local policy makers as a fatal flaw for this alignment. Accordingly, the alignment is shown along the Whittier Greenway within Whittier. The Greenway is an abandoned railroad corridor that has been developed with a bicycle trail and pedestrian pathway that provides a continuous corridor between Pioneer Blvd. and the Washington/Whittier intersection in central Whittier. Adjoining land uses are residential between Pioneer Blvd. and the Camilla/Magnolia intersection, then industrial and commercial south and east of that location. The right-of-way width is 40 to 50 feet wide and there are encroachments at some locations as well as wider spots at other locations. A typical section for a 50-foot wide railroad corridor is illustrated in Figure 2-20. At the tightest locations a minimal two-track LRT trackway could be fitted along with minimal pathway widths by utilizing minimum dimensions for all elements.

Lighting and landscaping was installed along with the pathway improvements; however, existing property fences, some of which encroach upon the right-of-way, were left intact at the time the trail was established. In order to mitigate some of the impact of the LRT, the following strategies could be utilized:

- Provide new continuous fencing at the property line, designed to screen the trail and LRT from adjoining homes and reduce noise impacts
- Undulate the profiles of the trails to restore visual interest at tight spots due to straightening the trail alignment to conform to the LRT and right-of-way lines (refer to Figures 2-21 and 2-22 for a before/after illustrative treatment)
- Provide a "land bridge" type of grade separation at Palm Park to allow cross-trail and LRT pedestrian connection between the east and west sides of the alignment (refer to Figures 2-23 and 2-24 for a before/after illustrative treatment).

Station opportunities along the Greenway include Norwalk Blvd., Broadway Ave., Philadelphia St. and Mar Vista St. All of the stations would be center platform to minimize the overall width required to 40 feet so that the bicycle and pedestrian pathways could be maintained. Specific opportunities at each station are as follows:

- Norwalk Station – This station would be integrated with the existing embankment and grade separation to provide access to both sides of the street where bus stops could be provided to connect with the NW1 bus. In addition to walkable residential neighborhoods and bicycle access, the Norwalk station could support drop off activity from West Whittier points. Civic facilities at Palm Park are within walking distance using the adjacent bicycle and pedestrian trail.
- Broadway Station – This station would serve residential areas within walking distance as well as a portion of the commercial strip along Whittier Blvd. to the west, which is within ½ mile walking distance. Broadway is an arterial roadway that would provide auto access for drop off from many points in West Whittier. In addition, the NW6 and NW7 buses that provide access to Uptown Whittier and Whitwood Mall operate on Broadway.

Figure 2-20 Typical Section – Whittier Greenway

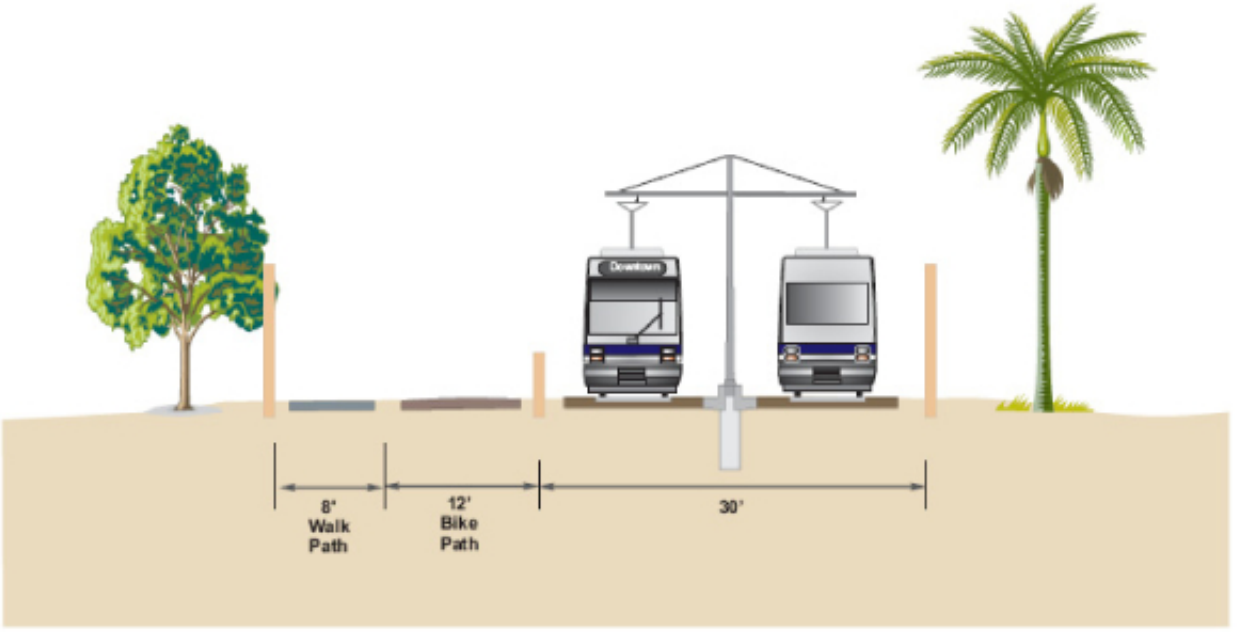


Figure 2-21 Urban Design Concept – BEFORE, Whittier Greenway Treatment

Figure 2-22 Urban Design Concept – AFTER, Whittier Greenway Treatment

Figure 2-23 Urban Design Concept – BEFORE, Land Bridge at Palm Park

Figure 2-24 Urban Design Concept – AFTER, Land Bridge at Palm Park

- Philadelphia Station – The Philadelphia Station has numerous destinations within walking distance including Whittier High School, the Whittier Blvd. commercial corridor, and potential new uses at the Fred C. Nelles School site located across Whittier Blvd. to the west. The Philadelphia station would be located ½ mile from the Philadelphia/ Greenleaf intersection in the heart of Uptown Whittier; in addition, the Whittier College campus is located within a one-mile radius. The existing M10 Whittier bus connects between Whittier College, Uptown Whittier, and points west along Whittier Blvd. There would be an opportunity to provide a shuttle or circulator bus, potentially modifying the route of the SW "Sunshine Shuttle" bus. There is also an opportunity to provide some parking at this station utilizing the vacant land within the railroad right-of-way.
- Mar Vista Station – Mar Vista would be the terminal station for this phase of the project. This station location is alongside the Whittier Blvd. commercial corridor. Walkable destinations include the residential district located to the north and east as well as the Whittier Blvd. commercial corridor located to the west. The Whittier Civic Center is located with ½ mile of this site. Mar Vista is a four-lane through arterial to the east, providing auto access to large areas of Central Whittier. There are opportunities to develop a substantial amount of park and ride capacity utilizing the immediately adjoining railroad right-of-way lands. This park and ride could be accessed through Whittier Blvd. and tributary streets, including Washington Blvd. and Santa Fe Springs Rd., which fan out from the Whittier/Washington intersection about ½ mile to the southeast of the station site. In the event the City of Whittier extends Mar Vista to the southwest, the Presbyterian Hospital campus would be within walking and short shuttle bus range.

Uptown Whittier Streetcar Loop

A design option has been identified to provide a "Streetcar Loop", which would circulate around Uptown Whittier in a counterclockwise direction. The loop would provide stops located close to walking destinations in the historic central district as well as to Whittier College located east of Painter Ave. (refer to Figure 2-25)

The Streetcar Loop would utilize "mixed flow" travel in which the LRT would share the roadway lane with general purpose traffic; stations would be provided along the curb between the sidewalk and the trackway in the location where parking is presently provided as illustrated in Figure 2-26. The route of the streetcar has been proposed along streets with low traffic volumes and where parking utilization is low to minimize the interference between the LRT trains and other roadway activities while bringing the stations closer to ultimate travel destinations in the Uptown Whittier area. Use of a span wire ("trolley wire") hung between street light poles could be used to reduce visual impact compared to conventional double-wire catenary, brackets and catenary poles. The potential route and stops for the streetcar loop are as follows:

Figure 2-25 – Uptown Whittier Streetcar Loop

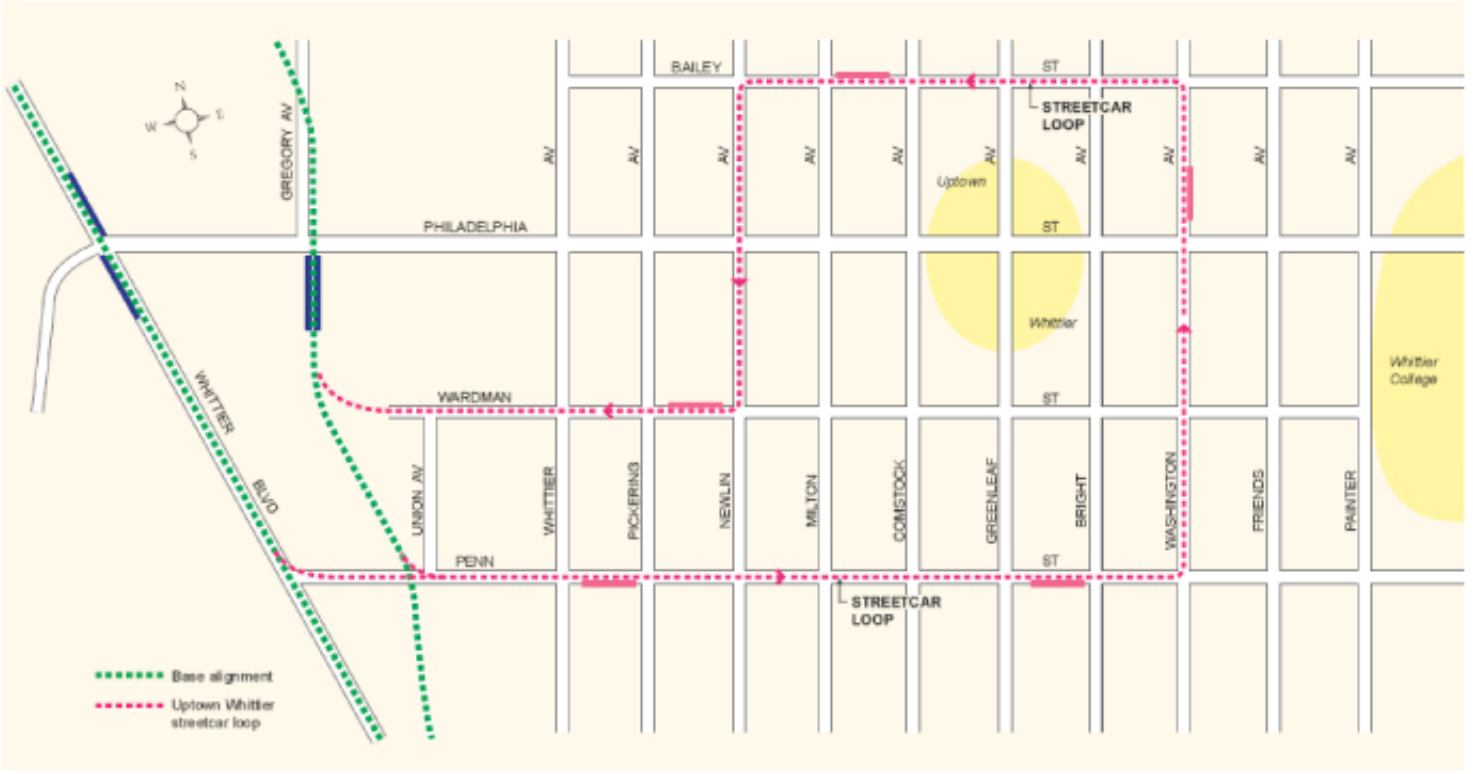
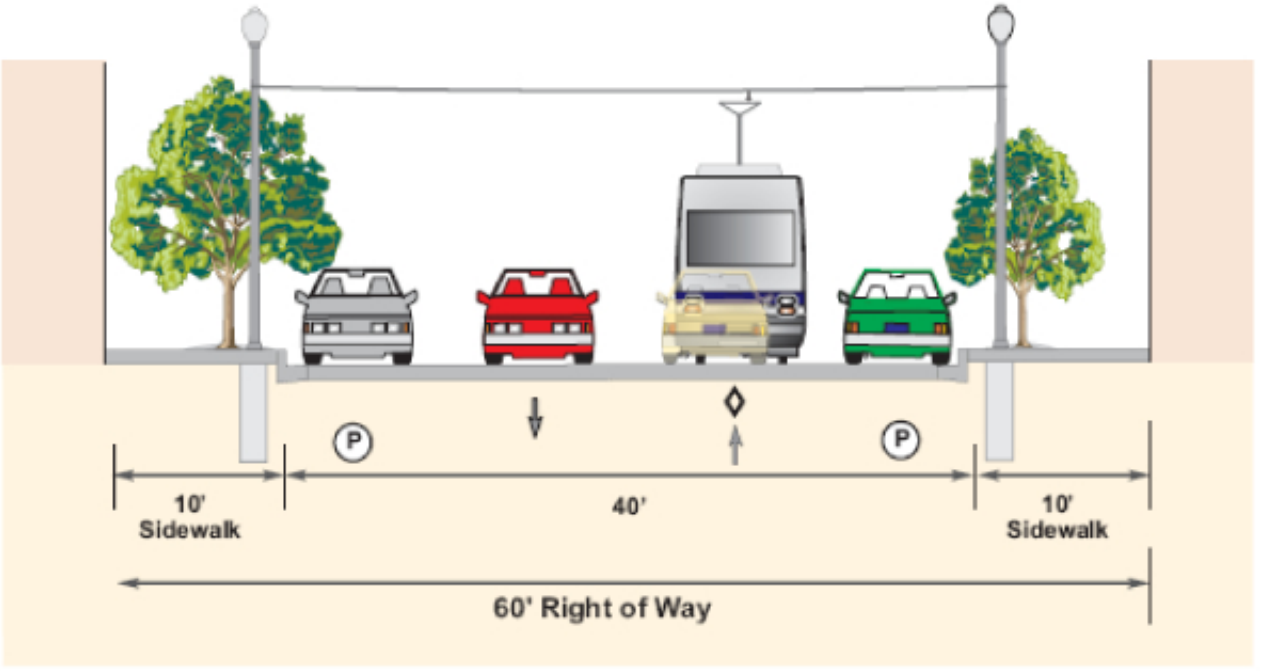


Figure 2-26 Typical Section – Uptown Whittier Streetcar Loop



- Eastbound track along Penn St. to Washington Ave.; stops on south side of Penn between Whittier Ave. and Pickering Ave. and between Greenleaf Ave. and Bright Ave.;
- Northbound track along Washington Ave. to Bailey St.; stop on east side of Washington Ave. between Philadelphia St. and city parking lot driveway;
- Westbound track along Bailey St.; stop on north side of Bailey St. between Comstock Ave., and Milton Ave.;
- Southbound track along Newlin Ave. (converted to one-way southbound) to Wardman St.; and,
- Westbound track along Wardman St. to Greenway; stop on north side of Wardman St. between Newlin Ave. and Pickering Ave.

This loop would serve to turn trains around for the journey back to Union Station and would collect and distribute trips over a broad market area in Uptown Whittier, including the Civic Center, the heart of the commercial district, and Whittier College.

With a streetcar loop, there would still be a station at Philadelphia St. but there would not be a Mar Vista station. Parking would need to be provided at this location and the station design would need to accommodate higher levels of access traffic and drop-off activity than would occur at that location with a terminal station located at Mar Vista St. The streetcar loop would interface with numerous fixed route bus lines serving the Uptown Whittier vicinity, including Route 270, M10, M40, and M50, N8 as well as NW6 and NW7 buses.

2.3.4 Alternative 4 – Whittier LRT

The Whittier Blvd. LRT alignment begins as an extension of the Phase 1 project across S. Atlantic Blvd. then parallels SR-60 to Garfield, turns south via Garfield to Whittier Blvd. then turns east and follows Whittier Blvd. to a terminus at Mar Vista in Central Whittier. The refinement of the Whittier Blvd. LRT alternative considered the following key issues:

- Determine locations where an aerial configuration could be provided within the existing right-of-way
- Determine whether an at-grade alignment could be provided through Montebello Old Town in order to avoid the impact of fitting an aerial structure along the narrow roadway
- Provide configuration options for the LRT trackway entering Whittier where tight spots exist at a number of locations