

CPUC SUMMARY



FILED

12-12-08

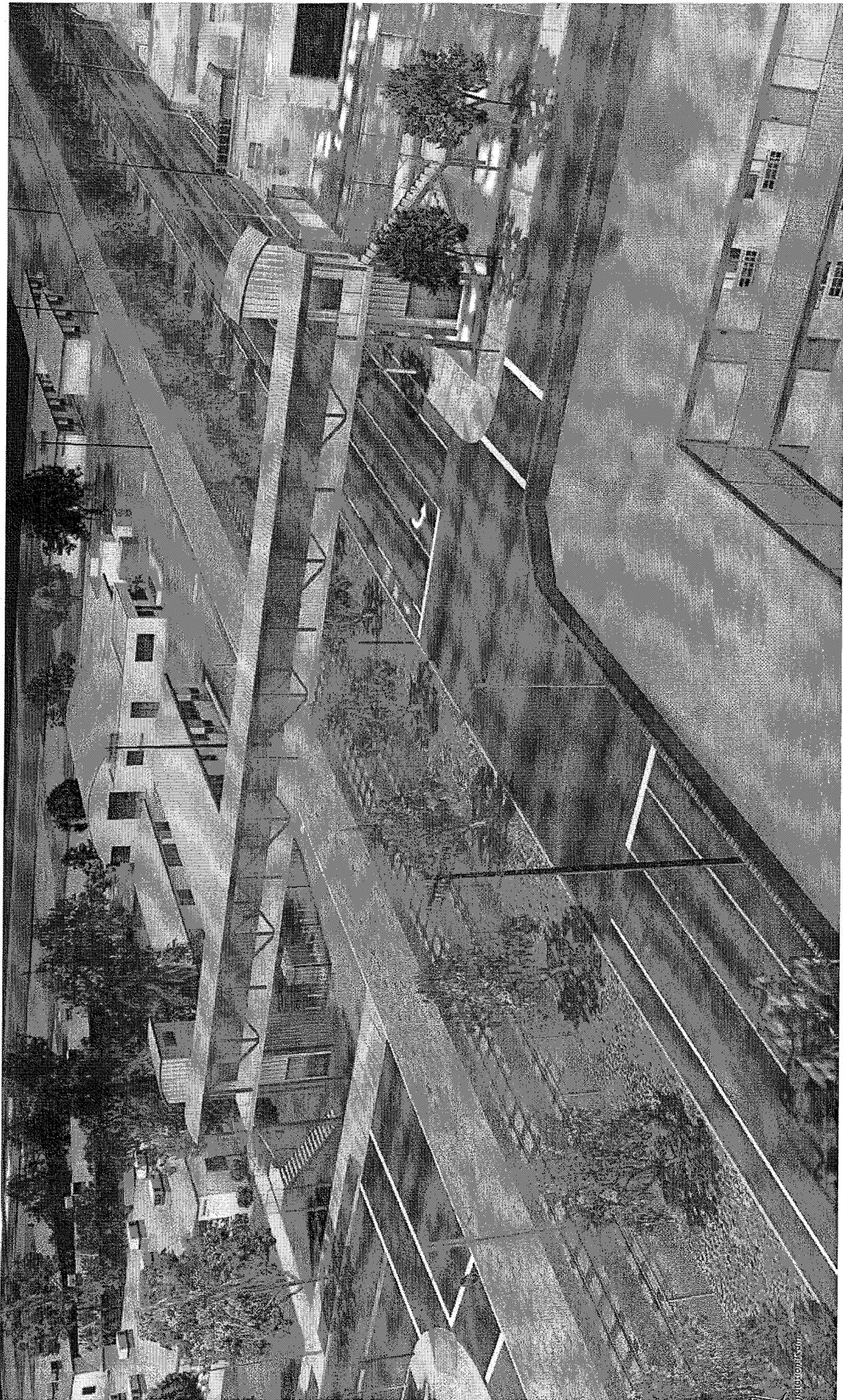
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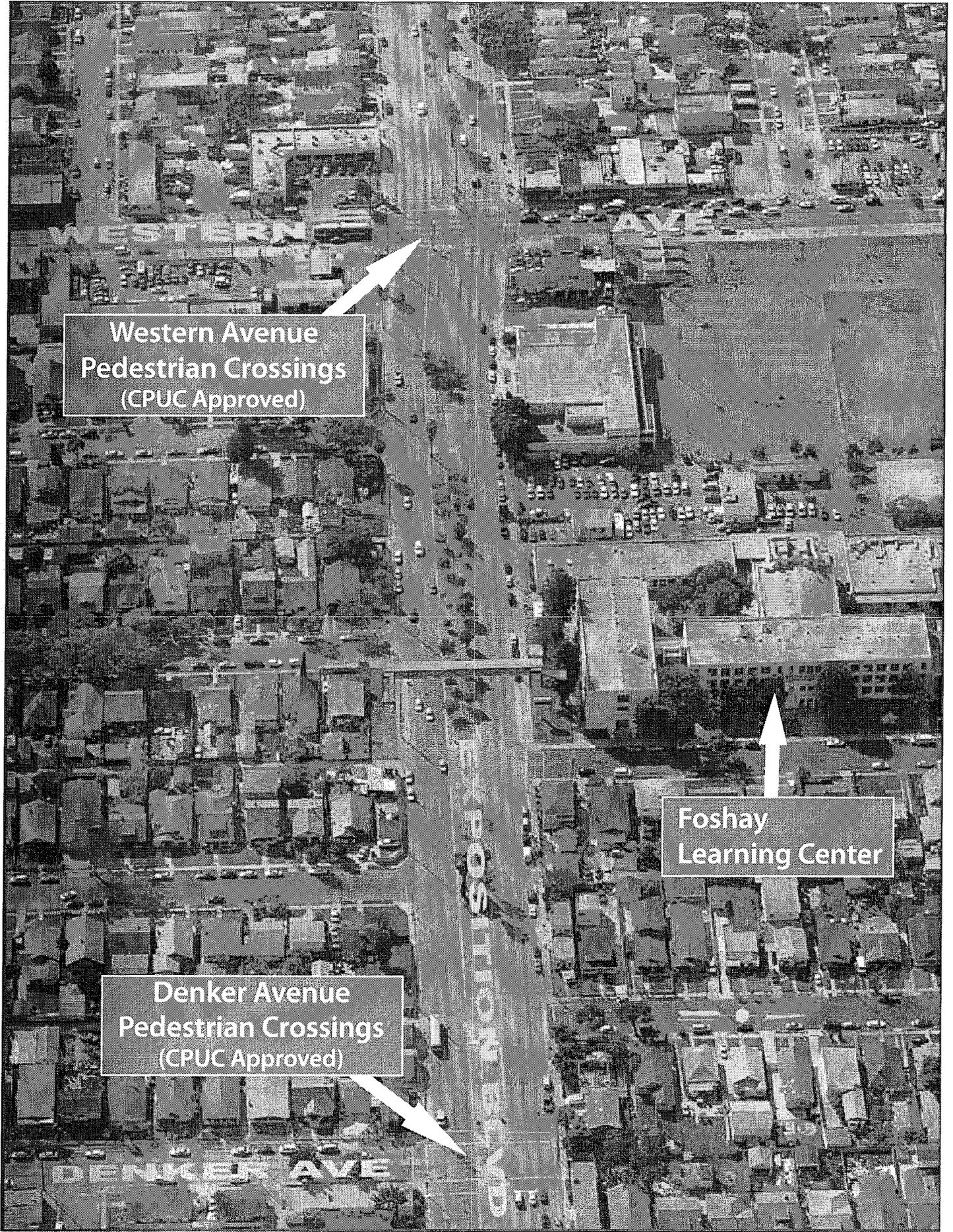
The Exposition Construction Authority is in the process of constructing a new 8 1/2 mile light rail line that will run between downtown Los Angeles and Culver City then eventually on to Santa Monica.

- The line will utilize electric powered trains running on an existing abandoned railroad right-of-way.
- The line is scheduled to open in mid-2010. When completed, the line will carry of tens of thousands of riders each day and thousands will leave their cars at home to ride the light rail line.
- There will be 38 rail crossings along the alignment, 36 of which have been previously approved by the Commission.
- Based on the environmental document for the project approved in 2005, the Authority applied for an at-grade crossing at Farmdale and to pass over an existing pedestrian undercrossing at Foshay.
- Commissioner Simon's proposed decision denies the Construction Authority's request to approve the remaining two applications at Farmdale (near Dorsey High School) and at Harvard (at Foshay Learning Center). The proposed decision recommended pedestrian overcrossings at both of these locations.
- In the past, the CPUC approved at-grade crossings at Blair High School along the Pasadena Gold Line and near three schools along the Eastside Gold Line, which is currently under construction.
- The Authority continues to believe the at-grade crossing at Farmdale Avenue (Dorsey High School) is safe. Even the CPUC's own Rail Engineering Crossing Safety staff have testified that the Authority's design is **safe**.
- The Authority had proposed slowing down the train to 10 mph at that crossing for the hour before school starts and the hour after school ends as an additional safety measure. Further, Metro offered to provide Sheriff's deputies at that crossing during that same time period to ensure student safety.
- The Authority **strongly opposes** the CPUC requirement for a pedestrian overcrossing at Harvard Boulevard/Foshay Learning Center since there is already an existing pedestrian undercrossing at that location.
- The Authority has submitted studies to the Commission indicating that the two previously approved (ADA Compliant) street crossings at Denker and Western, 200 yards on either side of the existing Harvard Boulevard (Foshay Learning Center) pedestrian undercrossing, can easily handle all

pedestrian traffic in the area, including that from the Foshay Learning Center.

- The Authority's request to pass over the existing grade-separated pedestrian undercrossing at Harvard Boulevard (Foshay Learning Center) does not in any way change the way pedestrians have safely accessed the school for decades.
- The pedestrian overcrossings pose their own safety problems and are a magnet for graffiti and vandalism. Installation of elevators, which are necessary for these pedestrian overcrossings, will pose unnecessary safety hazards that currently do not exist.
- If the full CPUC Commission denies the Authority's applications and recommends pedestrian overcrossings at both of these locations, the Authority will have to conduct new environmental studies, amend its CPUC applications and redo the design of these crossings. Property acquisition will also be involved. It is estimated that such a decision will delay the project 9-12 months and will cost at least \$18 million.





Western Avenue
Pedestrian Crossings
(CPUC Approved)

Foshay
Learning Center

Denker Avenue
Pedestrian Crossings
(CPUC Approved)

Los Angeles County
Metropolitan Transportation Authority

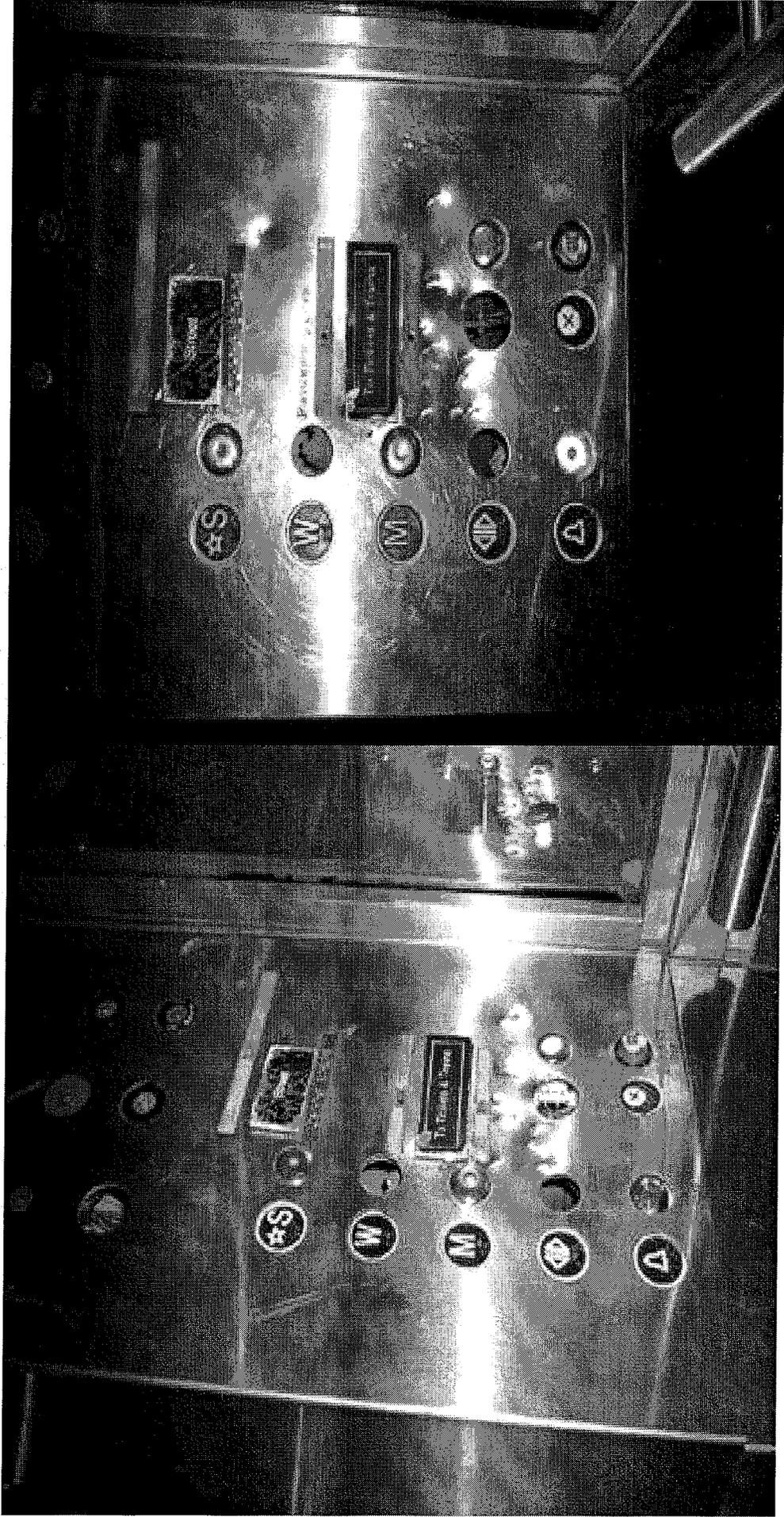
Metro Elevator Safety Issues

September 2008



Metro

Vandalism-hammer damage



Metro

Universal City
Elevator Call Buttons Destroyed

Vandalism to Elevator Enclosure



Slauson Elevator
Shattered Glass

Graffiti



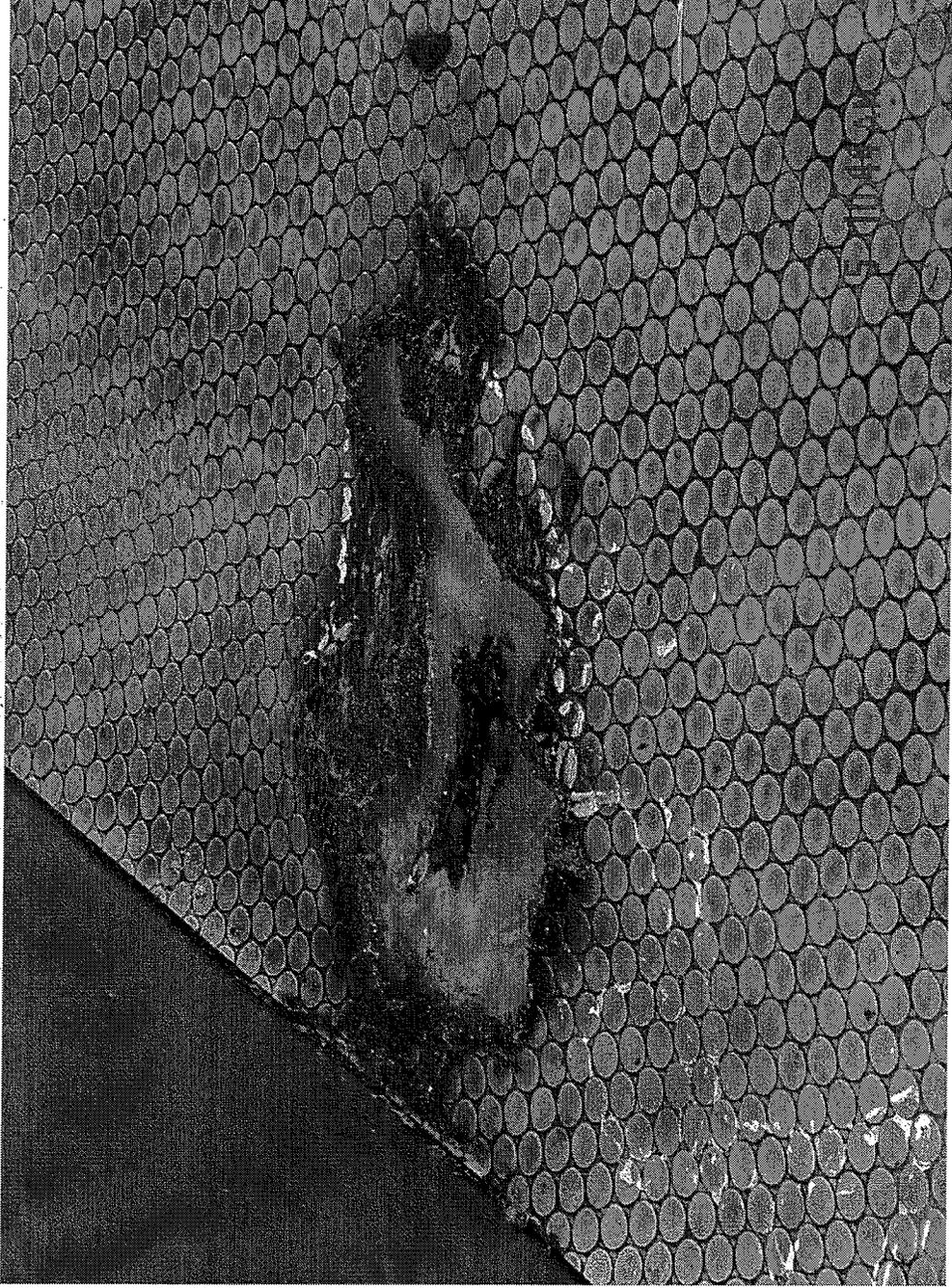
Sierra Madre Villa
Elevator Door

Graffiti



Manchester
Elevator #2

Arson

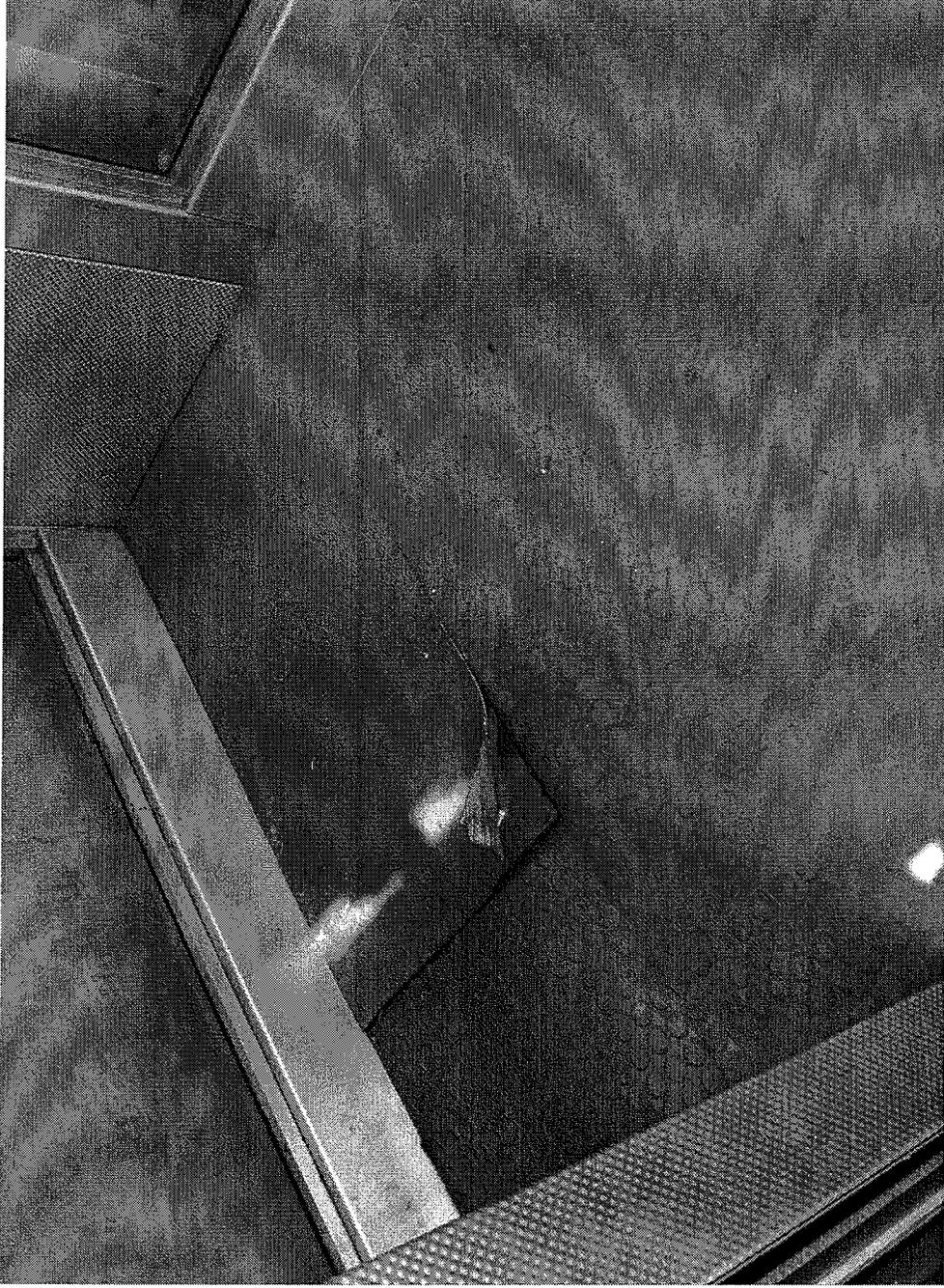


Firestone
Elevator Floor

Corrosion due to Urine



Floor Damage due to Urine



Manchester
Elevator

Rust Corrosion - Urine



Elevator Floor



Metro

Elevator Encampment



Slauson

Expo Line Transit Project

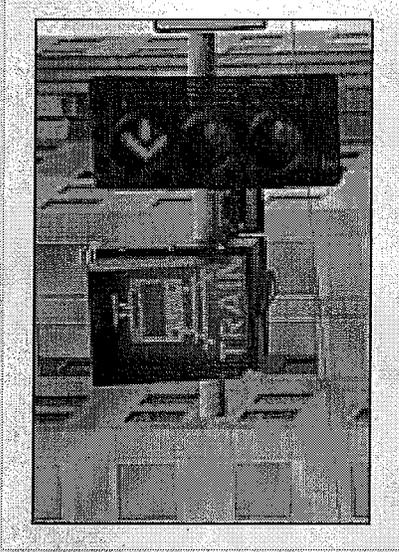
Light Rail Safety

The Expo Line incorporates the same technology and safety features as the Metro Gold Line to Pasadena, one of the safest light rail lines in the country.

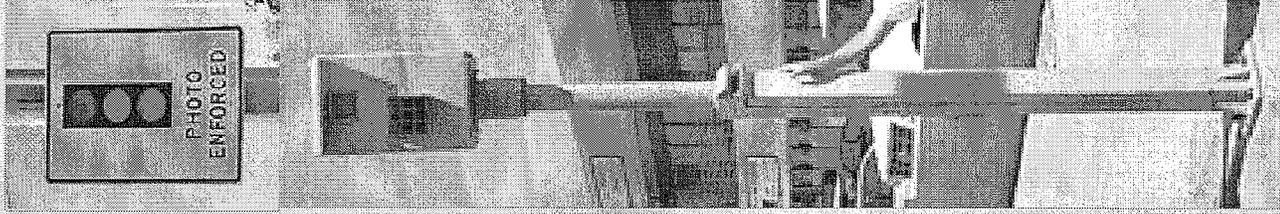
Safety features include quad and pedestrian gates, swing gates and LED train approaching signs. Expo also has additional enhancements, such as vehicle photo enforcement at signal controlled crossings.



Swing Gate, Pedestrian Gate, Tactile Strip, and Pavement Markings at Mission Station



LED train approaching sign



Vehicle Photo Enforcement

Blair High School

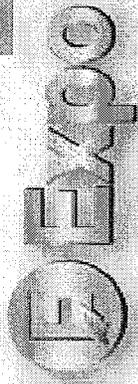
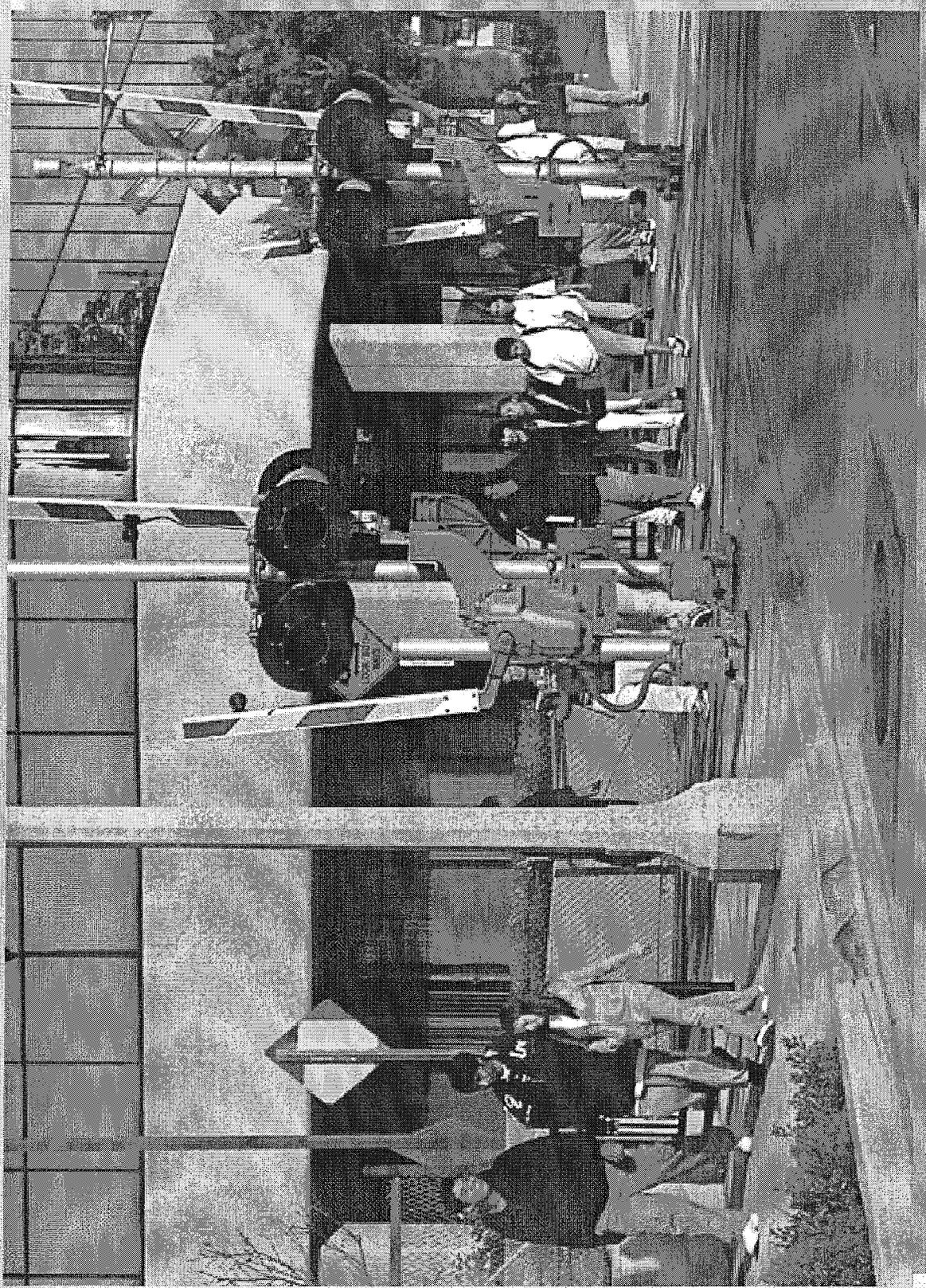
**1201 South Raymond,
Pasadena**

Population: 1,200



Expo Line Transit Project

Gold Line School Crossings

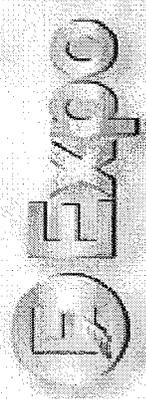
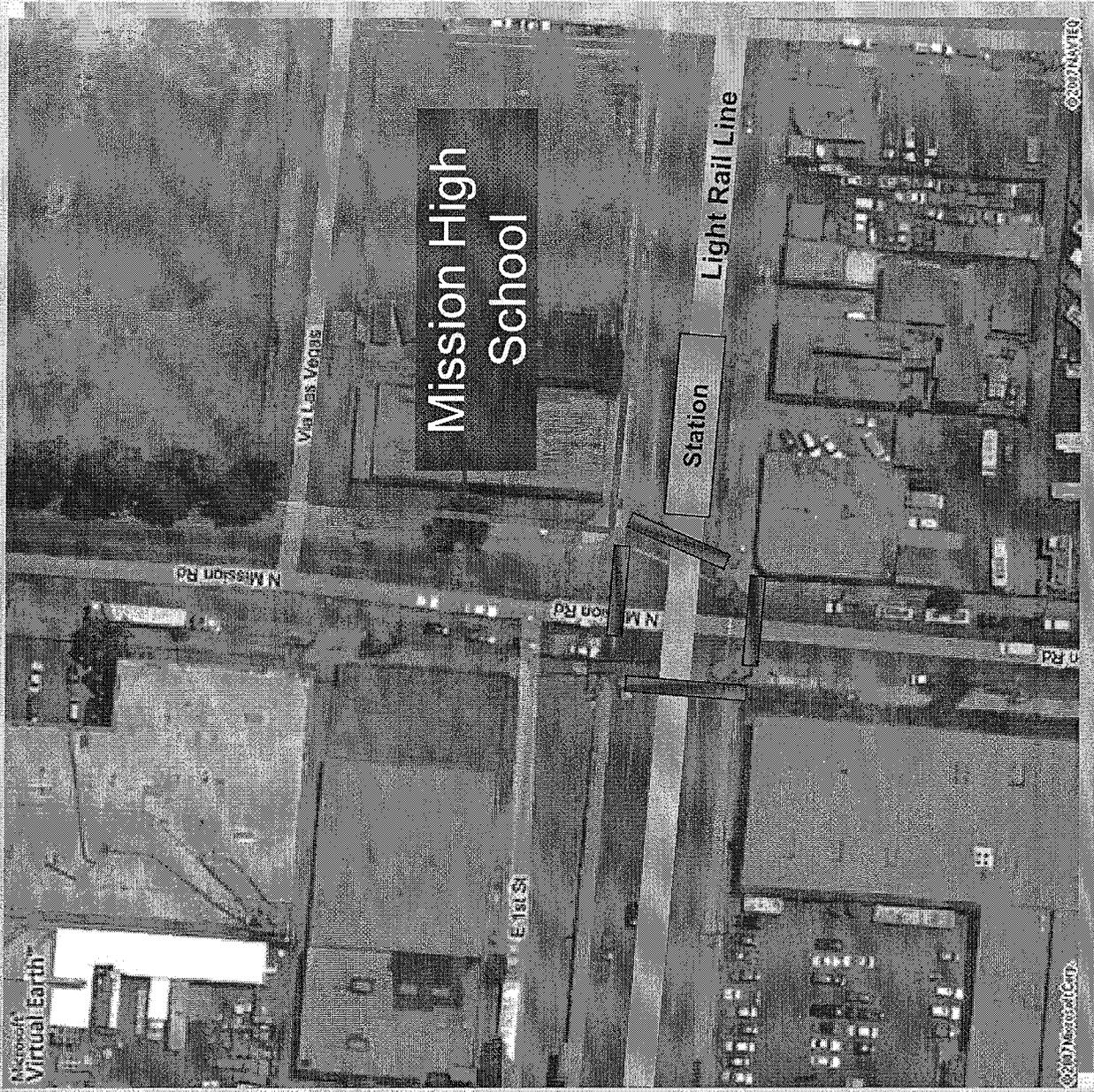


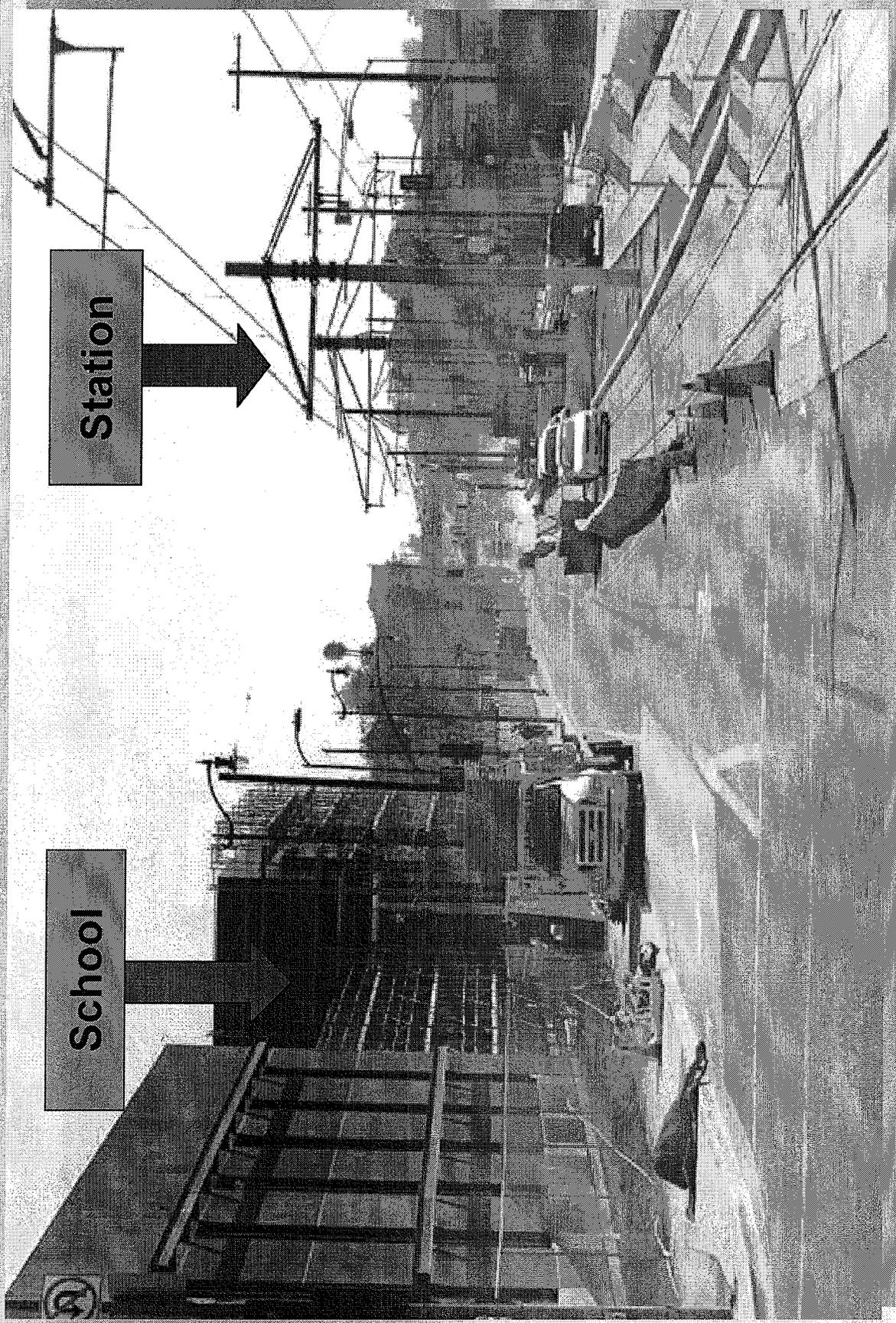
Blair High School

Mission High School

**1st & Mission,
Los Angeles**

Population: 1,026

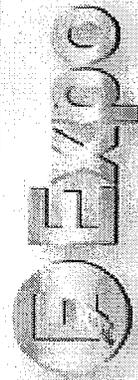


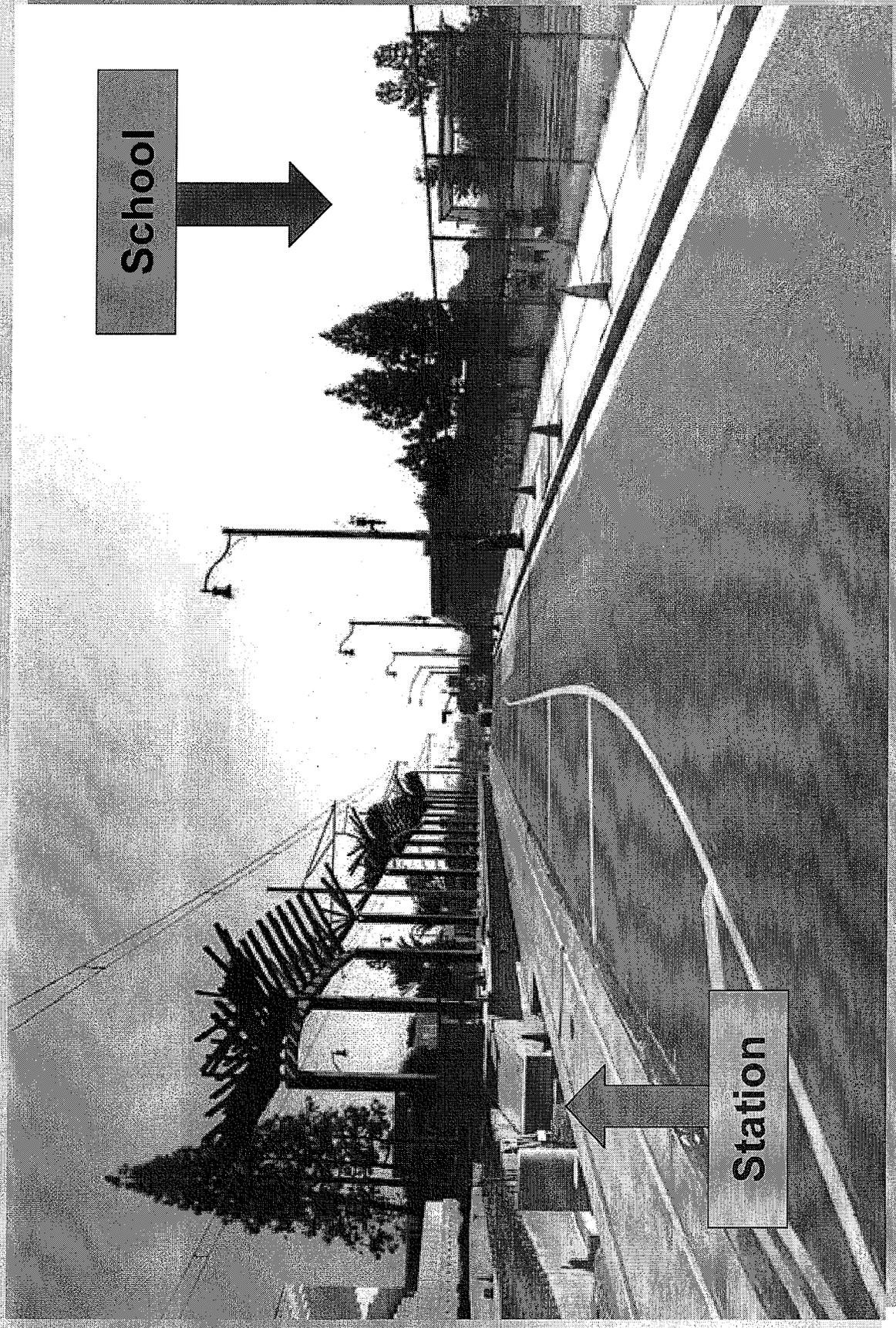


Griffith Middle School

**3rd & Mednik Ave,
Los Angeles**

Population: 2,251

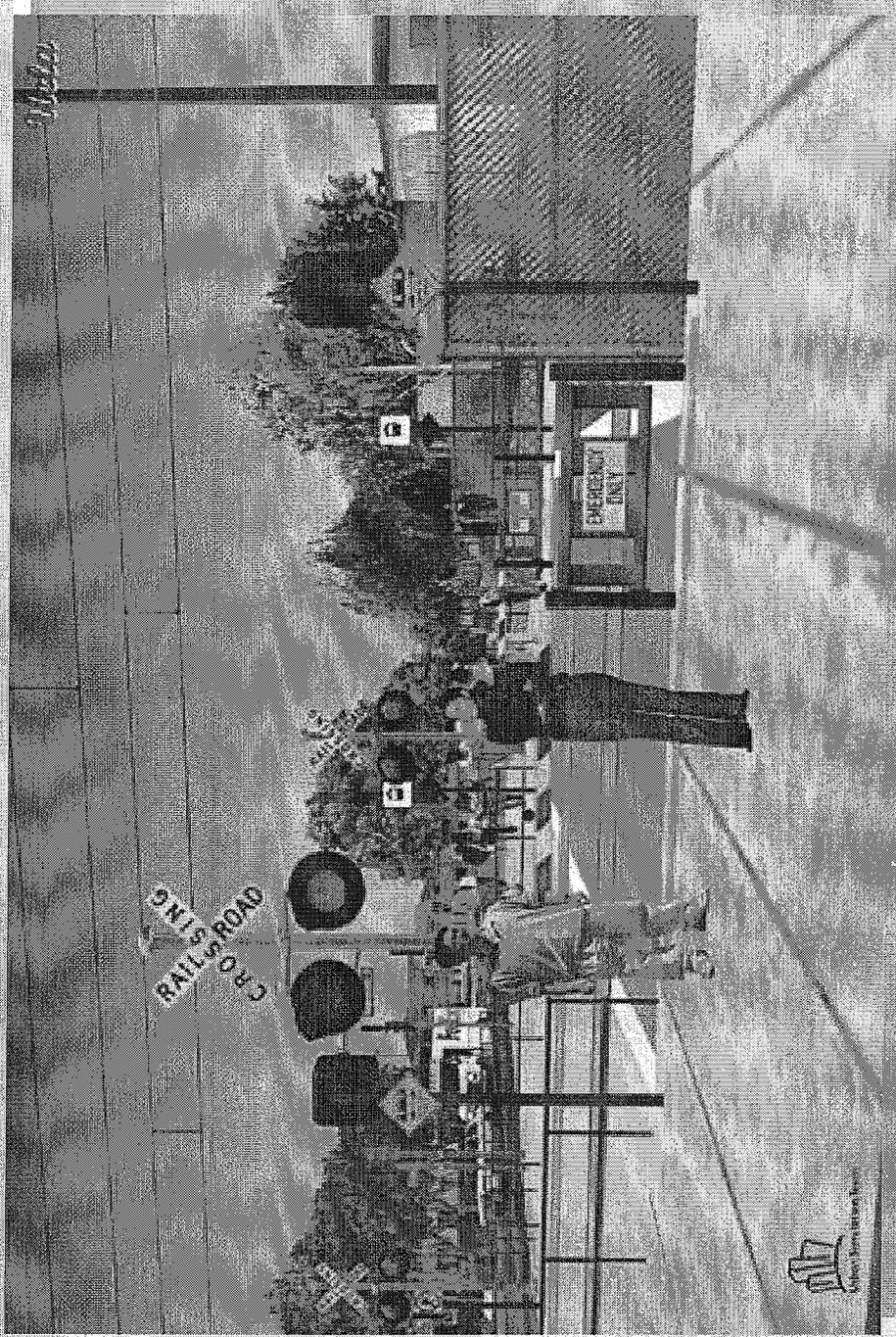




Griffith Middle School

Proposed Safety Elements at Farmdale Crossing

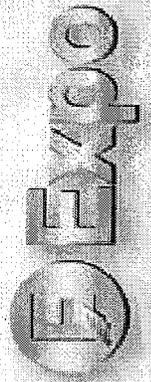
- Quad Gates
- Pedestrian Gates
- Swing Gates
- Bells and Flashers
- Vehicle Loops
- Static and Active Signage
- Fences
- Crosswalks
- Traffic Signals
- Countdown Pedestrian Signals



Pedestrian Plaza is designed to provide students a place to congregate safely while waiting for the train to pass by

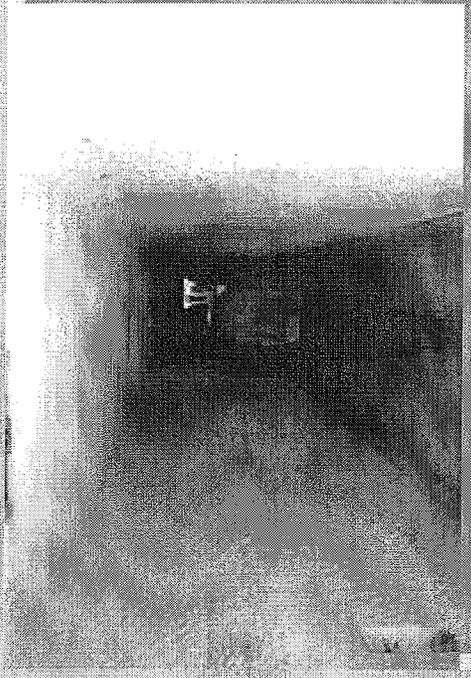
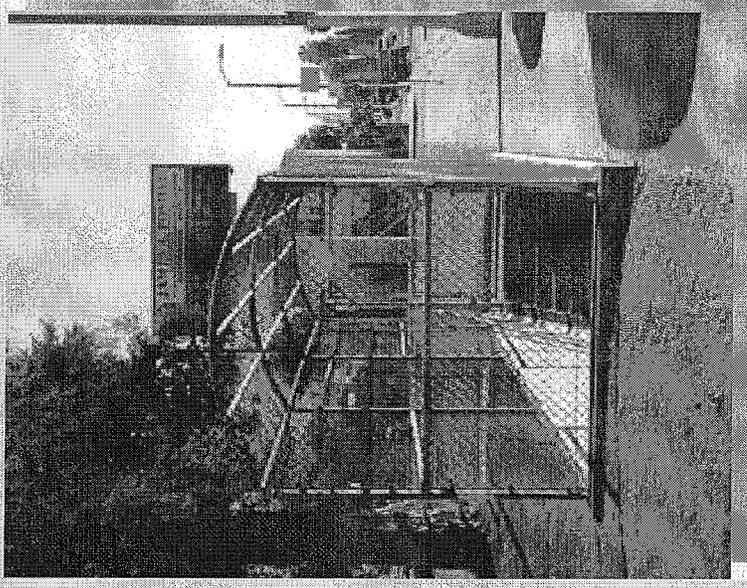
Existing Design of Farmdale At-Grade Crossing

Expo Line Transit Project



Safety Elements

- **Use of existing pedestrian undercrossing to get across Exposition Blvd (currently in use)**
- **Undercrossing is open before and after school, and is monitored by school staff**
- **Fence along the Expo right-a-way to prevent students from crossing the tracks except where safe pedestrian crosswalks are provided**
- **Denker Ave—closest crosswalk to the east**
 - CPUC approved crossing
 - Pedestrian countdown signal
 - “Train Approaching” LED flashing signs
- **Western Ave—closest crosswalk to the west**
 - CPUC approved crossing
 - Pedestrian countdown signal
 - “Train Approaching” LED flashing signs
 - Station at this location = reduced train speed



Expo Line Transit Project

Phase 1 Alignment Map

