Figure 2-42 Urban Design Concept – AFTER, Whittier Blvd. at Mar Vista St.

The Mar Vista station would be the focus of intercepting highway trips from points farther east, accessed through Whittier Blvd., Santa Fe Springs Rd., and Washington Blvd. and would include park and ride capacity in addition to drop off. The Mar Vista station would also provide access to the Presbyterian Hospital campus and potential higher intensity land uses along the south side of Whittier Blvd. if the city extends Mar Vista St. southwest across Whittier Blvd. to connect with the Presbyterian campus. The Philadelphia station would provide an interface to the M10 Whittier bus. The M50 Washington Blvd. bus could potentially be re-routed from Pickering Ave. to Whittier Blvd. to connect with the station.

As an alternative to the boulevard treatment, the streetcar loop could be provided with a single track turning north towards Uptown Whittier at Penn St. and looping back at Wardman St. – refer to section 2.4.6 of the Beverly LRT narrative for a description of the loop and stop locations.

2.3.5 Alternative 5 – Washington LRT

The Washington Blvd. LRT alignment begins as an eastward extension of the Phase 1 project across S. Atlantic Blvd. then turns south at Garfield Ave. and follows Garfield Ave. south to Washington Blvd.; the alignment continues east along Washington Blvd. to a terminus east of Lambert Rd. in the vicinity of the Washington/Whittier intersection.

Key issues identified as a result of the screening include the following:

- Placement of Garfield station and aerial trackway along Garfield Ave.
- Evaluating at-grade vs. aerial configuration in Montebello segment
- Evaluating at-grade vs. aerial configuration in Pico Rivera segment
- Evaluating at-grade vs. aerial configuration east of San Gabriel River, including Santa Fe Springs/Whittier

In evaluating the potential for at-grade operation, consideration was given to the fact that Washington Blvd. is a major six lane arterial and truck route that connects warehouse and industrial uses along a corridor extending from south of the Los Angeles Central Business District. In addition, it is used as a principal access route to Commerce, southern Montebello, central Pico Rivera, Santa Fe Springs and Central Whittier, including large regional shopping facilities in Pico Rivera. In order to continue to serve this function, it is necessary to maintain traffic capacity so that a reduction in the number of through lanes would not result in major conflicts with highway traffic.

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 Blvd. 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 Washington Blvd., where it turns into the median of Washington Blvd. Refer to section 2.4.2 for a description of the Garfield station. The alignment would need to cross over the 160-foot wide Union Pacific Railroad corridor south of Olympic using a long span structure to avoid encumbering rail uses.

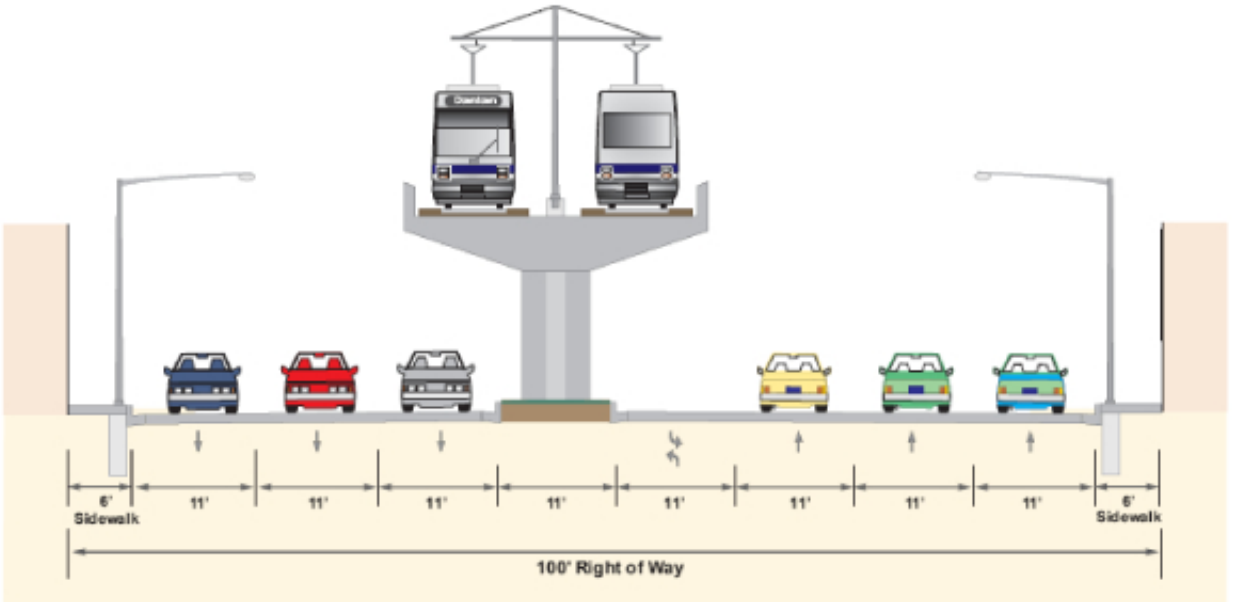
Washington Blvd. west of Rio Hondo

In Montebello, the Washington Blvd. right-of-way is 100 feet wide but land uses are built out to the back of the sidewalks at many locations. The roadway is 80 feet wide, providing a central median and six travel lanes (parking is allowed in the shoulder lanes in off peak periods). In order to fit an at-grade LRT trackway into the corridor while maintaining six through lanes at intersections, a roadway width of nearly 120 feet would be required, which in turn would require a right-of-way of about 140 to 150 feet. Alternatively, by reducing existing lane widths slightly and reconfiguring the median, an aerial structure can be provided along with an area for left turn lanes at all of the major intersections. Figure 2-43 shows the aerial cross section, which is included in the final alternative.

The Montebello segment is just over one mile in length, which could be served by a centrally located station at S. Greenwood Ave. Most of the walkable residential destinations are located east of S. Greenwood Ave. both north and south of Washington Blvd. West of S. Greenwood Ave., there are some commercial uses that would be within walking distance of the station, and the remaining land uses are industrial and warehouse. Roadway access is provided by Washington Blvd. and Greenwood Ave. – the latter route swings east approaching the Union Pacific Railroad and connects via Montebello Way to Montebello Blvd., which in turn provides

access to the central area of Montebello. This stop would connect to a number of bus lines. In addition to the M50 Washington Blvd. bus, the M20 and M70 buses operating north-south along S. Greenwood Ave. and Montebello Blvd. would serve the station.

Figure 2-43 Typical Section – Washington Blvd. near S. Greenwood



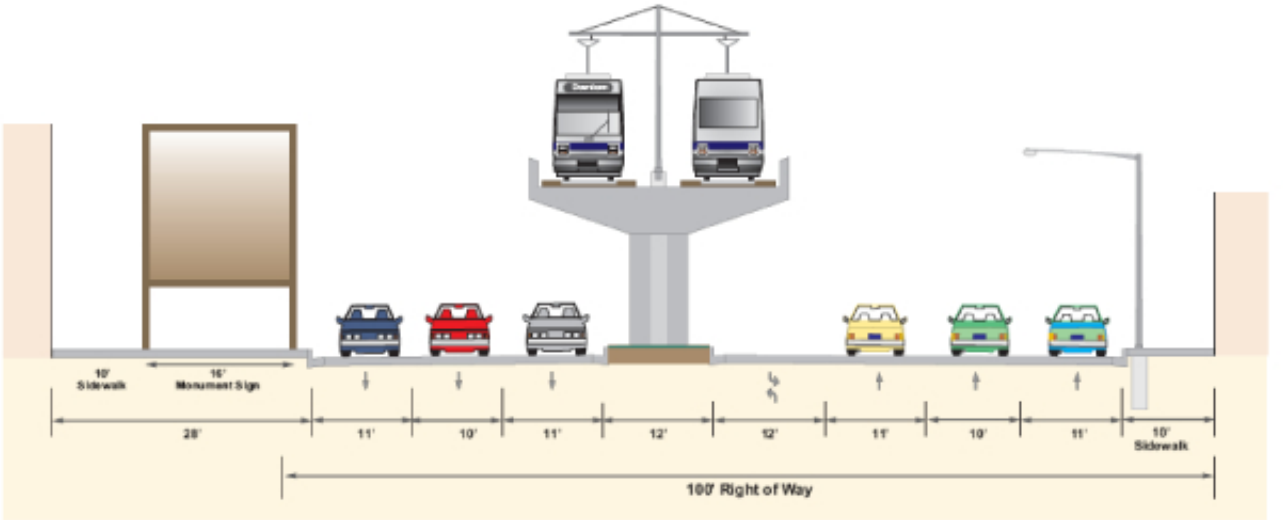
Washington Blvd., Rio Hondo to San Gabriel River

There are two distinctly different roadway segments in Pico Rivera. West of Rosemead Blvd., industrial and commercial uses front along Washington Blvd.; east of Rosemead, there are residential uses. Proposed treatments for these two distinctly different segments are described below:

- West of Rosemead Blvd. – The right-of-way is 100 feet wide, similar to the Montebello segment; however, there is a landscaped setback of about 25 feet that includes a meandering sidewalk and large monument signs for the shopping center uses along much of the segment. As noted above for the Montebello segment, 40 to 50 feet of additional right-of-way would be required to develop an at-grade trackway; however, reducing the width of the landscape setback by about ten feet would provide enough width for a roadway widening to accommodate a median to support an aerial trackway, along with maintaining six through lanes and left turn lanes at major intersections (refer to Figure 2-44). In order to accomplish the widening, the sidewalk, landscaping and monument signs would need to be revised along the southern curb. Additionally, a station is provided west of Rosemead Blvd. At the station location, the trackway would be shifted to the southern half of the street, allowing the station to "fit" with the commercial land uses to the south. There is a potential opportunity for TOD and shared parking by decking over existing surface parking lots.
- East of Rosemead Blvd. – In this segment the right-of-way is 160 feet wide where both north and south side frontage roads are provided. Although in principle the frontage road side medians and outboard parking lanes could be eliminated in order to fit an at-grade trackway into the existing right-of-way, this treatment would result in the six lane roadway being shifted immediately in front of the residences. In addition, with an aerial segment immediately to the west, and with an aerial section required to cross the San Gabriel River and I-605 Freeway immediately to the east, the two large transition sections would substantially reduce the actual amount of at-grade running that could be provided. Accordingly, the recommended treatment is to revise the existing center median pockets similar to the treatment shown for Whittier Blvd. west of Montebello Blvd. so that the aerial trackway could be constructed over the existing median, thereby eliminating the requirement for additional right-of-way along most of the segment.

The Pico Rivera stretch of Washington Blvd. is about 1.5 miles long and could be served by a centrally-located station at Rosemead Blvd. This station would be located west of Rosemead which maximizes the opportunity to integrate the station with the large shopping complex located to the south and west of the Rosemead/Washington intersection. A median design would be used similar to the treatment discussed for the Rosemead station in Pico Rivera.

Figure 2-44 Typical Section – Washington Blvd. west of Rosemead



This station would be within walking distance of residential neighborhoods located northwest, east and south of the station. Washington and Rosemead Blvds. would provide high capacity vehicular access to the site and the station would be just over one mile east of the I-605 Freeway interchange along Washington Blvd. The station would be directly accessible to bus stops located at the Washington/Rosemead intersection, including the M50 Washington Blvd. bus as well as the Route 266 Rosemead bus serving a large market area north and south of the station.

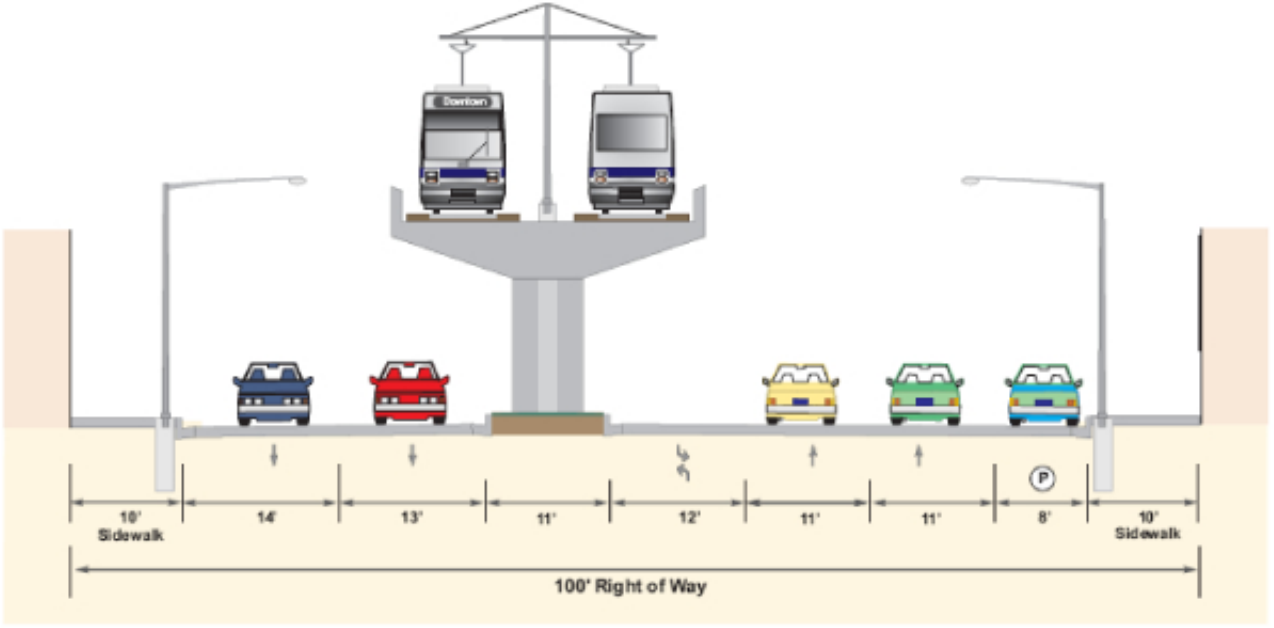
Continuing to the east, the alignment would cross over the San Gabriel River and I-605 Freeway on a combination of long-span and high column aerial construction. The alignment would shift to the south side of the roadway to develop a separate alignment parallel to the existing roadway crossing the San Gabriel River. East of the river, the alignment would take advantage of the curve along the Washington Blvd. roadway to align with and transition to the median of Washington Blvd. heading into Santa Fe Springs and Whittier.

Washington Blvd. east of San Gabriel River

East of the San Gabriel River, the Washington Blvd. right-of-way is 100 feet wide, with six through lanes provided west of Norwalk Blvd. and four through lanes to the east. Neither of these segments could accommodate an at-grade alignment without widening the roadway. However, an aerial trackway could be developed by reconfiguring the roadway facilities within the existing right-of-way as described further below for the three distinctively different segments:

- Washington Blvd. I-605 to Norwalk Blvd. – The alignment would cross the river and freeway on aerial structure. The six-lane section immediately east of the river has frontage roadways and residential to either side, similar to the segment just west of the river. Accordingly, for reasons described above for the east of Rosemead segment, the aerial structure could be developed over the existing median by providing a raised island and channelizing the left-hand turns to avoid columns.
- Washington Blvd. east of Norwalk Blvd. –There is inadequate width to develop an at-grade alignment or to transition the structure down at Norwalk Blvd. East of Norwalk Blvd., the 100-foot right-of-way is too narrow to accommodate an at-grade trackway along with four lanes of traffic and left turn lanes without widening to a right-of-way width of 120 feet or more. (see Figure 2-45) However, commercial uses are built out to the back of the sidewalk including numerous buildings as well as parking areas that are too narrow to be reconfigured efficiently with a loss of depth. On the other hand, given the large amount of off-street parking, the existing parking strip along both sides of the roadway could be eliminated and the roadway reconfigured to provide a raised median with space for left-turns alongside. This configuration could be carried all the way to the terminal station, which is proposed at Lambert Rd.

Figure 2-45: Typical Section – Washington Blvd. east of Norwalk



The stations in this segment would both be aerial stations with center platforms. A circulation bridge would connect to a vertical circulation element adjacent to the station; this element could be either free-standing or integrated into adjoining private development. Parking could also be developed either as free-standing structure or could be provided as shared parking developed in conjunction with adjacent commercial properties. The specific access and functional considerations for these two stations are as follows:

- Norwalk Station – This station would serve walkable residential neighborhoods located both north and south of the station off Norwalk Blvd. in addition to the commercial properties located along Washington Blvd. itself. A convenient connection could be made to Norwalk Blvd. bus stops. Norwalk and Washington Blvds. would serve as access routes. In addition, the station is within ½ mile of the Washington/ I-605 interchange and could potentially attract traffic from the freeway. This station would connect to the Washington Blvd. M50 bus and the NW 1 and NW9 Norwalk Blvd. buses serving locations north along Workman Mill Rd. and locations south in Santa Fe Springs and Norwalk.
- Lambert Station – A station would be located directly opposite the Presbyterian Intercommunity Hospital campus and would also provide walk access to the commercial corridor along Washington Blvd. Lambert Rd. provides a connection to the Fred C. Nelles School site, a potential development area about ½ mile to the north. This station is within walking distance of some residential areas in Santa Fe Springs to the southeast and Central Whittier to the northeast and northwest. Washington Blvd. connects to Whittier Blvd immediately east of the station, providing access to Central Whittier, and Lambert Rd. provides access to east Whittier as well as Santa Fe Springs via Santa Fe Springs Rd. In addition to the M50 Washington Blvd. bus, this station would connect to the Route 270 bus, which provides access to points along Norwalk Blvd. and a large market area to the south, and the "Sunshine Shuttle" bus serving local destinations. Access to Uptown Whittier and Whittier College could be provided by shuttle bus or using the Route 270 bus.