

and freeway; opportunity for park and ride using parking deck and/or shared parking and TOD

2.4.4 Final Alternative 2 – SR-60 Busway

General Description:

This alternative follows the edge of the SR-60 Freeway generally within the freeway right-of-way. The alternative serves a series of park and ride stations to an end-of-line freeway intercept station east of the SR-60/I-605 interchange. The alignment serves Monterey Park, South San Gabriel, Rosemead, South El Monte and West Puente Valley north of SR-60 as well as the northern portions of Montebello and Pico Rivera. A terminus in the vicinity of the Crossroads Pkwy./SR-60 interchange is accessible from SR-60 east of the freeway-freeway interchange as well as I-605 south of the freeway-freeway interchange. Ramps at the Peck Rd. interchange allow buses from South El Monte, El Monte and Whittier to access the facility at an intermediate point. The alignment extends along Pomona Blvd. to SR-60 at-grade and follows the freeway in a side-running configuration using a combination of aerial and retained cut depending upon topography. The stations are designed with large park and ride facilities to intercept north/south roadway traffic and bus lines approaching the freeway. Shuttle bus access is provided to significant trip generators near stations such as for Rio Hondo College at the terminal station. There is some potential for TOD to occur on or adjacent to parking areas at freeway interchanges. Figure 2-49 illustrates the alignment of the SR-60 BRT Alternative.

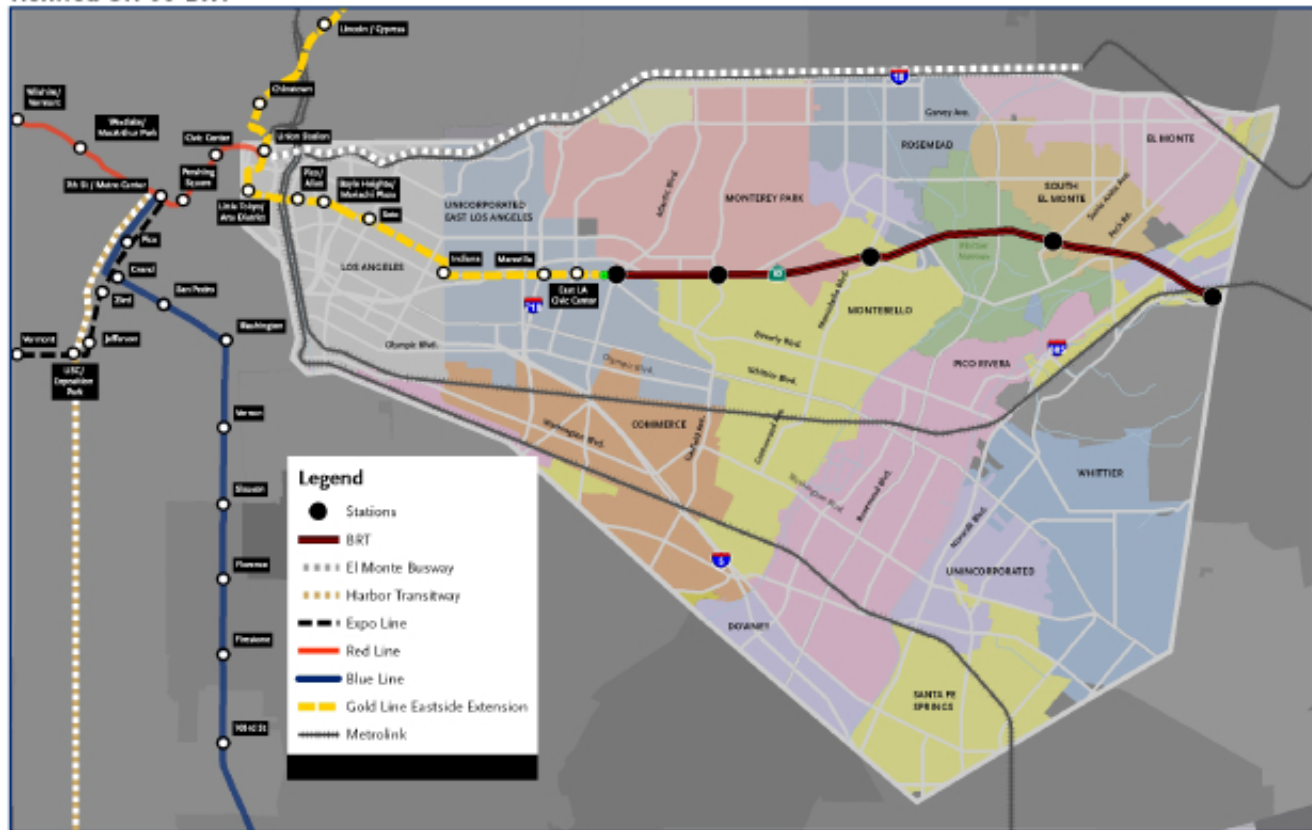
Alignment Segments:

- Bus lanes extend east across Atlantic Blvd. and follow the median of Pomona Blvd. to SR-60
- Alignment transitions to aerial configuration slightly west of S. Hillview Ave., crossing over S. Sadler Ave. to follow the south edge of the SR-60 Freeway
- Alignment continues east along the south side of SR-60 in a combination of retained cut and/or on columns; an aerial station is located immediately east of S. Garfield Ave.
- Alignment climbs up above the freeway to cross over the N. Vail Ave. eastbound on-ramp and follows the freeway on an approximate 2.5 – 3.0 % grade approaching the crest
- Alignment transitions to approximate freeway grade east of the on-ramp, supported on retained fill so as not to disturb the cap over the encapsulated waste disposal site located along the freeway between N. Vail Ave. and Paramount Blvd.
- Alignment passes under the Greenwood Ave. bridge, with modifications near the south abutment to accommodate the busway
- Alignment continues to climb beyond the freeway crest about 0.5 mile west of the Paramount Blvd. interchange so as to clear the eastbound off-ramp to Paramount Blvd.



Figure 2-49 SR-60 BRT Alternative

Eastside Transit Corridor - Phase 2
Refined SR-60 BRT



- Alignment passes over the Paramount Blvd. interchange cross street and on-ramp and then dips and levels off at the Town Center Dr. station platform
- East of platform, the alignment dips down at 4% – 5% grade approaching the Rio Hondo
- Alignment crosses the Rio Hondo at approximate elevation as main line then climbs to clear Rosemead Blvd. interchange ramps at Whittier Narrows Recreation Area
- Alignment swings south to clear Santa Anita Ave. interchange bridge then levels off at station east of Santa Anita Ave.
- Alignment continues east along south edge of freeway and rises up to clear Peck Rd. interchange ramps
- Alignment levels off for station east of Peck Rd.; a connector ramp provides intermediate access to the busway from Peck Rd.
- Alignment dips to follow the freeway across San Gabriel River then swings south at I-605 ramps then aligns at skew angle to cross SR-60 main line east of I-605 main line
- Alignment curves to follow north edge of SR-60 Freeway then dips beneath Crossroads Pkwy. S. bridge
- Alignment swings to northeast and terminates at-grade at a platform approaching the intersection of Crossroads Pkwy. and the Fry's Electronics store
- Busway alignment terminates at Crossroads Pkwy. N. where freeway flyer buses serving areas east along SR-60 can enter the facility by exiting SR-60 at the Crossroads Pkwy. interchange

Station Locations:

- E. 3rd St./Atlantic Blvd./ Pomona Blvd. (East Los Angeles) – At-grade LRT center platform (Existing); busway loading zone is located along south curb of Pomona Blvd. east of Beverly Blvd.; buses circulate around triangle parcel; a part of the western portion of the parcel is developed for bus storage
- SR-60 east of S. Garfield Ave. (Monterey Park & Montebello) – Aerial side platform along south edge of SR-60 with bridge access to parcel in SW quadrant of S. Garfield Ave./Pomona Blvd. intersection; opportunity for park and ride using parking deck and/or shared parking and TOD; transfer to S. Garfield Ave. buses
- SR-60 at Town Center Dr. between Paramount Blvd. and San Gabriel Blvd. (Montebello, Rosemead, and South San Gabriel) – Aerial side platform between Town Center Dr. and SR-60 with bridge access to parking lots at mall and Kaiser facility; opportunity for park and ride using parking deck and/or shared parking and TOD; transfer to Montebello Blvd. and San Gabriel Blvd. buses
- SR-60 at Santa Anita Ave. (South El Monte and Whittier Narrows Recreational Area) – Aerial side platform with bus loading area at plaza level on undeveloped parcel in SE

quadrant of Santa Anita Ave. and SR-60; opportunity for park and ride using parking deck and/or shared parking and TOD

- SR-60 at Peck Rd. (South El Monte, Pico Rivera and Whittier) – Aerial side platform with bus loading area at plaza level on triangle parcel between freeway, Peck Rd. and San Gabriel River; opportunity for site redevelopment with park and ride and TOD; opportunity for Peck Rd. buses serving South El Monte, El Monte and Whittier to access busway facility via connector ramp
- SR-60 at Crossroads Pkwy. (Whittier, City of Industry, and West La Puente Valley) – Aerial side platform with bus loading level on undeveloped parcel between Crossroads Pkwy. and freeway; opportunity for park and ride using parking deck and/or shared parking and TOD; opportunity for bus access from freeway flyer buses serving portions of SR-60 farther east

2.4.5 Final Alternative 3 – Beverly LRT

General Description:

This alternative parallels SR-60 to S. Garfield Ave., drops down to follow Beverly Blvd. to Whittier, then extends to Central Whittier via the Whittier Greenway. The route serves Monterey Park, Montebello, Pico Rivera and Whittier. The alignment uses retained cut and aerial along SR-60, and aerial structure south along S. Garfield Ave. to Beverly Blvd. The alignment is at-grade along Beverly Blvd. and the Whittier Greenway, using the existing Beverly Blvd. bridge across the Rio Hondo and with a separate aerial structure across the San Gabriel River. Elimination of left turns at minor intersections allows keeping two lanes open to traffic during peak periods while retaining off-peak parking within the existing roadway right-of-way; spot widening is accomplished at stations and principal intersections to provide needed roadway capacity. The on-street section connects to an exclusive at-grade alignment along the Whittier Greenway to Whittier Blvd., with an optional streetcar loop serving Uptown Whittier. The alternative could potentially intercept SR-60 trips at a park and ride with joint development potential near S. Garfield Ave. and serves built-up areas along Beverly Blvd. in Montebello and Pico Rivera and through Central Whittier. There is potential for TOD to occur on state lands at the Fred Nelles School in Whittier which is now closed. Figure 2-50 illustrates the alignment of the Beverly LRT Alternative.

Alignment Segments:

- Extend existing at-grade alignment east across Atlantic Blvd. and follow the median of Pomona Blvd. to SR-60
- Alignment transitions to aerial configuration slightly west of S. Hillview Ave., crossing over S. Sadler Ave. to follow the south edge of the SR-60 Freeway
- Alignment continues east along the south side of SR-60 in a combination of retained cut and/or on columns



- Alignment swings south on aerial structure approaching S. Garfield Ave., entering an aerial station along the west side of the street just south of Garfield Ave.
- Beyond the S. Garfield Ave. station, the alignment transitions to the median of S. Garfield Ave. and follows the roadway on aerial structure to Beverly Blvd.
- Approaching Beverly Blvd. the alignment swings to the east, crossing over the parcels in the northeast corner and continuing to turn into the median of Beverly Blvd.
- An aerial station is located over the median of Beverly Blvd. along the Southern California Edison easement
- East of the station, the alignment descends to an at-grade median running configuration, touching down immediately west of Concourse Ave.
- Alignment continues at-grade in the median of Beverly Blvd. with two through lanes open to traffic in the peak direction and off-peak parking in the curb lane (left turns are prohibited at minor intersections – at major intersections and stations, spot widening is used to preserve traffic capacity)
- At-grade stations are located at Wilcox Ave., Montebello Civic Center (option to Wilcox Ave.) and Montebello Blvd.
- Beverly Blvd. is widened by about five feet to either side between Montebello Blvd. and the Rio Hondo to allow the same at-grade configuration to be utilized heading east
- At-grade station is located at N. Poplar Ave.
- Alignment crosses the Rio Hondo on the existing six lane bridge, using the inside two lanes to accommodate the trackway
- The configuration in Pico Rivera between the Rio Hondo and the San Gabriel River is similar to that utilized in Montebello, with two through lanes open to traffic in the peak direction and off-peak parking in the curb lane (left turns are prohibited at minor intersections – at major intersections and stations, spot widening is used to preserve traffic capacity)
- At-grade station is located at Rosemead Blvd.
- East of Durfee Ave., the alignment transitions to aerial structure over the median
- East of Sandoval Ave., the aerial alignment transitions to the south side of Beverly Blvd.; the line parallels the existing San Gabriel River bridge across the river and then swings south
- Alignment continues on aerial structure over the Union Pacific Railroad Los Angeles subdivision main line and Los Nietos subdivision spur track to align with the abandoned railroad right-of-way approaching West Whittier



- Alignment shares the abandoned railroad corridor with the existing Whittier Greenway bicycle and pedestrian trail approaching Central Whittier; the existing pathways are modified and additional screening and landscape revisions are provided; in conjunction with sharing the right-of-way, a new connection is located beneath the Los Nietos subdivision spur track to connect between the existing Greenway trail and the San Gabriel River trail via Floral Dr., Obregon St. and Eduardo Ave.
- Alignment continues along the Greenway; grade crossings is located at Pioneer Blvd., Palm Park (pedestrian only), Palm Ave., Broadway, Camilla St., Hadley St., Bailey St. and Philadelphia St. (the alignment bridges Norwalk Blvd.); stations are located at Norwalk Blvd. and Broadway Ave.
- Alignment includes two design options (refer to text in next section for station locations):

Design Option 1 – Double Track to Mar Vista

- Two-track line with grade crossings at Philadelphia St., Penn St. and Mar Vista St. with a Mar Vista St. station and a tail track extending east of Mar Vista St. for mid-day and overnight storage

Design Option 2 – Streetcar Loop to Uptown Whittier and Whittier College

- A single-track streetcar loop serving Uptown Whittier and Whittier College as described further: Single track southbound extends across grade crossing at Philadelphia St. and turns east into Penn St., operating on-street in the eastbound travel lane; the single track continues east to Washington Ave., then turns north to follow the northbound travel lane along Washington Ave. to Bailey St., then turns west to follow the westbound travel lane along Bailey St. to Newlin Ave., then turns south to follow the southbound travel lane along Newlin Ave. to Wardman St., then turns west to follow the westbound travel lane along Wardman St.; finally turning north to rejoin the two-track dedicated trackway along the Greenway west of Wardman St. (includes mid-day/overnight storage tracks between Philadelphia St. and Wardman St. along Whittier Greenway)

Station Locations:

- E. 3rd St./Atlantic Blvd./ Pomona Blvd. (East Los Angeles) – At-grade center platform (Existing); transfer to Atlantic Blvd. buses
- S. Garfield Ave. south of SR-60 (Monterey Park & Montebello) – Aerial center platform over parcels along west side of S. Garfield Ave. with bridge access to parcel in NE quadrant of Garfield/Pomona intersection; opportunity for park and ride using parking deck and/or shared parking and TOD; transfer to S. Garfield Ave. buses
- Beverly Blvd. east of S. Garfield Ave. (Montebello) – Aerial center platform over median at Ashiya Park Rd. just east of Beverly Blvd.; potential for small park and ride



on parcel at NE quadrant of Beverly/Garfield intersection; transfer to local buses at Beverly/Garfield intersection

- Beverly Blvd. at Wilcox Ave. (Montebello) – At-grade split far side platform station
- Beverly Blvd. at Montebello Civic Center (Montebello) – At-grade center platform immediately west of Civic Center driveway (optional location in lieu of Wilcox Ave.)
- Beverly Blvd. at Montebello Blvd. (Montebello) – At-grade split far side platform station; opportunity for park and ride using parking deck and/or shared parking and TOD at shopping center in NW quadrant of Beverly/Montebello intersection; transfer to Montebello Blvd. and Beverly Blvd. buses
- Beverly Blvd. at N. Poplar Ave. (Montebello) – At-grade split far side platform station; no parking
- Beverly Blvd. at Rosemead Blvd. (Pico Rivera) – At-grade split far side platform station; opportunity for park and ride using parking deck and/or shared parking and TOD at shopping center in SE quadrant of Beverly/Rosemead intersection; transfer to Rosemead Blvd. and Beverly Blvd. buses
- Whittier Greenway at Norwalk Blvd. (West Whittier) – Center platform station along Greenway bridging Norwalk Blvd.; no parking; transfer to Norwalk Blvd. buses
- Whittier Greenway at Broadway (West Whittier) – At-grade center platform station along Greenway west of Broadway; no parking

Design Option 1 – Double Track to Mar Vista

- Whittier Greenway at Philadelphia St. (Central Whittier) – At-grade center platform station along Greenway east of Philadelphia St.; potential to acquire adjoining industrial parcels for park and ride; potential for adjacent TOD at Fred C. Nelles School site 500 feet to the south
- Whittier Greenway at Mar Vista St. (Central Whittier) – At-grade center platform station along Greenway east of Mar Vista St.; potential to provide new roadway connection at Mar Vista St. to give access to Presbyterian Intercommunity Hospital and encourage TOD on south side of Whittier Blvd.; transfer to Whittier Blvd. buses

Design Option 2 – Streetcar Loop to Uptown Whittier and Whittier College

- Whittier Greenway at Philadelphia St. (Central Whittier) – At-grade center platform station along Greenway north of Philadelphia St.; potential to acquire adjoining industrial parcels for park and ride; potential for adjacent TOD at Fred C. Nelles School site 500 feet to the west
- Penn St. at Pickering Ave. (Central Whittier) – At-grade side platform station along south curb of Penn St. west of Pickering Ave.; platform will occupy parking lane on block between Whittier Ave. and Pickering Ave.



- Penn St. at Greenleaf Ave. (Uptown Whittier) – At-grade side platform station along south curb of Penn St. east of Greenleaf Ave.; platform will occupy parking lane on block between Greenleaf Ave. and Bright Ave.
- Washington Ave. at Philadelphia St. (Uptown Whittier/Whittier College) – At-grade side platform station along east curb of Washington Ave. north of Philadelphia St.; platform will occupy parking lane on block between Philadelphia St. and city parking lot driveway between Philadelphia St. and Bailey St.
- Bailey St. at Comstock (Uptown Whittier) – At-grade side platform station along north curb of Bailey St. west of Comstock Ave.; platform will occupy parking lane on block between Comstock Ave. and Milton Ave.
- Wardman St. at Pickering Ave. – At-grade side platform station along north curb of Wardman St. east of Pickering Ave.; platform will occupy parking lane on block between Newlin Ave. and Pickering Ave.

2.4.6 Final Alternative 4 – Whittier LRT

General Description:

This alternative parallels SR-60 to S. Garfield Ave. then follows S. Garfield Ave. south to Whittier Blvd. east to Central Whittier. The line serves Montebello, central Pico Rivera, and Whittier. The line is on an aerial structure in the median of S. Garfield Ave. and/or Southern California Edison utility corridor and turns east into the median of Whittier Blvd. The line descends to grade and operate in a semi-exclusive trackway between 10th Ave. in Montebello and the Union Pacific Railroad route in Pico Rivera. East of that location the alignment is on aerial approaching Central Whittier, descending to an at-grade section approaching the terminus east of Mar Vista St. Similar to the Beverly Blvd. alternative, there is an optional terminus in a streetcar loop serving Uptown Whittier and Whittier College. There is some potential to intercept trips off SR-60 at S. Garfield Ave. TOD opportunities are available on large parking areas in the commercial districts as well as the potential for redevelopment on state lands at the Fred Nelles School in Whittier which is now closed. Figure 2-51 illustrates the alignment of the Whittier LRT Alternative.

Alignment Segments:

- Extend existing at-grade alignment east across Atlantic Blvd. and follow the median of Pomona Blvd. to SR-60 Freeway
- Alignment transitions to aerial configuration slightly west of S. Hillview Ave., crossing over S. Sadler Ave. to follow the south edge of the SR-60 Freeway
- Alignment continues east along the south side of SR-60 in a combination of retained cut and/or on columns
- Alignment swings south on aerial structure approaching S. Garfield Ave., entering an aerial station along the west side of the street just south of S. Garfield Ave.



Figure 2-51 Whittier LRT Alternative

Eastside Transit Corridor - Phase 2
Refined Whittier LRT

