Your safety is our highest priority.

AT-GRADE RAIL SAFETY

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Crenshaw/LAX Transit Project
Safe operation of the Metro Rail system is of the utmost concern for Metro and the communities we serve. In developing the design for the at-grade intersections on the Crenshaw/LAX Transit Project, Metro employed the use of not only industry best practices and standards, but also lessons learned from its own experience on the existing operating lines.

The current design includes the latest approved technology available and far exceeds the minimum standards for light rail transit in a similar environment.

Over the last 25 years, Metro has implemented many measures that involve engineering improvements, enforcement improvements and education components which have exceeded the minimum regulatory and mandated requirements on its lines.

Metro light rail at-grade sections have been successful in a variety of environments including commercial, residential, and dense urban centers. Vibrant communities exist around at-grade light rail lines and station in Pasadena, Culver City, East Los Angeles, Downtown Los Angeles and Long Beach.

Many of the enhancements include safety efforts that have been made though implementation of lessons learned programs (specific examples shown at right).

**At-Grade Safety Improvements**

- Reduced height of right-of-way fencing at highway rail grade crossings to improve visibility for train operators.
- Installation of pedestrian gates at several crossings to enhance warnings for pedestrians.
- Modification of the traffic signal system in Los Angeles to reduce the possibility of conflict between motorists turning left across the tracks and moving trains.
Installation of additional flashing lights and bells at grade crossings to provide added active visual warnings on all approaches to the crossing.

Installation of swing gates at high-traffic pedestrian crossings, forcing pedestrians to stop prior to crossing and increasing awareness of the tracks.

Installation of "delineators" at station entrances to prevent motorists from illegal entering the rail right-of-way.

Installation of active "No Left Turn" signs in street-running alignments to reinforce awareness of the prohibited movement.

Installation of "four-quadrant gates" and vehicle detection loops at multiple intersections to completely seal the intersection and deter motorists from driving around lowered gates.

Replacement of passive signs with active "no turn" signs and flashing "train coming" signs in the cities of Los Angeles and Long Beach.