

# Doran Street Interim Improvements

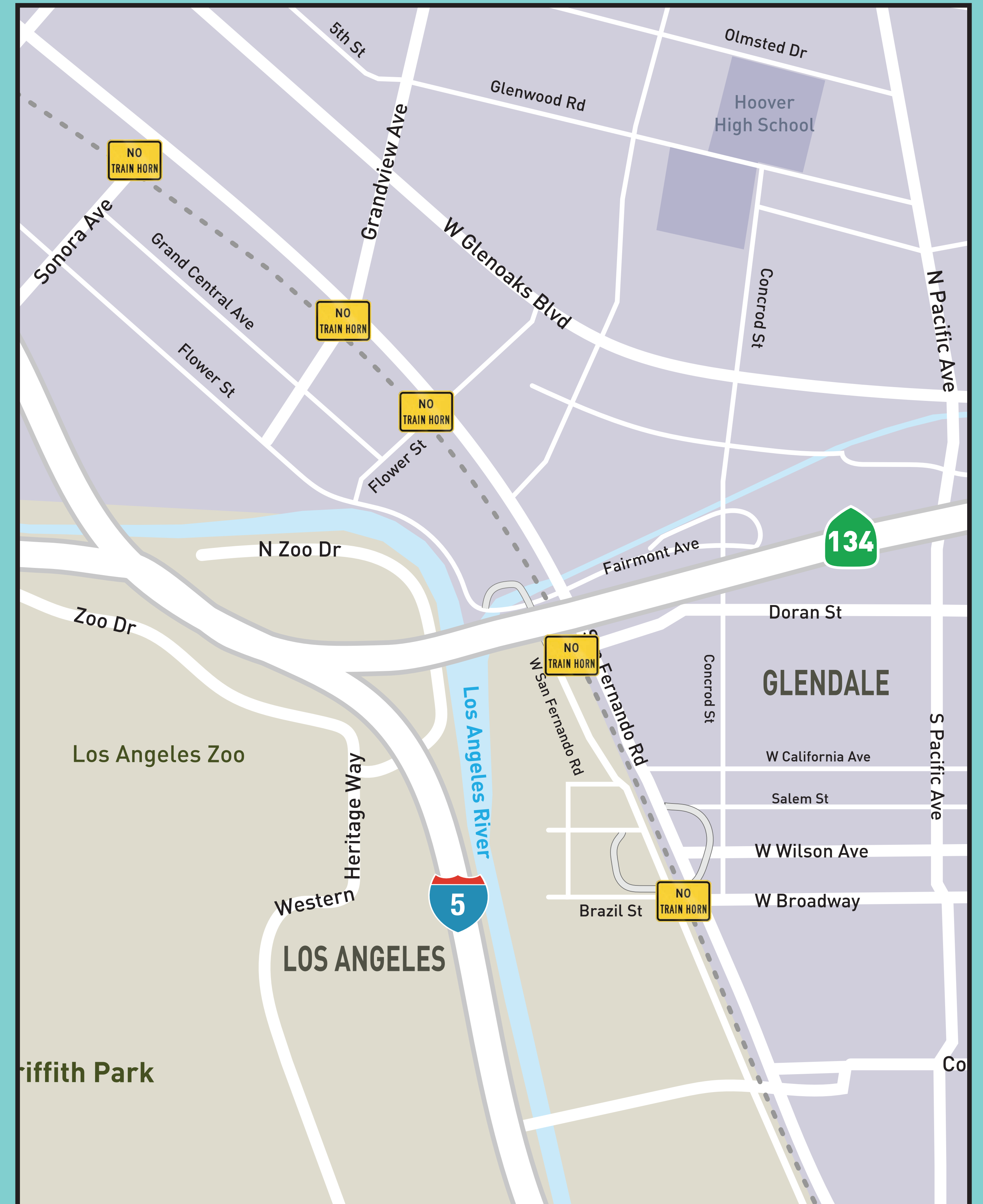
- > Temporary until the Northerly Access Grade Separation is constructed
- > Meets CPUC mandated requirements
- > Provides emergency vehicle access
- > Improves pedestrian safety
- > Cul-de-sac for truck turn-around area
- > Wayside horns\* will be requested for FRA/CPUC approval (under this improvement)
- > Continued discussion with CPUC on configuration



*\*Wayside horns are stationary horns installed at railroad crossings that warn motorists of oncoming trains. As such, the locomotive engineer would not be required to sound the train horn at the crossing, greatly reducing noise impact and improving the quality of life. The wayside horns require FRA and CPUC approval.*

# Quiet Zones

- > A Quiet Zone is a stretch of rail track where the Federal Railroad Administration (FRA) does not require trains to sound their horn at rail crossings.
- > Local cities must submit an application for Quiet Zones to the FRA and the California Public Utilities Commission near the end of the construction process.
- > No train horns at the following at-grade rail crossings in Glendale (as part of the proposed corridor enhancements):
  - Sonora Ave
  - Grandview Ave
  - Flower St
  - Doran St (only with grade separation)
  - Broadway/Brazil (only with grade separation)



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# FUTURE TRANSIT CORRIDOR IMPROVEMENTS

## *UNDER CONSIDERATION OR IN-PROGRESS*

- > Quiet Zones in the City of Glendale
- > Los Angeles Union Station (LAUS) Transit Corridor Study by Metro for frequent all day train service from LAUS to Hollywood Burbank Airport
- > East-West Bus Rapid Transit (BRT)

