
Design Option 1 – Southern California Edison Utility Corridor

- Beyond the S. Garfield Ave. station, the alignment transitions to the median of S. Garfield Ave. and follows the roadway on aerial structure to the Southern California Edison utility corridor south of Beverly Blvd.
- Alignment swings south into utility corridor and continues south towards Whittier Blvd.; approaching Whittier Blvd., the alignment swings east into median of Whittier Blvd. on aerial trackway

Design Option 2 – 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 south
- Approaching Whittier Blvd., the alignment swings east into median of Whittier Blvd. on aerial trackway

Included in Both Design Options

- Alignment continues east on aerial trackway over median of Whittier Blvd.
- Alignment descends to grade east of N. Maple Ave., continuing at-grade in the median of Whittier Blvd. east across the N. Taylor Ave. intersection
- At-grade station is located between N. 10th St. and N. Spruce St.
- East of Montebello Blvd., Whittier Blvd. parking and/or travel lanes are reduced to fit the at-grade trackway within the existing narrow right-of-way
- Alignment continues east along the median of Whittier Blvd. using the existing bridge over the Rio Hondo and continuing beneath the existing Union Pacific Railroad bridge along the Los Angeles subdivision east of the Rio Hondo
- East of the railroad undercrossing, the alignment ascends to a median aerial configuration, crossing over Paramount Blvd.
- Alignment continues east along Whittier Blvd., with a design option to shift the trackway behind the south curb along the commercial parking lots of the shopping malls; aerial station is located east of Rosemead Blvd.
- Alignment continues east along Whittier Blvd., transitioning to the north side approaching the San Gabriel River, and continuing east on the north side of Whittier Blvd. on aerial structure over the San Gabriel River and I-605 Freeway
- Beyond the I-605 Freeway, the alignment transitions back to the median of Whittier Blvd., aligned over the median east of the northbound off-ramp
- Alignment continues east, transitioning to the south side approaching Norwalk Blvd. where an aerial station is located over the parcels in the SE quadrant of the Whittier/Norwalk intersection; there are two design options east of Norwalk Blvd.:

Design Option 3 – At-grade

- Alignment continues east along south side of Whittier Blvd., transitioning back to grade ahead of Glengarry Ave.; at Glengarry Ave., alignment swings into median of Whittier Blvd. and continues east

Design Option 4 – Aerial

- Alignment transitions to median of Whittier Blvd. immediately east of Norwalk Blvd. station and continues east on aerial structure to Hadley Ave.; east of Hadley Ave., alignment transitions to grade and continues east
- Alignment continues east across Sorensen Ave. in the median of Whittier Blvd. – there are two additional design options for the terminus (refer to text in following section for station locations):

Design Option 5 – Double Track to Mar Vista

- Two-track line in median of Whittier Blvd. extending to a terminal station at Mar Vista St. and a tail track extending east for mid-day and overnight storage,

Design Option 6 – Streetcar Loop to Uptown Whittier and Whittier College

- Single track streetcar loop serving Uptown Whittier and Whittier College as described further: Single track eastbound track extends south of Philadelphia St. and turns 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.; then turns east to follow the eastbound travel lane along Newlin Ave., then turns west to follow the westbound travel lane along Wardman St.; finally turning north to rejoin the two-track dedicated trackway along the median of Whittier Blvd. (includes mid-day/overnight storage tracks between Philadelphia St. and Penn St. along Whittier Blvd.)

Stations:

- 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

Design Option 1 – Southern California Edison Utility Corridor

- Whittier Blvd. at S. Garfield Ave. (East Los Angeles, Montebello and Commerce) – Aerial center platform immediately east of S. Garfield Ave.; vertical circulation to parcel at NE or SE corner; no parking; bus transfer to S. Garfield Ave. and Whittier Blvd. buses

Design Option 2 – Garfield

- Whittier Blvd. at Concourse Ave. (East Los Angeles, Montebello and Commerce) – Aerial center platform between Via Vista and Concourse Ave.; vertical circulation bridge from west end of platform to parcel along N. or S. curb of Whittier Blvd.; bus transfer to S. Garfield Ave. and Whittier Blvd. buses

Either Design Option

- Montebello Old Town (Montebello) – At-grade center platform located on Whittier Blvd. between 10th and Spruce St. immediately west of Montebello Blvd.; limited opportunity for parking deck on alley behind land uses to north; bus transfer to Montebello Blvd. and Whittier Blvd. buses
- Pico Rivera (Pico Rivera) – Aerial center platform station along Whittier Blvd. at Rosemead Blvd.; two design options: (1) over median of Whittier Blvd., or (2) behind south curb over parking areas of adjacent commercial properties. Opportunity for development of park and ride using additional shared parking constructed over existing parking lots; opportunity for TOD; transfer to Rosemead Blvd. and Whittier Blvd. buses
- Norwalk Blvd. (West Whittier and Los Angeles County) – Aerial center platform station across and generally east of Norwalk Blvd. alongside and behind south curb of Whittier Blvd. Opportunity for limited park and ride or TOD on parcels south of Whittier Blvd. along the alignment

Design Option 1 – Double Track to Mar Vista

- Philadelphia St. (Central Whittier) – At-grade split far side platform station located at Philadelphia St. Opportunity for large park and ride and/or TOD on Fred C. Nelles School site abutting Whittier Blvd. ; transfer to Whittier buses; shuttle bus connection to Uptown Whittier and Whittier College
- Mar Vista St. (Central Whittier) – At-grade split far side platform station along Whittier Blvd. 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

- Philadelphia St. (Central Whittier) – At-grade center platform station located between Sorensen Ave. and Philadelphia St. Opportunity for large park and ride and/or TOD on Fred C. Nelles School site abutting Whittier Blvd. ; transfer to Whittier buses; shuttle bus connection to Uptown Whittier and Whittier College
- Penn St. at Pickering Ave. (Central Whittier) – At-grade side platform station along south curb of Penn St. west of Pickering; 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 between Philadelphia St. and city parking lot driveway between Philadelphia St. and Bailey St.
- Bailey St. at Comstock Ave. (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 Pickering Ave. and Newlin Ave.

2.4.7 Final Alternative 5 – Washington LRT

General Description:

This alternative extends parallel to SR-60 to S. Garfield Ave. then follows S. Garfield Ave. to Washington Blvd. and Washington Blvd. east to Whittier. The route serves southern portions of Monterey Park as well as Montebello, Pico Rivera, Santa Fe Springs and West and South Whittier. The alignment extends east in retained cut and aerial along SR-60 then follows S. Garfield Ave. south on aerial structure to Washington Blvd. The configuration would reduce the shoulder width to provide a median to support the aerial structure while retaining turn lanes at intersections in principal commercial driveways without widening. This alternative could potentially intercept SR-60 trips at a park and ride with joint development potential near S. Garfield Ave. There is potential for TOD at large surface parking areas near stations. The terminal station is near Presbyterian Intercommunity Hospital and the state lands of the Fred Nelles School, which is presently closed but could be redeveloped. Whittier College and Uptown Whittier are accessible by shuttle bus. Figure 2-52 illustrates alignment of the Washington 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 S. 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 Washington Blvd. (long span construction would be used across the Union Pacific Railroad right-of-way to avoid conflict with rail uses beneath).
- Alignment swings east through northeast corner of Garfield/Washington intersection into an alignment over median of Washington Blvd. (shoulders, lane widths and sidewalks are revised to accommodate aerial structure within existing right-of-way to greatest extent practical)
- Alignment continues over median east towards the Rio Hondo; aerial station is located at S. Greenwood Ave.
- Alignment shifts to north side of Washington Blvd. approaching the Rio Hondo and shifts back to median of Washington Blvd. approaching Paramount Blvd.
- Alignment continues east over median of Washington Blvd. towards Rosemead Blvd.
- Approaching Rosemead Blvd. the alignment shifts to south side of Washington Blvd. to accommodate Pico Rivera station along south half of roadway
- Alignment shifts back to median at Rosemead Blvd. and continues along the median approaching the San Gabriel River
- Alignment shifts to follow the south side of Washington Blvd. approaching the San Gabriel River and parallels the existing bridge along the south side across the river
- East of the river, the alignment continues along the south edge of the roadway, swinging back to the median as it crosses I-605; aerial station is located at Norwalk Blvd.
- Alignment continues east over median of Washington Blvd. to a terminal station at Lambert Rd. (tail track extends 600 feet beyond terminal station)

Stations:

- 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
- Whittier Blvd. at S. Garfield Ave. (East Los Angeles, Montebello and Commerce) – Aerial center platform along median of S. Garfield Ave. north of Whittier Blvd.; small park and ride and minor TOD potential on parcels in NE quadrant of intersection; bus transfer to S. Garfield Ave. and Whittier buses

- S. Greenwood Ave. (Montebello) – Aerial center platform along median of Washington Blvd. at S. Greenwood Ave.; opportunity for park and ride using parking deck and/or shared parking with some TOD potential in one of the four quadrants of the intersection; transfer to Washington Blvd. and Greenwood Ave. buses
- Rosemead Blvd. (Pico Rivera) – Aerial center platform station located over eastbound lanes of Washington Blvd. approaching Rosemead Blvd.; opportunity to develop park and ride with shared parking and/or parking decks over commercial parking lots; opportunity to develop TOD on commercial lots in conjunction with shared parking; transfer to Washington Blvd. and Rosemead Blvd. buses
- Norwalk Blvd. (West Whittier, Santa Fe Springs, and Los Angeles County) – Aerial center platform station over median east of Norwalk Blvd.; transfer to Norwalk Blvd. and Washington Blvd. buses
- Lambert Rd. (Central Whittier and Santa Fe Springs) – Aerial center platform over median generally west of Lambert Rd. Opportunity for park and ride using parking deck and/or shared parking in SE quadrant of Washington/Lambert intersection. Potential for TOD with redevelopment of existing commercial uses. Walk access to Presbyterian Intercommunity Hospital; shuttle bus connections to Fred C. Nelles School site, Uptown Whittier and Whittier College.