

The Whittier LRT alternative has the same alignment and configuration heading east beyond the Phase 1 project terminal station, following the south side of SR-60 to Garfield Ave., where the route would turn south and enter a station on the west side of Garfield Ave. (refer to section 2.5.1 describing the treatments at Garfield Ave.). However, instead of turning into Beverly Blvd., the alignment continues south to Garfield Ave., turning across the parcel at the NE quadrant of the Whittier/Garfield intersection and entering an aerial station east of Via Vista. There are three locations with design options:

- Use of either Garfield Ave. or a combination of Garfield Ave. and the Southern California Edison utility corridor between Beverly Blvd. and Whittier Blvd.;
- Use of either at-grade or aerial between Norwalk Blvd. and Hadley Ave. in Whittier; and,
- Use of either double-track to terminus at Mar Vista Ave. in Central Whittier or single track streetcar loop serving 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.**

North of Beverly Blvd., this segment is the same as Beverly LRT alternative, including the proposed station west of Garfield Ave. immediately south of Via Campo. South of the Garfield station, the alignment enters the median of Garfield Ave. and continues south; however, for this alternative, the alignment continues on aerial structure over the median of Garfield Ave. beyond Beverly Blvd. down to Whittier Blvd., where it turns into the median of Whittier. (Refer to Section 2.4.2 for a description of the Garfield station.) There is a design option that uses the Southern California Edison utility corridor south of Beverly Blvd. – this design option avoids the large “S” curve along Garfield between Beverly Blvd. and Whittier.

### **Whittier Blvd. West of Montebello Old Town**

The alignment would be on an aerial structure over the median of Whittier Blvd. between Garfield Ave. and N. Maple Ave. An aerial station would be provided over the median east of Garfield Ave. This station would provide walking access to the Whittier Blvd. commercial

corridor as well as residential neighborhoods located north and south of Whittier Blvd. The arterial roadways of Whittier Blvd. and Garfield Ave. would provide auto access to the station for drop-off purposes. The M10 Whittier bus could stop at the site, and the M30 as well as Route 18 and Route 66 buses stop just west of the site along Garfield Ave.

In order to fit the trackway over the median without widening the roadway, turn bays beneath would be modified to accommodate columns placed about 120 to 140 feet apart. As shown in the conceptual plan in Figure 2-27, some turn bays would be closed or shortened and traffic signals would be installed to allow left turns from the median at selected locations. East of S. Maple Ave., the alignment would transition from aerial back to an at-grade configuration running in the median of Whittier Blvd. east of S. Taylor Ave.

### **Whittier Blvd. at Montebello Old Town**

As it approaches Montebello Blvd., the Whittier Blvd. cross section is highly variable, including right-of-way widths of 100 feet, then 90 feet then 80 feet east of Montebello Blvd. Roadway configurations range from an 80-foot width (providing five lanes plus two parking lanes) down to as narrow as 50 feet (with 15-foot sidewalks but only four travel lanes and no parking). There are extensive streetscape improvements that have recently been completed, including bulb-outs around parking bays, decorative lighting and formal landscaping consisting of rows of palm trees lining the street behind the curb.

West of Montebello Blvd., where the right-of-way is greater, a center platform station could be provided by displacing the painted median in the block between 10th St. and Spruce St. The before/after urban design concept is shown in Figures 2-28 and 2-29. This station would serve the Old Town business district. In addition to a direct interface to the M10 Whittier bus, routes M20 and M70 stop at the Rosemead/Montebello intersection within 500 feet of the platform. The station would be accessible from Rosemead Blvd. or Whittier Blvd. A limited amount of parking could be provided in a parking structure developed along the alley way located about  $\frac{1}{2}$  block north of Whittier Blvd.

The narrow right-of-way, with buildings immediately behind the back of sidewalk at many locations, and lack of median make it problematic to locate columns to support an aerial trackway. Accordingly, the conceptual engineering plans delineate a median trackway. By operating through intersections on an "all red" phase, the LRT can be made to operate without left turn bays. The narrow right-of-way width would require reducing the roadway to a single lane, consideration of mixed flow, or widening at hard spots. Refer to Figure 2-30 for a cross section east of Montebello Blvd. These trade-offs should be further evaluated during the EIR/EIS phase to determine whether at-grade operation is feasible in this segment.

Between Bluff Rd. and Paramount Blvd., there are only two short cul-de-sacs that have access to Whittier Blvd.; access could be restricted to right-in / right-out (by running the LRT median across these roadways without a median break) to maximize the roadway capacity even with a

---

single traffic lane. This would allow use of the existing median lanes to provide the LRT trackway across the bridge at the Rio Hondo and through the underpass beneath the Union Pacific Railroad.

Figure 2-27 Concept Plan – Aerial Trackway Column Placement in Whittier Blvd.



*Figure 2-28 Urban Design Concept – BEFORE, Whittier Blvd. at Montebello Blvd.*

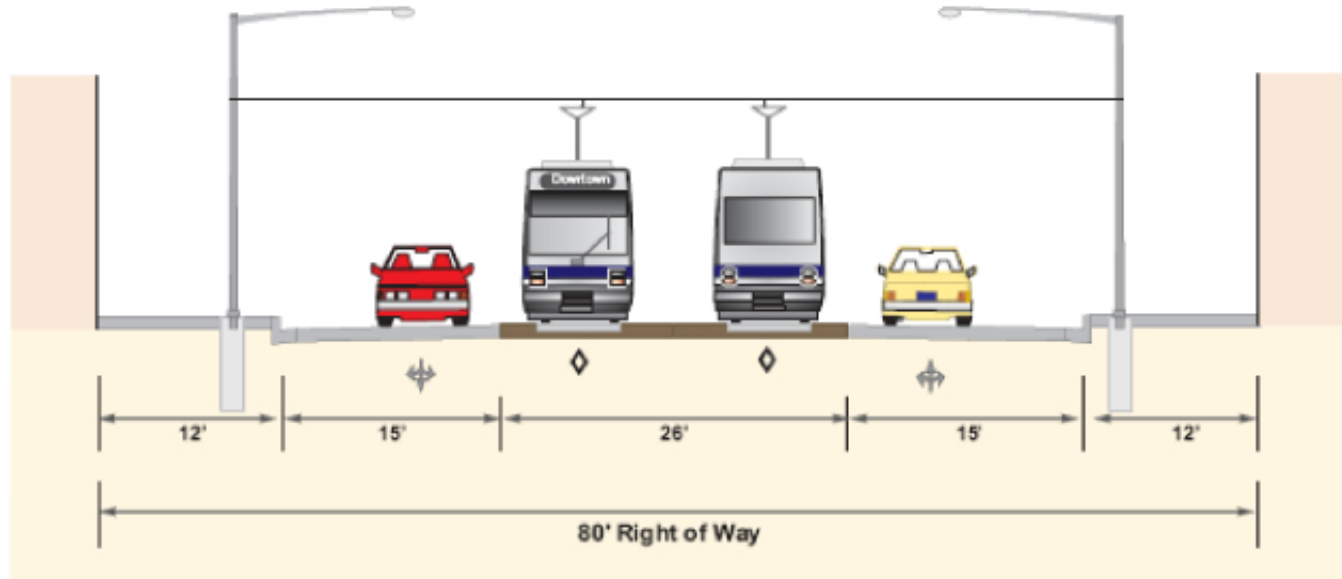


Figure 2-29 Urban Design Concept – AFTER, Center Platform Station on Whittier Blvd. west of Montebello Blvd.





Figure 2-30 Typical Section – Whittier Blvd. east of Montebello Blvd.



## Whittier Blvd. in Pico Rivera

The roadway width in Pico Rivera is too narrow to fit an at-grade trackway into the existing right-of-way even with the reduction of the general purpose travel lanes. In addition, there are a number of major commercial driveway access points serving large shopping areas. However, the right-of-way increases to 100 feet, which is adequate to provide both a median to support an aerial trackway while maintaining space for continuous turn lanes (see Figure 2-31). Since an elevated section would be required to cross the San Gabriel River and I-605 to the east, the most reasonable solution is to provide the transition to aerial to the west of Paramount Blvd., which would allow grade separation at both Paramount Blvd. and Rosemead Blvd.

An aerial station is shown at or east of Rosemead Blvd. There are two design options for the station configuration: (1) over the median of Whittier Blvd., or (2), behind the south curb, similar to the recommended location at Garfield Ave. The engineering and urban design implications of these two alternatives are described in the following text:

- **Aerial Station over Roadway Median** – Due to the need to provide a double row of columns at the station, there would need to be a spot widening to about 120 feet to fit an aerial station into the roadway. Refer to the prototypical plan on Figure 2-32 and prototypical cross section in Figure 2-33.
- **Aerial Station behind Sidewalk** – In the event the station was placed behind the sidewalk, it would extend about 50 feet into the adjacent property as shown in Figure 2-34. However the sidewalk could be integrated into the station plaza to reduce this width. This option would provide better integration with the large commercial uses south of the boulevard and would reduce the footprint and structure over the roadway.

Figures 2-35 thru 2-38 illustrate the before/after urban design concepts for the median and side aerial stations, respectively. There is an opportunity to provide park and ride by developing structured parking over the shopping center surface parking lots. Depending upon whether the station is located over the roadway median or over the shopping center parking, pedestrian access would be provided via a bridge over the roadway or directly down to a plaza below the station. The integration of the station with the commercial uses could facilitate joint development, which may intensify land uses within close walking distance of the station.

The station at this location would be within walking distance to large commercial uses along Whittier Blvd. as well as residential and commercial areas off of Rosemead Blvd. to the north and south. Auto access is provided by Whittier and Rosemead Blvd., which are major arterials. In addition, the station would be located within one mile of the Whittier Blvd. interchange at I-605. In addition to the M10 bus operating along Whittier Blvd., the station is located near the Rosemead Blvd. stops for the Route 266 bus, which provides access to a large market area extending north and south of Whittier Blvd.

Figure 2-31 Typical Section – Whittier Blvd. in Pico Rivera

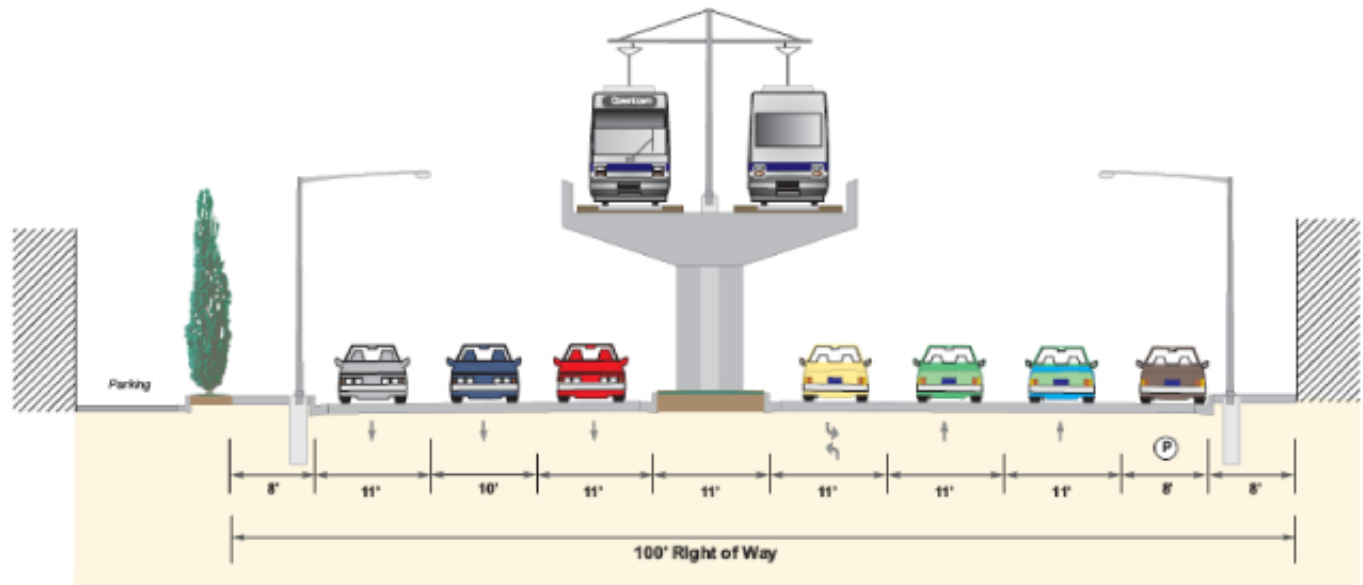




Figure 2-32 Prototype Plan – Median Aerial Station at Major Intersection

