

REGIONAL RAIL SAFETY & MOBILITY ENHANCEMENTS

Doran Street and Broadway/Brazil Grade Separation Project

Overview Fact Sheet

Metro is studying safety improvements for two at-grade rail crossings in Atwater Village and Glendale.



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Project Goals

The purpose of the project is to improve safety and mobility, while maintaining suitable access to existing businesses and surrounding residential areas. More specifically, there are four main project goals:

1. Improve safety by separating vehicle and pedestrians from trains at railroad crossings.
2. Maintain easy access for emergency responders to business and residential areas.
3. Minimize disruption to residents, businesses and commuters during construction.
4. Enhance mobility and quality of life for the community.

Project Overview

The Los Angeles County Metropolitan Transportation Authority (Metro) is evaluating the development of a grade separation for two at-grade rail crossings in Atwater Village and Glendale, which will ultimately improve safety and mobility, and thereby enhance the quality of life for the project area communities. The existing Doran Street and Broadway/Brazil at-grade rail crossings, located south of State Route 134 (SR-134) and east of the Los Angeles River, are critical to Atwater Village and provide a unique challenge of limited access, adjacent industrial uses, and a mix of business and residential interests. However, Doran Street has been identified as one of the most potentially hazardous at-grade rail crossings in LA County and as one that would most significantly benefit from the proposed safety improvements. In fact, the Doran Street at-grade rail crossing has had numerous incidents through the years and there have been several attempts made to permanently close this crossing.

At this time, there are approximately 90 daily Metrolink, Amtrak and freight trains using this rail corridor with a planned commuter rail service expansion and high-speed trains, which could increase future rail traffic by 50 percent; or up to 135 trains per day. This railroad activity, combined with the residential and business nature of the area, as well as the significant truck and passenger vehicle traffic, suggests a need for a grade separated crossing. Currently, the proposed safety improvements identified would ultimately include a grade separation to address the safety concerns by separating vehicles and pedestrians from the numerous trains using the rail corridor and allow the permanent closure of the at-grade rail crossings at Doran Street and Broadway/Brazil. The following section provides additional information on the safety improvements proposed for this project area.

Project Safety Improvement Needs

1. Identified as one of the most potentially hazardous at-grade rail crossings in LA County.
2. The at-grade rail crossing is adjacent to a propane gas facility.
3. The number of train and vehicle/pedestrian incidents county-wide has continued to increase.
4. There have been multiple prior attempts to permanently close this crossing.
5. Future rail traffic is anticipated to increase by 50 percent, thus increasing the potential of train and vehicle/pedestrian incidents.
6. Due to the serious safety concerns and urgent need to improve the crossing, the California Public Utilities Commission (CPUC) order institutes interim improvements and the closure of the at-grade crossing after the grade separation is completed.

Proposed Safety Improvements

As part of the Doran Street and Broadway/Brazil Grade Separation Project, Metro is proposing a grade separation connecting Salem Street in the City of Glendale to Sperry Street in the City of Los Angeles, referred to as the Salem/Sperry Overpass. In addition, a connector road that extends West San Fernando Road to the Fairmont Avenue bridge is also being considered as a secondary point of access for first responders and businesses in the area. The combination of these two elements will ultimately allow the closure of the existing at-grade rail crossings at Doran Street and Broadway/Brazil.

Due to the serious safety concerns and urgent need to improve the Doran Street at-grade rail crossing, the (CPUC) order institutes interim improvements to be implemented until such time as the grade separation is completed and the crossing can be closed. As such, this at-grade rail crossing will be reconstructed in the interim to improve safety, including signal modifications, automatic warning devices, a new pedestrian crossing and a modified roadway for temporary one-way (westbound) use only.

Project Map



Project Alternatives

Three design alternatives were studied as part of the Alternatives Analysis process, including: Doran Overpass; Fairmont Connector and Salem/Sperry Overpass; and Fairmont Connector and Zoo Drive Connector. The alternatives were evaluated across a range of technical and environmental criteria, including the roadway alignment, estimated costs, traffic analysis, preliminary environmental evaluation, and construction and right-of-way impacts.

As part of this process, the Fairmont Connector and Salem/Sperry Overpass alternative was identified and staff presented this to the Metro Board of Directors as the recommended alternative to advance to the environmental and preliminary engineering phase. This alternative provides the largest safety enhancement with the closure of two at-grade crossings.

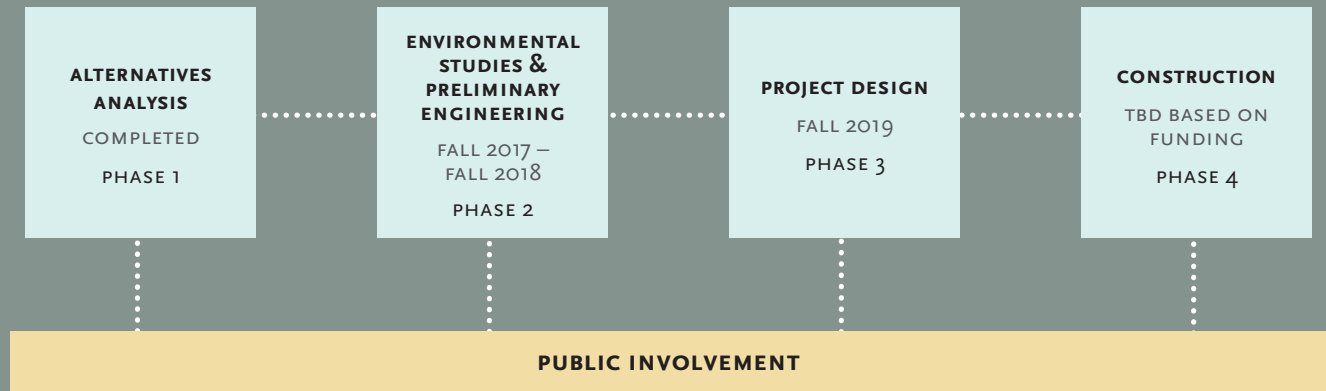
In June 2015, the Metro Board members approved the staff recommended alternative but requested further evaluation and alternatives developed related to the Fairmont Connector to assess local traffic impacts to the surrounding neighborhoods. Once the traffic impacts are further analyzed, an update on the recommended alternative will be presented by staff to the Board and, if approved, the alternative will advance into the environmental and final design phases prior to initiating construction.



Project Development Phases and Funding

The project is anticipated to go through four development phases, including: Alternatives Analysis (Phase 1), Environmental Studies and Preliminary Engineering (Phase 2), Project Design (Phase 3) and Construction (Phase 4). Public involvement is of paramount importance for all agencies and jurisdictions involved. Therefore, community outreach will continue through the end


of construction to educate, inform and garner input from stakeholders. The flow chart below highlights the major milestones in the process from beginning to end. Currently, the project is in Phase 2.




Timeline is subject to change.

Contact Us

Please use the following contact tools to access more project information, ask questions or provide comments.

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