median of Pomona Blvd. Slightly west of S. Hillview Ave., the alignment transitions to aerial structure and crosses over S. Sadler Ave., swinging to the south to follow the south side of the Pomona Freeway (SR-60) in a

combination of retained cut and aerial with columns as required to fit between the freeway and Via Campo to the south. The alignment continues to Garfield Ave. where it turns south.

Garfield Ave.

The conceptual plans were refined to indicate a side running aerial station behind the west curb of Garfield Ave. immediately south of Via Campo. This location has excellent access via Garfield Ave. to points north of SR-60 in Monterey Park and to points south in East Los Angeles and Montebello as well as accessibility to the freeway ramps located to the east along Via Campo. The walk radius includes the commercial sites east of Garfield Ave., high density residential located south along Garfield Ave. and residential neighborhoods immediately north of the freeway.

Placement of the station at this location reduces the visual impact compared to a median location and simplifies the structural requirements. The station site is served by the M30 bus on Garfield Ave. providing access to areas north and south. The site could also be developed as an end-of-line stop for buses operating to and from communities to the east via freeway flyer services along SR-60. Finally, a pedestrian bridge could be provided to the commercial uses along the east side of Garfield Ave., which provides an opportunity for TOD and possible shared parking. Figures 2-11 and 2-12 illustrate the before and potential urban design treatments at this location.

Transitioning to the median of Garfield Ave. south of the station, the intention would be to install a raised median island to support the trackway and reduce the number of left turn locations in order to minimize the loss of parking in front of residential uses. All four traffic lanes would be retained.

Beverly Blvd. – Garfield Ave. to Rio Hondo

The aerial alignment turns east at Beverly Blvd. and continues into an aerial station located along the utility corridor about 300 feet east of Beverly Blvd. The station would be elevated over the roadway median, with vertical circulation behind the sidewalk connecting via pedestrian bridges. The station site is within close walking distance of bus stops at the Garfield/Beverly intersection, (where the Garfield Ave. M70 as well as Beverly Blvd. M40 buses stop) and also allows pedestrian access from either east or west of the utility corridor. There is a potential for a small parking area to be developed along the utility corridor.

East of the station, the trackway transitions to an at-grade configuration approaching Hay St., taking advantage of the roadway upgrade east of the station site to facilitate the transition to street running.

Figure 2-11 Urban Design Concept – BEFORE, Garfield Ave. Aerial Station

