

Eastside Transit Corridor Phase 2

Alternatives Fact Sheet



Metro

Eastside Transit Corridor Phase 2 LRT Build Alternatives



Project Alternatives Under Consideration

The proposed SR-60 and Washington Bl alternatives are extensions of the Metro Gold Line Eastside Extension Phase 1. Both alternatives utilize light rail transit (LRT) technology, the same system as Eastside Phase 1 and would allow a seamless connection without a transfer at the existing Atlantic Station. The following is a detailed description of the two build alternatives:

SR-60 LRT

This alignment generally follows the southern edge of the SR-60 Freeway terminating at Peck Rd in the City of South El Monte. The train would run along the side of the freeway on an elevated track crossing over existing freeway ramps. The proposed station locations include:

- > Garfield Avenue Station
- > The Shops at Montebello
- > Santa Anita Avenue Station
- > Peck Road Station

SR-60 LRT, North Side Variation

The North side variation is under study to avoid potential impacts to former OII landfill superfund site in Monterey Park. The variation transitions to the north side of the SR-60 freeway west of the Greenwood Av bridge and returns south just west of Paramount Bl

Washington Bl

This alignment follows the SR-60 Freeway to Garfield Av, and then travels south to Washington Bl. From there, the alignment continues east, terminating at Lambert Rd in the City of Whittier. This alternative is proposed to have both at-grade and elevated sections of track to minimize impacts and reduce costs. The proposed station locations include:

- > Garfield Avenue Station
- > Whittier Boulevard Station
- > Greenwood Avenue Station
- > Rosemead Boulevard Station
- > Norwalk Avenue Station
- > Lambert Road Station

Washington LRT, At Grade/Aerial Options

Two design variations are being considered for the Washington Bl LRT Alternative. The first aerial crossing would include a grade separation at Rosemead Bl, a second aerial crossing at San Gabriel River/I-605 would include a grade separation at Pioneer Bl

Summary of Alternatives

	SR-60 Freeway	Washington Bl
Length	6.9	9.5
Travel Time (Minutes)	12.5	19.5 – 22.5
Ridership (Daily)	16,700	19,900
Number of Stations	4	6
Estimated Capital Costs ¹ <i>in billions, 2010</i>	\$2.5	\$2.8-\$3.2
Estimated Capital Costs ¹ <i>in billions, 2035 year of expenditure (YOE)</i>	\$2.5	\$2.8-\$3.2 ⁶


In addition to the LRT alternatives, the Draft EIS/EIR will also evaluate a No Build alternative and a Transportation Systems Management (TSM) Alternative (i.e. service improvements to existing bus lines).


1. Estimated and subject to change based on further refinements and economic conditions



Contact Us

Please use the following contact tools to access more project information, ask questions or provide comments.

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