

Figure 2-12 Urban Design Concept – AFTER, Garfield Ave. Aerial Station



There are two different cross sections along Beverly Blvd. in Montebello – west of Montebello Blvd., the right-of-way is 90 feet wide and the roadway is a seven lane facility with raised median; east of Montebello Blvd. the right-of-way is only 80 feet wide and it is striped as a five lane facility with a two-way left turn lane median. Parallel capacity is available on Whittier Blvd. which is 0.5 miles to the south as well as by a number of through collector roadways. In addition, traffic is effectively “metered” into the section due to the constraint of the two lane section along the Phase 1 LRT alignment west of Atlantic Blvd. and by the bridge to the east at the Rio Hondo, which is striped as a four lane facility. Given these constraints, the strategies described further below can be used to develop an at-grade solution.

West of Montebello Blvd. the cross section consists of a 90-foot right-of-way with a 78-foot roadway; narrow 6-foot sidewalks and two additional travel lanes with parking allowed during off-peak periods are present. In addition, left-turns are banned at many of the minor intersections during the peak period. An at-grade 26 foot wide dedicated LRT trackway can be developed in this segment by continuing to ban left turns at minor roadways and/or providing an “all red” traffic phase during LRT passage and by reducing through traffic lanes from three to two. Parking could be allowed in the curb lane during off-peak periods. Figure 2-13 provides a typical cross section, which shows that 8-foot sidewalks could be provided with a reduction to four travel lanes.

Stations would be located at Wilcox Ave. (or N. Vail Ave. at City Hall), Montebello Blvd. and Poplar Ave. Placement of stations at major intersections would utilize the additional width required to provide both left-turn bays approaching the intersection as well as side platforms downstream from the intersection, built in the “shadow” of the left-turn pockets (see Figure 2-14 for prototypical plan). This configuration requires about 100 feet curb-to-curb, or about 120 feet of right-of way (as shown in Figure 2-15). Spot widening at the intersection would be required. In addition to widening at the platform and/or intersection for about 300 feet, transition tapers of about 350 feet on either side would be required, making the total extent of the impact about 1,000 feet per location. Figures 2-16 and 2-17 show a before/after urban design concept illustration looking east at the Beverly/Montebello intersection.

If a stop were to be provided at City Hall, a center platform design may be more appropriate since this location is not at a principal intersection. Figure 2-18 and 2-19 depict a before/after urban design concept.

All of these station locations would be walkable from moderate density residential neighborhoods located immediately off Beverly Blvd. in addition to commercial uses along the roadway. All four roadways (Wilcox Ave., Vail Ave., Montebello Blvd. and Poplar Ave.) are through arterials providing vehicular and bicycle access to uses farther away within the station market areas.

Figure 2-13 Typical Section – Beverly Blvd. west of Montebello Blvd.

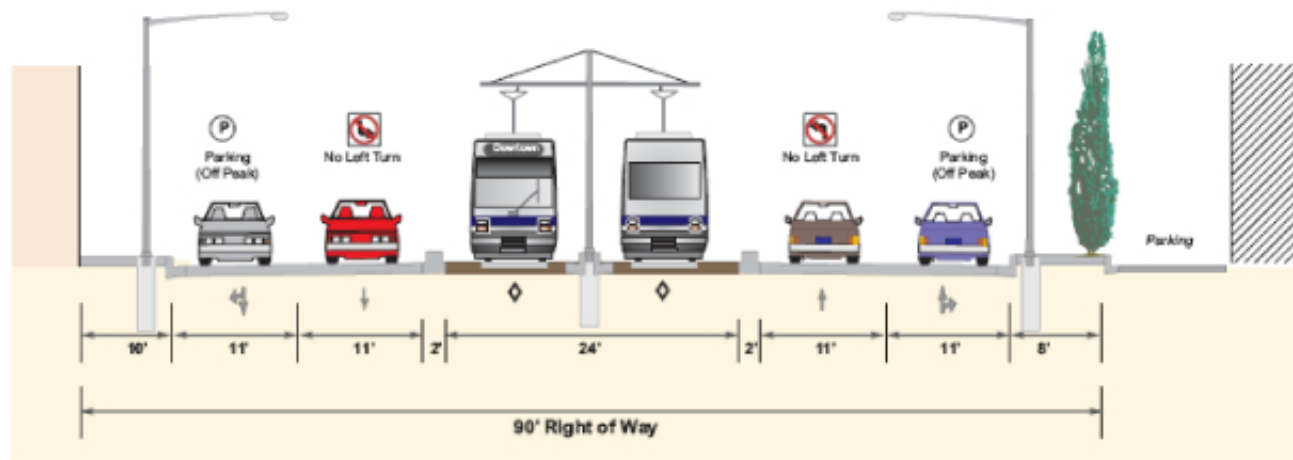




Figure 2-14 Prototype Plan – At-Grade Station with Split Far Side Platforms

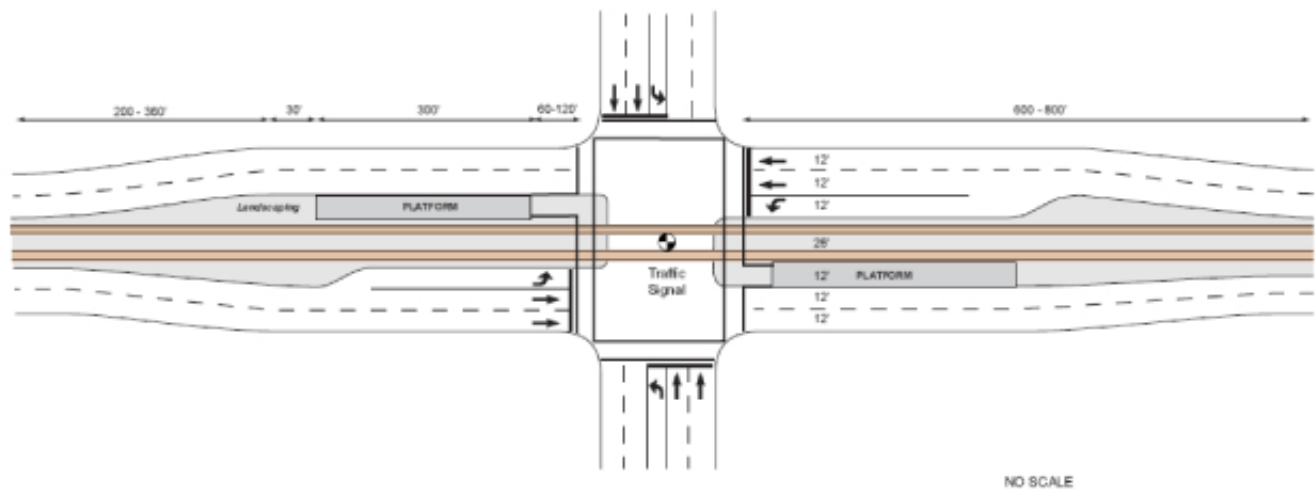




Figure 2-15 Prototype Section – At-Grade LRT at Station with Four through Lanes

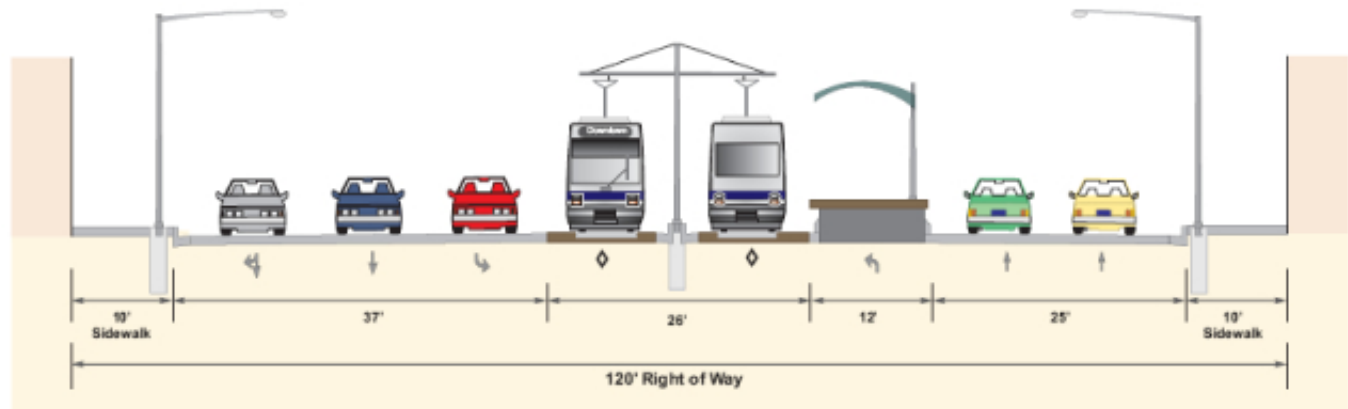


Figure 2-16 Urban Design Concept – BEFORE, Beverly Blvd. at Montebello Blvd.



Figure 2-17 Urban Design Concept – AFTER, Side Platform Station on Beverly Blvd. at Montebello Blvd.



Figure 2-18 Urban Design Concept – BEFORE, Montebello City Hall



Figure 2-19 Urban Design Concept – AFTER, Center Platform Station at Montebello City Hall



All of these stations are served by the M40 Beverly Blvd. bus. The Wilcox Ave. station is served by the M70 bus, and the Montebello Blvd. station is served by the M20 and M70 buses. Major destinations served include City Hall (from Wilcox Ave. or Vail Ave. stop), the shopping center located at Montebello/Beverly, and Beverly Hospital at Poplar Ave.

East of Montebello Blvd., the right-of-way is reduced to 80 feet; in addition, the sidewalks are 12 feet wide on either side so the roadway is reduced to 56 feet. Four through lanes and a continuous left-turn lane are provided, with no raised median. This segment is too narrow to allow fitting a dedicated LRT trackway along with two travel lanes. However, the City of Montebello has indicated an effort is underway to widen the roadway in this section and some right-of-way has already been obtained. Therefore, for planning purposes it has been assumed that an additional ten feet of right-of-way would be obtained, which would allow the same cross section as previously described for the 90-foot wide right-of-way west of Montebello Blvd. to be utilized in this segment.

The trade-offs and specific traffic, parking and right-of-way impacts would be evaluated in the EIR/EIS phase of the project.

### **Beverly Blvd. – Rio Hondo to San Gabriel River**

This segment crosses the central portion of Pico Rivera where the right-of-way is 100 feet wide and seven lanes are currently provided. However, as there are only four through lanes to the west in Montebello and four lanes to the east in Whittier, the six through lanes are relatively uncongested compared to upstream and downstream segments. The proposed configuration would be similar to that with four through lanes utilized in Montebello; however, the additional ten feet of right-of-way that is present could be used to provide slightly wider lane widths, a full-time parking lane, or raised barriers alongside the trackway.

This segment is slightly longer than one mile, so a station centrally located at Rosemead Blvd. would provide walkable access to communities located north and south of Beverly Blvd., including higher intensity uses located up and down Rosemead Blvd. The Rosemead station would be developed with split far side platforms similar to the configuration of the Montebello stations. Rosemead Blvd. is a major arterial and would provide auto access to Pico Rivera destinations in addition to interfacing with the 266 Rosemead Blvd. bus that provides access to a large market area north and south along Rosemead Blvd.

East of Durfee Ave., the trackway would transition to aerial configuration and cross the San Gabriel River and I-605 Freeway at a skew angle to align with and enter the Whittier Greenway in Whittier.

### **Beverly Alignment East of San Gabriel River**

East of Norwalk Blvd., Beverly Blvd. has been screened out due to the narrow width and mature trees planted immediately behind the curb line that were identified by residents and