APPENDIX H
Exposition Transit Parkway Definitions
Exposition Transit Parkway Definitions

Guideway

**Bridges:** Bridges are aerial guideway structures that include: the LRT trackway, walkways and systems facilities. Bridges may include stairs, elevators and escalators, and center or side platform stations where aerial stations occur. A single or dual LRT trackway may be provided on the bridge structure. The trackway itself may include direct fixation, ballasted or embedded sections. Bridges for this Project are structures with sculptural columns, abutments and Mechanically Stabilized Earth (MSE) walls supporting the bridge structure. MSE walls included as part of bridges may be landscaped. Bridges for the Project may also include long span bridge structures with abutments and no column or MSE wall support. See: Elevated Stations, Embankments and Walls under Landscaping, Public Art and Other Transit Parkway Improvements. This element describes the bridge type selection for the Project.

For all bridges discussed in this Project, a dual trackway will be used with either direct fixation or ballasted track or both. See the Route Alignment and Guideway and Mitigation Options to the LPA element for bridge locations, use and further description. See also: Stations element, for locations of aerial stations on bridges.

**Street Restoration:** Street Restoration includes all existing street conditions along the alignment of the Project to be restored or improved due to the construction of the Exposition Transit Parkway. This element includes restoration and improvements to adjacent streets outside the ROW and also includes restoration and improvement work within the ROW at crossings and other locations. Street Restoration may accompany the implementation of the following: roadway alignment and reconstruction, at-grade LRT guideway alignment, bikeway and bicycle facilities implementation, utility relocation, bridge construction and other grade separation construction, location of grade crossings and pedestrian crossing features, street connections to parking facilities, landscaping, public art and other transit parkway improvements. Station area definitions may be used to group and describe the scope of Street Restoration work.

**Sound Barriers:** Sound barriers are structures built as part of the Route alignment and Guideway of the Project to mitigate excessive noise. Sound barriers can be walls made of masonry, concrete, wood or metal. Sound barriers can be incorporated into Bridges as parapet walls for noise mitigation. Sound barriers can also be designed as part of landscaped berm treatments and other landscape treatments and can therefore be designed as an element of Landscaping, Public Art, and Other Transit Parkway Improvements.

Station Types

**At-grade center platform station:** This station type allows trains to arrive, load and unload passengers at the same platform simultaneously from two directions. This station is designed to expedite transfers between trains, if needed and also facilitates redirecting passengers to single-track operating trains from the same platform. These stations would require a larger station site area to accommodate the platform, trackway, and other station features in an existing location, as opposed to an at-grade side and split platform station.
At-grade side platform station: This station type allows trains to arrive, load and unload passengers only from one side of the platform. A minimum of two platforms is required at a station location to accommodate train service in opposite directions using a double-track alignment. There are two types of side platform stations: At-grade side opposing and at-grade side and split platform. At-grade side opposing stations would allow trains to arrive, load and unload from opposite directions simultaneously, directly opposite each other. At-grade side and split platform stations allow for trains to arrive at platforms located typically on either side of a crossing. Side and split platforms would allow for vehicles to make a left turn at a crossing.

An at-grade side opposing platform station may require a wider ROW to accommodate two platforms without changing the trackway alignment to accommodate the station. An at-grade side and split platform station requires the least ROW width to accommodate two platforms, however, it will require a longer station site area to accommodate a duplicate of all station features on both platforms.

Aerial center platform station: This station type has platform features similar to an at-grade center platform station however; this station type is located on a bridge.

Modular Canopy Design: A modular canopy design concept is featured as part of the proposed Project. The concept involves a systematic, uniform canopy design concept, featuring a menu of at least four canopy concepts. Each canopy would feature weather protection to meet design criteria requirements. In addition to this, a photovoltaic system maybe included as part of the canopy. One or more of these canopy concepts would be developed during Final Design.

The menu of canopy concepts is the following: Tree, Leaf, Cone and River. See Preliminary Engineering Design for further information. In addition to this, special canopy designs maybe developed as part of an air rights joint use development in a Gateway Station.

These concepts are not representative of Final Design station canopy requirements.
Clean Mobility Center: A Clean Mobility Center (CMC) is a flexible and integrated multi-modal facility offering high quality amenities and transportation connections to and from activity centers anchored with a transit hub or station. The purpose of the CMC is to act as a gateway for arriving, transferring or departing customers by providing a menu of environmentally sustainable mobility options such as walking, bicycling, transit and car sharing, so that customers can reach their ultimate destination in a safe, easy, comfortable and predictable manner. A CMC is part of a transit hub or station area as they provide a symbiotic relationship to transit oriented land uses and serve to promote a more sustainable transportation system. For this Project, a CMC can be provided as part of a Gateway Station Program. For this Project, a CMC program would include:

- Illuminated information kiosks for local and regional trips. These kiosks maybe smart card activated.
- Countdown pedestrian signals and enhanced crosswalk paving
- A drinking fountain
- Two restrooms/changing rooms with smart card electronic access approximately 60 square feet each
- Office/attendant space for bicycle and car sharing facilities
- Bicycle facilities:
  - bike racks
  - bike lockers
  - bike rental/repair space
  - Compressed air station for inflating bicycle tires
- Car sharing facilities: dedicated car sharing parking stalls

If a CMC is assigned to a Gateway Station, all bicycle facilities provided at the station will be part of the CMC.

The Venice/Robertson station will provide a CMC with the following program requirements:

- Two illuminated information kiosks
- Bike racks for 50 bicycles
- Bike lockers for 16 bicycles
- Bike rental/repair space, approximately 300 square feet each
- Compressed air station
- Office/attendant space, approximately 200 square feet
- A drinking fountain
- Two restrooms/changing rooms at a total of 120 square feet
- 8 dedicated car sharing parking spaces:
  - 5 car share parking stalls
  - 3 car share parking stalls with electric vehicle charging
- See Pedestrian Safety Features sub-element and Chapter 3.13 Safety and Security for pedestrian safety mitigation measures

Transit Center: Transit Centers are bus transit facilities located at LRT stations. Transit Center facilities allow for the transfer of passengers from bus transit to another mode, facilitating circulation flow for bus vehicles and organize passenger movements in a comfortable, convenient manner. Transit Centers also provide information on transfers to LRT and to other buses using the Transit Center and the destination adjacent or surrounding the station area, where the Transit
Center is located. For this Project, Transit Centers can be located at Neighborhood Stations or Gateway Stations.

There are two types of Transit Centers defined for this Project: an On-street Transit Center and an Off-street Transit Center.

**On-street Transit Center**
- Serves a high level of bus activity including Metro Rapid, Metro Local, MUNI Operator, Other Service Provider and community-based operations; along with limited and express services where appropriate
- On-street customer service; primarily on-street bus service; layover facilities provided elsewhere
- Accessed by bus transfer, drop-off, walking and bicycle
- May include shared park-and-ride opportunities in some locations
- May be located adjacent to transit-oriented retail and/or mixed-use development
- Customer services and amenities may include:
  - Service identity
  - Service maps/timetables
  - Lighting
  - Seating and phones
  - Neighborhood area maps/information
  - Ticket vending machines
  - Real-time service information (e.g. “Next Bus” display, VMS or similar)
  - Bicycle racks (part of Gateway and Neighborhood Station, CMC)
  - Sidewalk/intersection paving improvements (for improved pedestrian and ADA access and safety). See Pedestrian Safety Features sub-element.

**Off-Street Transit Center**
- Serves Metro Rail and/or the interface of two Metro Rapid lines along with Metro Local, Municipal Operator, Other Service Provider and community-based services; along with limited and express services where appropriate
- May include a combination of on- and off-street customer service and bus service/layover facilities; may include some operational support facilities
- Accessed by full range of modes: rail and bus transfer, auto, drop-off, walking and bicycle
- May include shared or transit-only park-and-ride facilities
  - May be located adjacent to transit-oriented retail and/or mixed-use development; may be integrated with on-site development
  - Customer service and amenities may include:
    - Service identity
    - Customer protection (canopy, shelter or building element)
    - Service maps/timetables
    - Neighborhood area map/information
    - Ticket vending machines (standalone or part of LRT platform entrance)
    - Lighting
    - Seating and phones
    - Bicycle racks/lockers (included as part of CMC at Venice/Robertson station)
    - Sidewalk/intersection paving improvements (for improved pedestrian and ADA access and safety). See Pedestrian Safety Features element.
• Communication system (such as VMS) to provide real-time travel, service problem and delay information
• Closed-circuit television cameras and security speaker telephones in case of an emergency
• Landscaping, Public Art and Other Transit Parkway Improvements

Note: all Service Identity, Service maps/timetables and Neighborhood area map/information are part of the Signage and Graphics sub-element of the Project.

Station Program Guidelines

Two concepts are used to express station program guidelines for the proposed Project. These concepts are Gateway Stations and Neighborhood Stations.

Gateway Stations. Gateway Stations are both origin and destinations in themselves and will be designed to balance both local and regional transit ridership. A Gateway Station serves as a landmark of entry or symbolic passage into a district or major destination. A Gateway Station is characterized by being on main routes of destination or commerce. An anticipated high boardings and transfers to connecting transit services also characterizes this station type. Most patrons will arrive at the Gateway Station to access a major educational, cultural, or institutional destination.

Gateway Stations may also have a larger area for pedestrians and streetscape linkages within a station site and vicinity area. Gateway Stations would be visible to and from a major destination. Gateway Stations may present opportunities for use if air rights over the station and guideway for transit oriented development. Any such development should be compatible with the surrounding community and station.

Neighborhood Stations. Neighborhood Stations are smaller scaled station types designed to bring transit patrons to and from their homes within the station vicinity. Neighborhood Stations are located in smaller neighborhoods along the alignment. Most patrons are anticipated to walk, bicycle or take a bus directly from their homes or apartments to a Neighborhood Station. Neighborhood serving uses may be located next to these stations.

The architecture of the Neighborhood Station would be reduced in scale and would not appear as dramatic as that of a Gateway Station. Neighborhood Stations have a smaller station vicinity of streetscape features. Typically, air rights development over Neighborhood Stations and Guideway is generally not anticipated. This will preserve existing views and open space around the station.

Existing Downtown Los Angeles Station. These existing LRT stations are located in Downtown Los Angeles. These stations may include improvements to the stations themselves and/or station site areas.

Pedestrian Linkages

Pedestrian Linkages integrate the landscaping, public art and other transit parkway improvements together with station program guidelines to develop linkages from the station to the surrounding area within two station area zones: the station site area and station vicinity. Pedestrian linkages
include streetscape improvements to station site areas across from the station platforms. These linkages may typically include and not be limited to street trees, information wayfinding and kiosks, benches, lighting, sidewalk treatments and enhanced crosswalks. Pedestrian linkages typically include improvements to the sidewalk and street across and adjacent to the ROW. Pedestrian linkages may include additional ROW included for the proposed Project and opportunities for future enhancements at surrounding parcels or in the station influence area.

Station Area Definitions

The Station Site. The Station Site is defined as the land area centered on the station, extending approximately 200 to 300 feet from each station, and lying with the MTA owned Right of Way or on-street within a local jurisdiction. The Station Site may include additional Right of Way (for example, to include a parking area, or to reach a major cross-street), or it may include adjacent property which the MTA is considering acquiring. The Station Site area would contain the best level of streetscape and station amenities. Station entrances would occur within this zone. Station entrances would be located away from direct visual access to residential areas. Station entrances would open onto arterial or local streets, using pedestrian medians and sidewalks as pedestrian linkages and buffers from the station entrance to the Station Site area. Station entrances for aerial stations located on bridges would be located away from direct visual access to residential areas. Drop-off areas would be located within this zone. Drop-off areas would be located near station entrances away from adjacent residential areas. Driveways to all Parking Facilities located within this zone will not face residential areas.

Station Vicinity. The Station Vicinity is defined as adjacent land area which has a direct physical relationship with the station site. Typically, this adjacent area will extend perpendicular from the station site roughly one block, approximately 300 to 600 feet. The area of extension may reach out further at some points (for example, along a major cross-street) and less in others (where a wall or other barrier limits adjacent physical relationships). The key physical relationships relate to 1) land use of adjacent buildings and property, 2) visual relationships with respect to massing, building height, shading, and sight lines both for existing buildings and the station structure itself, and 3) circulation relationships with respect to paths for pedestrians, transit users (intermodal and other transfers), bicyclists, and motorists. The Station Vicinity area would contain a less intensive level of streetscape amenities than the Station Site area. Station entrances (if any) would be located away from direct visual access to residential areas. Drop-off areas (if any) would be located near station entrances away from adjacent residential areas. Driveways to all Parking Facilities located within this zone will not face residential areas. Parking Facilities located within this zone will provide proper screening from adjacent uses.

Station Influence Area. The Station Influence Area is defined as the land area within approximately a one-quarter mile radius from the station whose street pattern, land use, demographics, topography, transit service, and other factors may directly or indirectly influence the design station area.