

# Expo Light Rail Line

## Design Presentation and Project Update Meetings

Mid-Corridor (Dorsey High School):

Thursday, November 16, 2006

Downtown Corridor (Alexander Science Center School):

Tuesday, November 28, 2006

West End (Veterans' Memorial Complex):

Wednesday, November 29, 2006

### ADDITIONAL QUESTIONS

#### Are safety measures being explored to prevent derailments?

*As part of the Design/Builder's duties and responsibilities, the Design Team is taking all the necessary steps during the design process to ensure the safe operation of the rail line, including but not limited to, derailments. The Expo Authority is reviewing various elements of the design to ensure that the project meets all safety requirements.*

#### Are you asking the state and federal government to alter the policies regarding horn blowing at intersections?

*We are working with the California Public Utilities Commission (CPUC) on possible options pertaining to this issue, and are looking at ways to mitigate noise.*

#### Is the existing flora going to be saved?

*For preservation and re-use of the existing landscape, FFP will follow the requirements of the EIR. The EIR provides guidance as to whether significant trees within the right-of-way will be relocated or incorporated into the landscape of the project.*

#### Are you providing park-and-ride lots?

*Yes. The project includes park and ride lots at the Culver City Station, La Cienega Station, and Crenshaw Station. The location and size of planned park and ride lots was determined through evaluation of projected ridership, planned rail service and bus connections.*

#### Will bike lanes be separated from traffic and pedestrians?

*There are three types of configurations for bike travel along the project:*

- *A "Bike Route" (Class 3) which is in mixed traffic. This type of bike path will be implemented from 7<sup>th</sup>/Metro to Vermont Ave.*
- *A "Bike Lane" (Class 2) which is a dedicated, striped area along a roadway. This type of bike path will be implemented from Vermont Ave. to Ballona Creek.*
- *A "Bike Path" (Class 1) which is a dedicated area reserved for pedestrians and bicyclists. This type of bike path will be implemented from Ballona Creek to the Washington/National Station.*

#### Why are you using Palm Trees if they do not provide shade?

*We are using Palm trees as an aesthetic identifier for the stations, where they are complimentary to the existing character of a street (i.e. Flower Street) or where a deciduous tree will not physically fit.*

#### What are you doing to discourage graffiti?

*Wherever physically possible, all vertical surfaces will be screened with landscaping. In areas where that is not possible we are applying a texture coating to the surface that discourages graffiti. In addition, all exposed surfaces will be coated with an anti-graffiti coating up to 6' in height.*

### **Why not build a bridge over Crenshaw?**

*The planned construction of an at-grade -- rather than grade-separated (bridge) -- crossing at Crenshaw Boulevard resulted from analysis of this street in accordance with the Metro Grade Crossing Policy for Light Rail Transit (LRT) and analysis during the EIR. The Metro Grade Crossing Policy was developed by the Los Angeles County Metropolitan Transportation Authority to provide an objective procedure for identifying whether LRT crossings should be constructed at-grade or should be grade-separated. The Policy is based on current nationwide "best practices" as well as guidelines published by the Institute of Transportation Engineers.*

*As applied to the Expo LRT Project, the Metro Grade Crossing Policy set forth a procedure for evaluating projected (2020) traffic volumes, train frequency, and other safety and operational considerations at the highest volume crossings (more than 15 in all). The analysis determined that grade separations were warranted at La Cienega Boulevard, La Brea Avenue, and the Flower Street/Exposition Boulevard intersection due to traffic queuing or LRT operational impacts that would result from at-grade crossings at those locations. For the other crossings evaluated, including Crenshaw Boulevard, the detailed analysis prescribed by the Grade Crossing Policy indicated that an at-grade solution was possible.*

*Although a bridge at Crenshaw is not proposed, the Expo LRT Project includes a series of traffic related improvements at Crenshaw Boulevard to maintain or improve traffic circulation after project implementation. These mitigation measures include the addition of dedicated left-turn lanes and left-turn traffic signals on Exposition Boulevard and the installation of a new traffic signal at the intersection of Crenshaw Boulevard and 36<sup>th</sup> Street.*

*In developing the preliminary designs near Crenshaw Boulevard, the Expo Authority has also allowed for the potential future "Crenshaw Connector," which would provide rail service down Crenshaw Boulevard toward LAX.*