



Los Angeles County
Metropolitan Transportation Authority

Metro

News

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FOR IMMEDIATE RELEASE

Metro to Hold Public Meetings for Eastside Transit Corridor Phase 2 Project March 28-31

The Los Angeles County Metropolitan Transportation Authority (Metro) will host four public meetings the last week of March to update residents and businesses on the latest developments of the Eastside Transit Corridor Phase 2 project, a transit line that would extend the Metro Gold Line farther east from Pomona Boulevard and Atlantic Boulevard in East Los Angeles.

Two light rail alternatives now under consideration are: a State Route-60 (SR 60) to South El Monte alternative, and a Washington Boulevard alternative to Whittier, both of which would connect seamlessly to the current Gold Line terminus at Atlantic Station.

These meetings are the first round of public meetings to receive comments from the public on the technical studies being completed on both alternatives and including potential new Washington Boulevard alternative routing concepts. Meetings will provide the public with opportunities to hear about the project and potential routes, and to provide opportunities to collect public input. The meeting schedule is as follows:

Monday, March 28

6-8 p.m.

Whittier Senior Center
13225 Walnut St
Whittier, CA 90602

Tuesday, March 29

6-8 p.m.

East Los Angeles Public Library
4837 E 3rd Street
Los Angeles, CA 90022

Wednesday, March 30

6-8 p.m.

Quiet Cannon
901 Via San Clemente
Montebello, CA 90640

Thursday, March 31
6-8 p.m.
South El Monte Senior Center
1556 Central Avenue
South El Monte, CA 91733

SR-60 Alternative

The “SR-60” alternative generally follows the southern edge of the SR-60 Freeway terminating at Peck Road 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, and would travel for a short distance on the north side of the SR-60 Freeway between approximately Greenwood Avenue and Paramount Boulevard. This alignment is identified as the SR-60 North Side Design Variation in the Draft Environmental Impact Statement/Report (EIS/R). Over the past several months, work has been done along this alignment to address comments raised by cooperating agencies during the Draft EIS/R process.

Washington Boulevard Alternative

The “Washington Boulevard” alternative would extend the Gold Line for approximately 9.5 miles to Whittier with up to six new stations. This alignment was originally designed to follow the SR-60 Freeway and then turn south, running on an aerial structure above Garfield Avenue until turning east on Washington Boulevard, ending near the intersection of Washington and Lambert Road. However, a segment of that aerial route on Garfield Avenue has been eliminated from further consideration, which led to the further studies currently underway to develop a new route to Whittier that does not include the eliminated aerial section on Garfield.

Three new routing concepts are now under consideration for the Washington Boulevard alternative:

- The first route concept is along Arizona Avenue, with potential stations at Arizona/Whittier and The Citadel.
- The second is along Atlantic Avenue, with potential stations at Atlantic/Whittier and The Citadel.
- The third is along Garfield Avenue, with the same stations that were proposed in the Draft EIS/R. The Garfield option would need to include an underground segment to replace the aerial portion that was eliminated by the Metro Board due to community opposition, since an at-grade alignment was ruled out in the initial study. The grade, whether above street, street level or underground for potential routes on Arizona and Atlantic, has not been determined.

The format for the community meetings will include a short open house session during which the public can view project displays, get more information on the project and talk to staff. Then Metro staff will give a presentation updating the public on the project status. After the presentation, attendees will be provided with an opportunity to join break-out sessions to give their comments and suggestions for the project.

For additional project information, visit https://www.metro.net/projects/eastside_phase2/.

About Metro

Metro is a multimodal transportation agency that is three companies in one: a major operator that transports about 1.4 million passengers a day on a fleet of 2,200 clean air buses and six rail lines; a major construction agency that oversees many bus, rail, highway and other mobility related building projects; and the lead transportation planning and programming agency for Los Angeles County. Overseeing one of the largest public works programs in America, Metro is changing the urban landscape of the Los Angeles region. Dozens of transit, highway and other mobility projects largely funded by Measure R are under construction or in the planning stages.

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