

Figure 2-33 Prototype Section – Aerial Station over Roadway Median

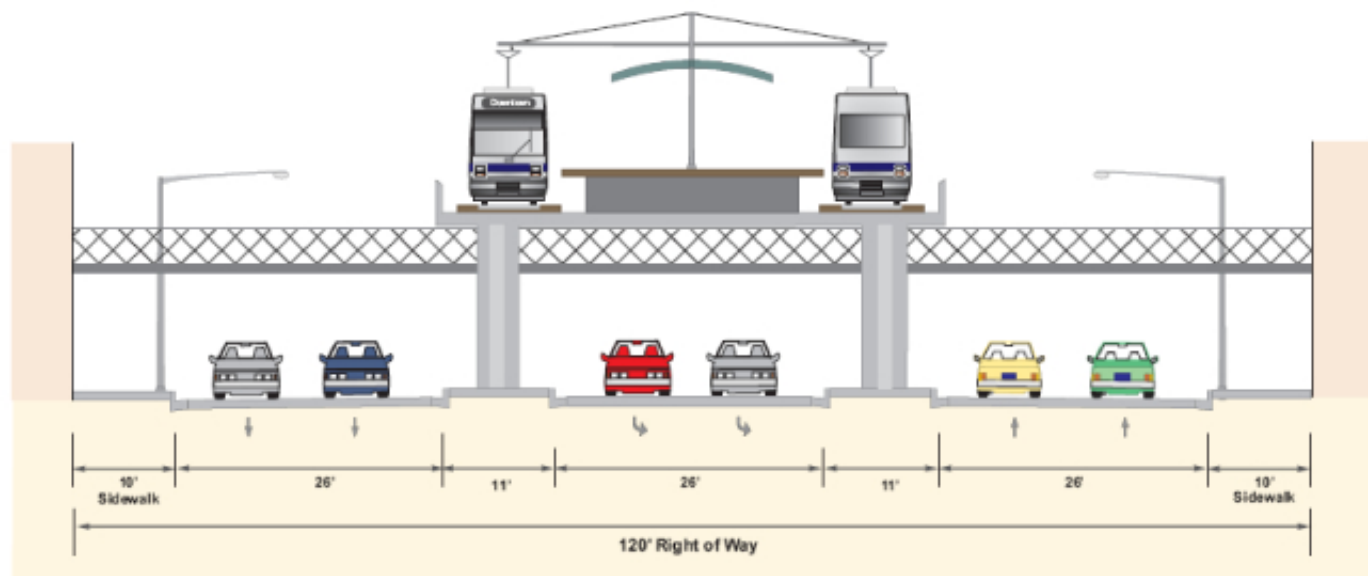




Figure 2-34 Prototype Section – Aerial Station behind Sidewalk

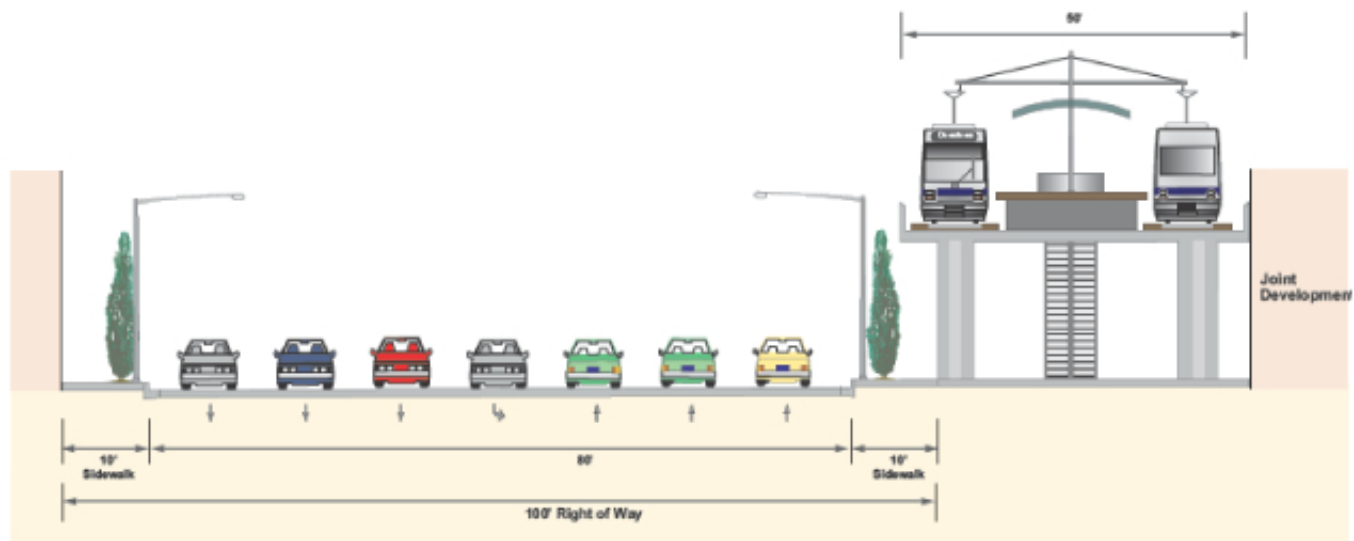


Figure 2-35 Urban Design Concept – BEFORE, Whittier Blvd. east of Rosemead

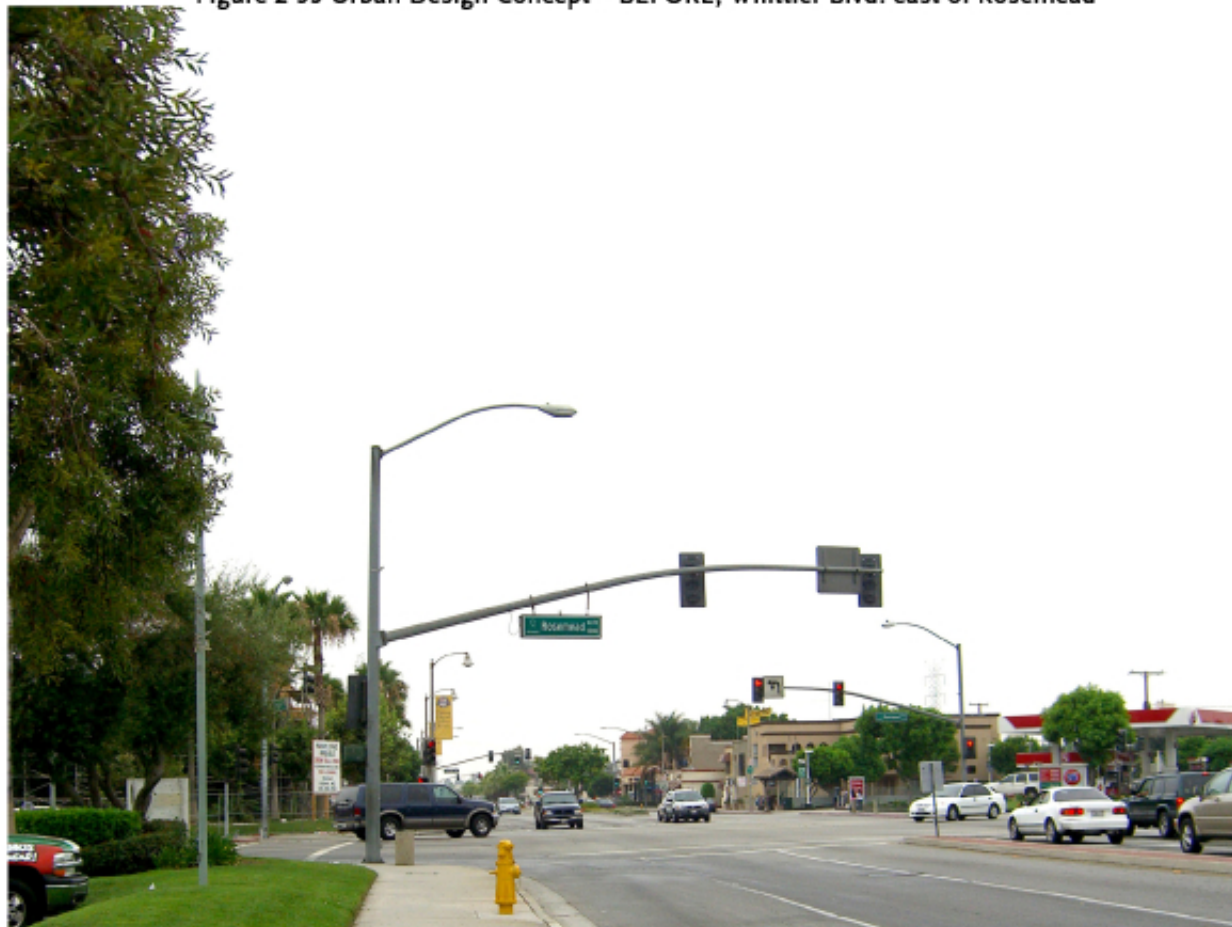


Figure 2-36 Urban Design Concept – AFTER, Median Aerial Station on Whittier Blvd. east of Rosemead



Figure 2-37 Urban Design Concept – BEFORE, Whittier Blvd. east of Rosemead



Figure 2-38 Urban Design Concept – AFTER, Side Aerial Station on Whittier Blvd. east of Rosemead



Whittier Blvd. in Whittier

Approaching Whittier, the alignment crosses over the San Gabriel River as well as I-605 Freeway on long-span aerial sections. The narrow roadway and sidewalks immediately east of the freeway, coupled with high traffic volumes at the interchange, make it impractical to provide an at-grade solution at this location. Therefore, an aerial station is proposed at Norwalk Blvd., located over the parcels south and east of the intersection, similar to the potential side aerial station previously identified in Pico Rivera at Rosemead Blvd.

The Norwalk station is located within walkable range of the residential neighborhoods located north and south of Whittier Blvd. which are accessible from Norwalk Blvd., multi-family units located along Norwalk Blvd., and commercial sites along Whittier Blvd. Norwalk Blvd. buses from routes serving West Whittier, Santa Fe Springs and beyond would stop at the station. In addition to traffic access via Whittier and Norwalk Blvds., the station would be located within ½ mile of the Whittier Blvd. interchange on I-605. A limited amount of parking could be developed using structures located on land acquired for the station footprint. In addition to the Whittier M10 bus, the station is served by the NW1 Norwalk Blvd. bus, which connects to Rio Hondo College and the Crossroads area to the north, and to Norwalk and other cities beyond to the south.

East of the station, the corridor widens with wide sidewalks and/or big setbacks to adjoining land uses. Accordingly, two design options have been identified: (1) transition to at-grade immediately east of the Norwalk station, or (2), continue east on aerial structure to east of Hadley St. As shown in Figure 2-39, an aerial structure can be provided within the existing right-of-way by reducing the sidewalk width from 22 feet to ten feet or by reducing the setback from the curb on both sides from 22 feet to 16 feet. In order to provide an at-grade solution, a desirable right-of-way width of 120 feet would be required in order to maintain four through lanes along with left turn lanes at the intersections.

East of Hadley St. the right-of-way widens considerably, eventually becoming a 200 foot wide corridor with a large green median and southern frontage road approaching the Whittier/Washington intersection. Within this reach, a “grand boulevard” could be developed to include an at-grade LRT median with wide landscaped separator islands, and landscaped setbacks from the roadway lanes on either side with meandering sidewalks (see Figure 2-40 for the cross section).

Stations would be provided at Philadelphia St. and Mar Vista St. (see Figure 2-41 and 2-42 for a before/after urban design concept). Land uses, connectivity and the functional features of the Philadelphia and Mar Vista stations would be similar to the treatment of these same two stations in the Beverly LRT alternative: The Philadelphia station would be oriented towards serving local land uses including the immediately surrounding neighborhood, Uptown Whittier and future potentials at the Fred C. Nelles School site.

Figure 2-39 Typical Section – Whittier Blvd. west of Hadley

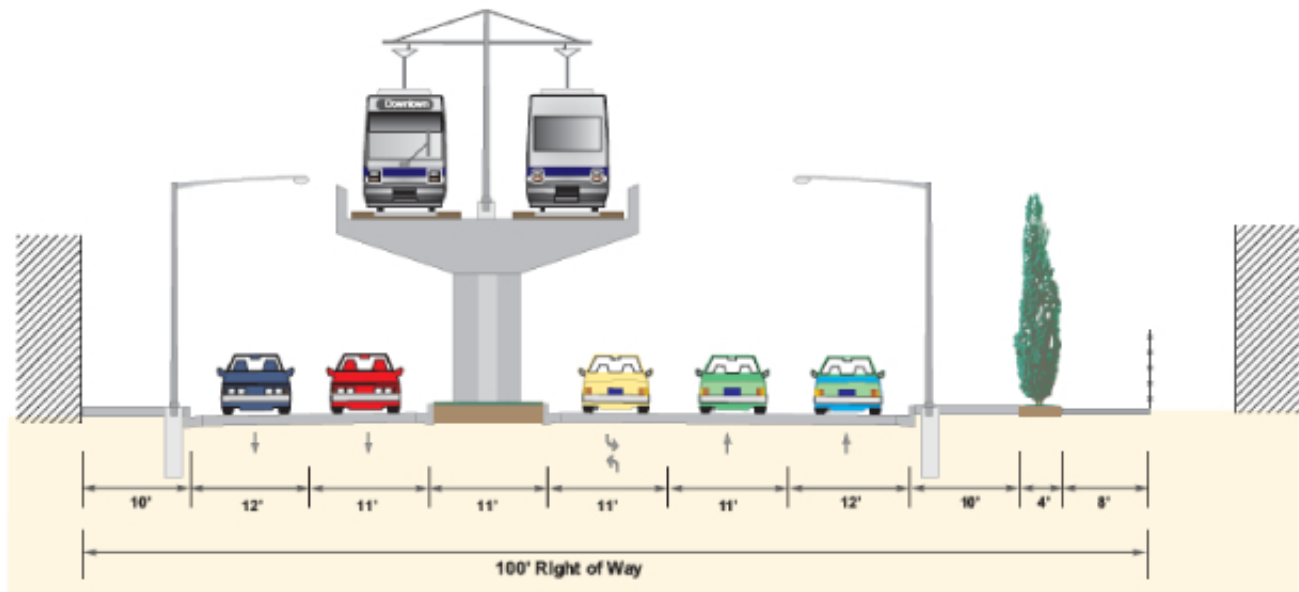


Figure 2-40 Typical Section – Whittier Blvd. east of Philadelphia

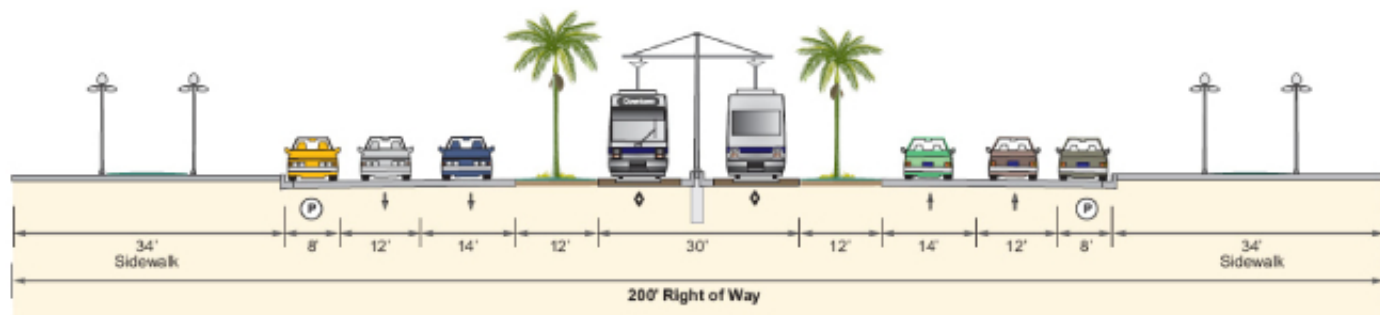


Figure 2-41 Urban Design Concept – BEFORE, Whittier Blvd. at Mar Vista St.

