



SR-710 Study

Alternatives Analyses Phase

LIGHT RAIL TRANSIT ALTERNATIVE (LRT-4X) FACT SHEET

DESCRIPTION

The Light Rail Transit alternative (LRT-4X) operates along a dedicated guideway, similar to other Metro rail lines, and is intended to increase transit service and connectivity, and improve transit travel time to key destinations between East Los Angeles (East LA) and Pasadena. LRT-4X is generally within existing rights-of way, with some minor on-street parking impacts, aerial easements, and potential property acquisitions (up to 50) needed for the stations. Further refinements are planned to enhance transit performance and to avoid and/or minimize impacts. Local input and coordination prior to implementation will be crucial to optimize performance and minimize impacts to surrounding communities.

INITIAL DESIGN & SERVICE PLAN

The length of the LRT-4X alignment is approximately 7.5 miles, with aerial and bored tunnel segments 3 miles long and 4.5 miles long, respectively. Two directional tunnels are proposed with tunnel diameters approximately 20 feet each, located approximately 50 feet to 75 feet below surface. The southern portal of LRT-4X would be located north of Valley Boulevard. Trains may operate at speeds of up to 65 mph; every 5 minutes during peak hours and 10 minutes during off-peak hours. Park and Ride facilities would be provided at all of the proposed stations except for California State University, Los Angeles (Cal State LA) and Fillmore. When measured against the 2035 No Build (or the baseline condition) LRT-4X, including TSM elements, is expected to add almost 20,000 new riders system-wide.

PROPOSED MAINTENANCE YARD OPTIONS

A maintenance yard to clean, maintain and store light rail vehicles (LRV) would be needed. Two potential sites have been identified, of which only one would be required:

- Along Valley Boulevard near the terminus of Interstate Route 710 (I-710)
- Along Glenarm Street between Fair Oaks Avenue and Fillmore Street

INITIAL PROPOSED ROUTE

LRT-4X would start at an aerial station on Mednik Avenue adjacent to the existing East LA Civic Center Station on the Metro Gold Line; travel north on Mednik Avenue on an elevated structure; turn west on Floral Drive; turn north across Corporate Center Drive and enter the I-710 right-of-way (ROW) continuing on an elevated structure on the west side of I-710.

After entering the I-710 ROW, LRT-4X would travel north; with a station proposed for Cal State LA and transfer locations for the El Monte Busway and Metrolink service. Continuing north of Cal State LA, LRT-4X would enter a bored tunnel north of Valley Boulevard; travel northeast to Fremont Avenue, with a station near the Los Angeles County Department of Public Works building in Alhambra (Fremont Ave/Mission Rd), continues north under Fremont Avenue, shift easterly to Fair Oaks Avenue, and continue in a tunnel under State Route 110, and proceed north to a terminus near the existing Fillmore Station on the Metro Gold line.

PROPOSED STATION LOCATIONS (7)

- Mednik Avenue
- Floral Drive
- Cal State LA
- Alhambra (Fremont Ave)
- Huntington Drive
- South Pasadena (Mission Street)
- Fillmore Street

MAJOR TASKS COMPLETED:

INITIAL ENVIRONMENTAL ASSESSMENTS ✓
CONCEPTUAL ENGINEERING ✓
ALTERNATIVES ANALYSES ✓

