Eastside Transit Corridor Phase 2
Technical Study Update
Community Outreach Meeting – February 2017
Purpose of Tonight’s Meeting

- Recap of Board motion (2014) and technical study process
- Provide update on SR-60 Alternative technical investigations
- Share results of the Washington Blvd. Alternative Routing Concepts
- Receive feedback from you
- Discuss next steps
Alternatives Studied in 2014 Draft EIS/EIR

Aerial configuration eliminated by Metro Board

Draft EIS/EIR Alternatives:
- SR-60
  6.9 Miles, 4 Stations (all aerial)
- Washington Blvd (Garfield Aerial)
  9.3 Miles, 6 Stations (3 aerial, 3 at-grade)
Nov 2014: Board-directed Technical Study to:

- Address Agency Comments
  - US Environmental Protection Agency (USEPA)
  - US Army Corps of Engineers (USACE)
  - California Department of Transportation (Caltrans)
  - California Department of Fish and Wildlife (CDFW)
  - Southern California Edison (SCE)

- Eliminate Aerial on Garfield Av between Via Campo and Whittier Bl.
  - Draft EIS/EIR eliminated at-grade

- Identify a New North/South Connection to Washington Bl.

- Explore Feasibility of Operating Both SR-60 and Washington Bl. Alternatives
Phases of Project Development

- Early Planning
- Environmental Studies & Conceptual Engineering
  - Technical Study
    - Metro Board Directive (Nov. 2014)
    - Metro Board Consideration of Findings (Spring 2017)
    - We Are Here
- Final Environmental Clearance
- Final Design
- Construction
- Open for Service
- Ongoing Public Participation
SR-60 North Side Design Variation (NSDV) Alternative
Caltrans: SR-60 NSDV flyover west of Greenwood Ave affects the ability to widen SR-60 to full standard + HOV lanes.
Shifted SR-60 NSDV Flyover Further East and Lowered Grade Profile To Minimize Visual Impact to Marketplace Development

Future Marketplace Development (under construction)
SR-60 NSDV Alignment Column Placement Relocation To Avoid Conflict with New SR-60 Ramps
Raised SCE Transmission Lines at SR-60/Paramount Interchange

- **New Tower Height**
- **Existing Tower Height**
- **Existing Transmission Lines**
- **Guideway Elevation**
Whittier Narrows Dam Flood Control Basin
Refined Santa Anita Station Concept

*Station location and park-and-ride structure design concept are subject to change as technical analysis continues.*

Raise Park-and-Ride Structure above flood level

Potential Park-and-Ride Structure

Baseline South Alignment (Eliminated)
At-grade
Aerial
Station
Existing Transit
Gold Line/Eastside Extension
Metrolink

0.25 mile

0.5 mile
Beginning of Retaining Wall at Pomona Bl & Hillview St

SR-60 Alternative Transition from At-Grade to Aerial
2014 Draft EIS/EIR Assumptions

Existing Atlantic Station

Pomona Blvd

Hillview Ave

AltaMed

Atlantic Blvd

Beginning of Retaining Wall at
Pomona Bl & Hillview St
SR-60 Alternative Transition from At-Grade to Aerial
Moved Retaining Wall Further East (Proposed Refinement)

Beginning of Retaining Wall
Mid-block East of Hillview Ave

0.25 mile
Metro Board Item Checklist

SR-60 Alternative

✓ Coordinate with Agencies to Address Comments
  ✓ US Environmental Protection Agency (USEPA)
  ✓ US Army Corps of Engineers (USACE)
  ✓ California Department of Transportation (Caltrans)
  ✓ California Department of Fish and Wildlife (CDFW)
  ✓ Southern California Edison (SCE)

No major Resource Agency issues with resuming environmental review of the SR-60 Alternative.
Identify New North-South Connection to Washington Boulevard
Washington Boulevard Alternative
North-South Connection Concepts
Garfield Avenue Underground Concept

- Potential conflicts with underground utilities
- Low-moderate activity level at Whittier/Garfield
- No connection to the Citadel/major activity centers
Arizona: 3rd/Mednik Junction Issues
At-grade and Underground Concepts

Potential Impacts to:

- Existing Civic Center Station and Gold Line operations
- Sensitive uses
- Residential properties
- Traffic, access and parking
- Pedestrian and bicycle safety
Arizona Avenue

Eliminate Arizona from further consideration!

Arizona Av. at Whittier Bl. (Looking South)
South Atlantic Blvd Concept - Opportunities and Challenges

Potential Challenges
- Commerce
- Citadel
- Casino/Hotel

Opportunities
- Commerce Casino/Hotel
- SCE Towers/Wires
- BNSF Rail spurs
- I-5 / UPRR “Mix-Master”
Atlantic Boulevard – Existing Condition

Atlantic Bl. at Whittier Bl. (Looking Southbound)
Atlantic Underground Concept – What’s Needed?

- Two tunnel portals – one north and one south
- Two locations to launch and extract a TBM – exact locations unknown
- Excavation of station boxes
Staff Recommendation:

✅ Carry Atlantic Underground forward as the new Washington Alternative
Metro Board Item Checklist
Washington Alternative

✔ Eliminate Aerial on Garfield Av between Via Campo and Whittier Bl.
  Draft EIS/EIR eliminated at-grade

✔ Identify a New North/South Connection to Washington Bl.
Total Funding: $6.0 Billion

Funding delivered in two phases:

- Phase 1: $3.0 Billion in 2029
- Phase 2: $3.0 Billion in 2053
Can You Operate a Combined Alternative with SR-60 and Washington Alternatives?
The Combined Alternative

A + B + C = The Combined Alternative

South El Monte Line

Whittier Line

South El Monte To Whittier Line

One Maintenance Yard for the Combined Alternative
Location TBD

Draft – For Discussion Only
Metro Board Item Checklist

☑ Explore Feasibility of Operating Both SR-60 and Washington Bl Alternatives
We would like to ask you some questions about the alternatives. The following Preference Survey is designed to obtain your input on the Eastside Transit Corridor Phase 2 project.

The survey consists of five questions.

Please respond by using the clicker:

- Multiple choice answers correspond with the numbers on the voting devices
- There are no right or wrong answers
Have you ever taken a trip on the Metro Gold Line?

1. Yes
2. No
What is the most important reason for implementing the Eastside 2 extension?

1. Connecting to the regional system
2. Ease traffic congestion
3. Economic revitalization
4. Improving access to major activity centers and jobs
5. Other
Question 2

What is the most important consideration for a Metro Rail station?

1. Proximity to activity centers

2. Ease of access (walking, bike, bus, parking, etc.)

3. Safety and security

4. Economic revitalization potential

5. Other
Based on what you heard today, what is your biggest concern?

1. Traffic/Circulation/Parking

2. Construction activities
   (displacement/disruption of residents and/or businesses)

3. Safety and security

4. Air quality impacts

5. Other
Do you agree or disagree with the following statement: “The Atlantic underground concept has enough merit to be recommended as the new Washington Blvd Alternative.”

1. Agree
2. Neutral
3. Disagree
Based on what you heard, is there merit in adding a combined Alternative that includes both SR-60 and Washington Blvd in the next phase of the study?

1. Yes
2. No
3. Maybe
Next Steps/Schedule

- Spring 2017 – Metro Board consideration of Technical Study findings
- Summer/Fall 2017 – Reinitiate Environmental Process