



SR-710 North Study

LIGHT RAIL TRANSIT ALTERNATIVE FACT SHEET

DESCRIPTION

The Light Rail Transit (LRT) alternative 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. The LRT alternative is generally within existing rights-of way with some property impacts required for the stations.

Local input and coordination with cities, state and local fire representatives, first responders, railroads and other affected agencies, prior to implementation, will be crucial to optimize performance and minimize potential impacts to surrounding communities.

DESIGN & SERVICE PLAN

The length of the LRT 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 the LRT alternative would be located south 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. New Park and Ride facilities would be provided at all of the proposed stations except for California State University, Los Angeles (Cal State LA), Fillmore and Mednik. In addition bus feeder service is being proposed to increase system connectivity for the LRT main line.

A grade-separated maintenance yard above Valley Boulevard, near the terminus of State Route 710, is being proposed to clean, maintain and store light rail vehicles (LRV). Fire, life safety components/systems will be coordinated with first responders, state and local fire departments, and others as appropriate.

PROPOSED ROUTE

The initial design calls for the LRT to have 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, the LRT would travel north to a station proposed at Cal State LA, a transfer location for the El Monte Busway and Metrolink service. Continuing north of Cal State LA, the LRT would enter a bored tunnel south of Valley Boulevard; travel northeast to Fremont Avenue, with a station near the Los Angeles County Department of Public Works building in Alhambra (Fremont Avenue /Concord Avenue), continue north under Fremont Avenue, shift easterly to Fair Oaks Avenue, and continuing under State Route 110, and terminate at an underground station beneath Raymond Avenue, in the vicinity of the existing Fillmore Gold Line Station.

Further refinements are ongoing and under consideration (including variations to the south end of the alignment) to enhance performance and to avoid and/or minimize impacts.

PROPOSED STATION LOCATIONS (7)

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

MAJOR TASKS COMPLETED:

INITIAL ENVIRONMENTAL ASSESSMENTS ✓
CONCEPTUAL ENGINEERING ✓
ALTERNATIVES ANALYSES ✓

LRT Alternative

Legend

-  Elevated Section
-  Cut and Cover Tunnel Section
-  Tunnel Section
-  Station
-  Existing Freeway
-  Existing Road
-  Railroad
-  Metro Gold Line/Station
-  City Boundary

