

Doran Street and Broadway/Brazil Safety and Access Project



Project Introduction

- Funds approved by Metro Board for improvement in May of 2011.
- Several attempts by the CPUC to close the crossing



Project Area Overview

- Located along existing railroad right-of-way
- Two at-grade crossings in close proximity
- Landlocked area
- Fully developed area with Industrial and commercial land uses

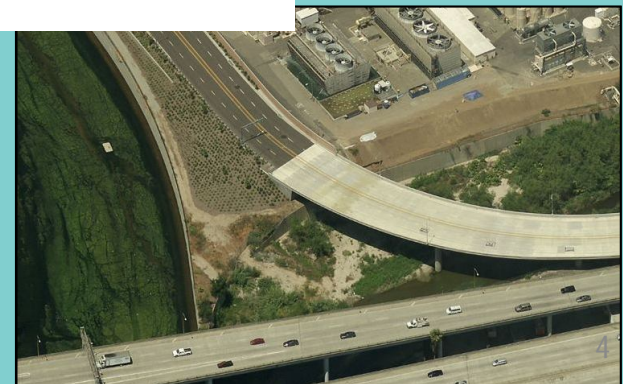


Accommodating Planned Projects

- LOSSAN Rail Service Expansion
- Los Angeles River Ecosystem Restoration
- California High Speed Rail (HSR)
- Glendale Narrows Riverwalk “Jewel at the Bend”



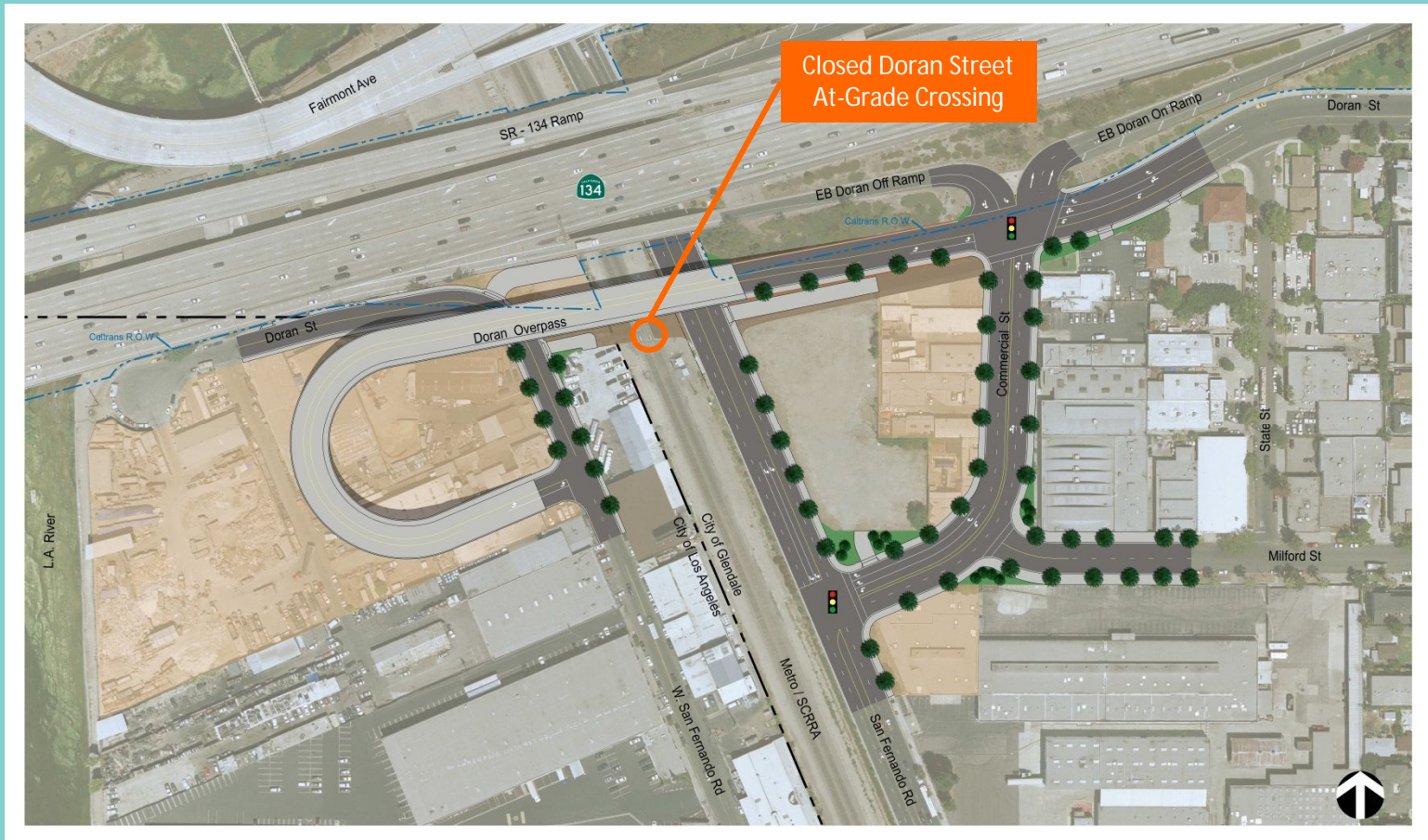
**CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY**



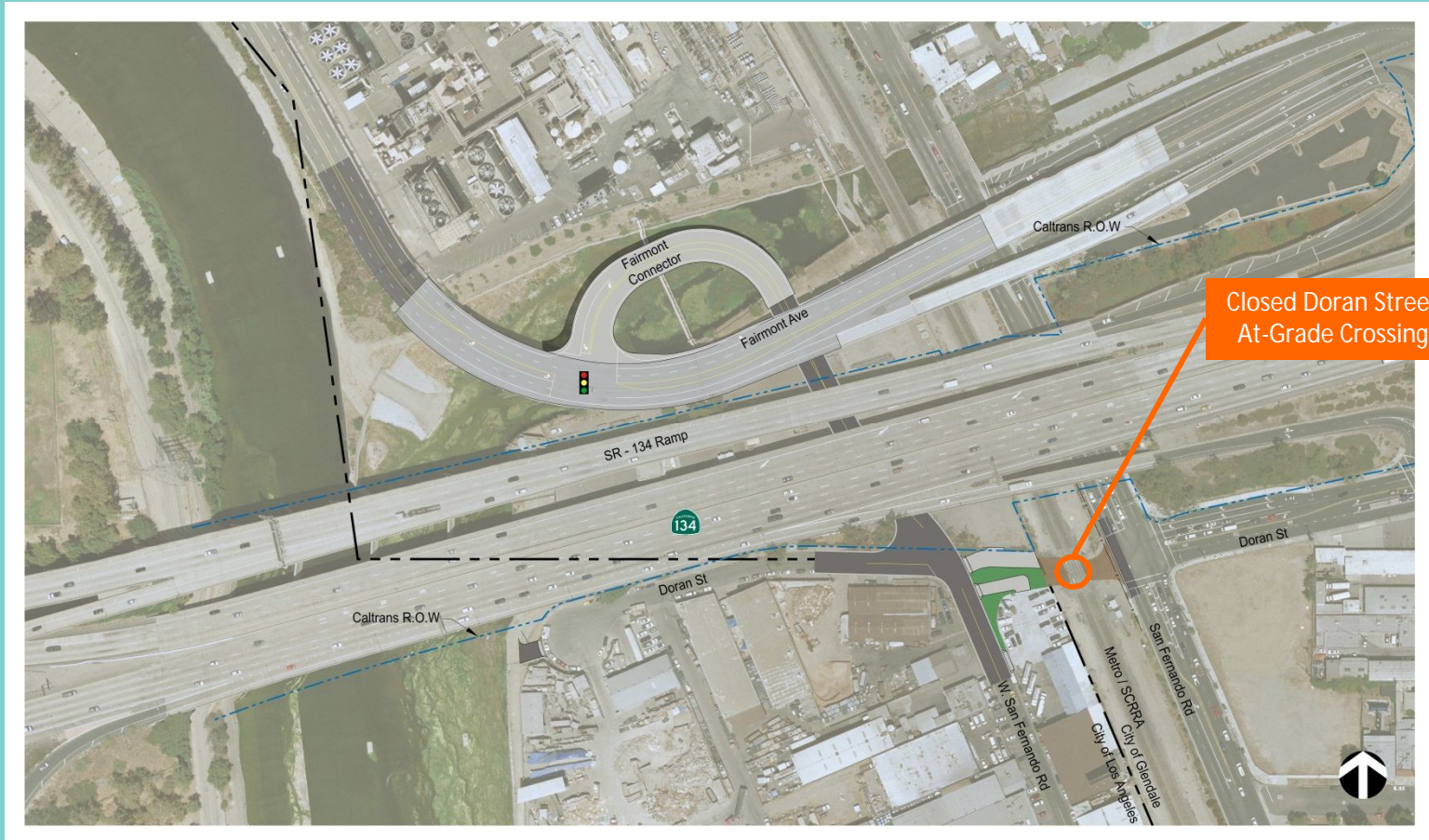
Project Objectives

- Improve safety by separating vehicle and pedestrians from trains at railroad crossings
- Maintain easy access for emergency responders to business and residential areas
- Develop a context sensitive solution that will enhance mobility and quality of life for the community
- Develop a long range solution to minimize impacts to community and program costs

Alternative 1: Doran Overpass



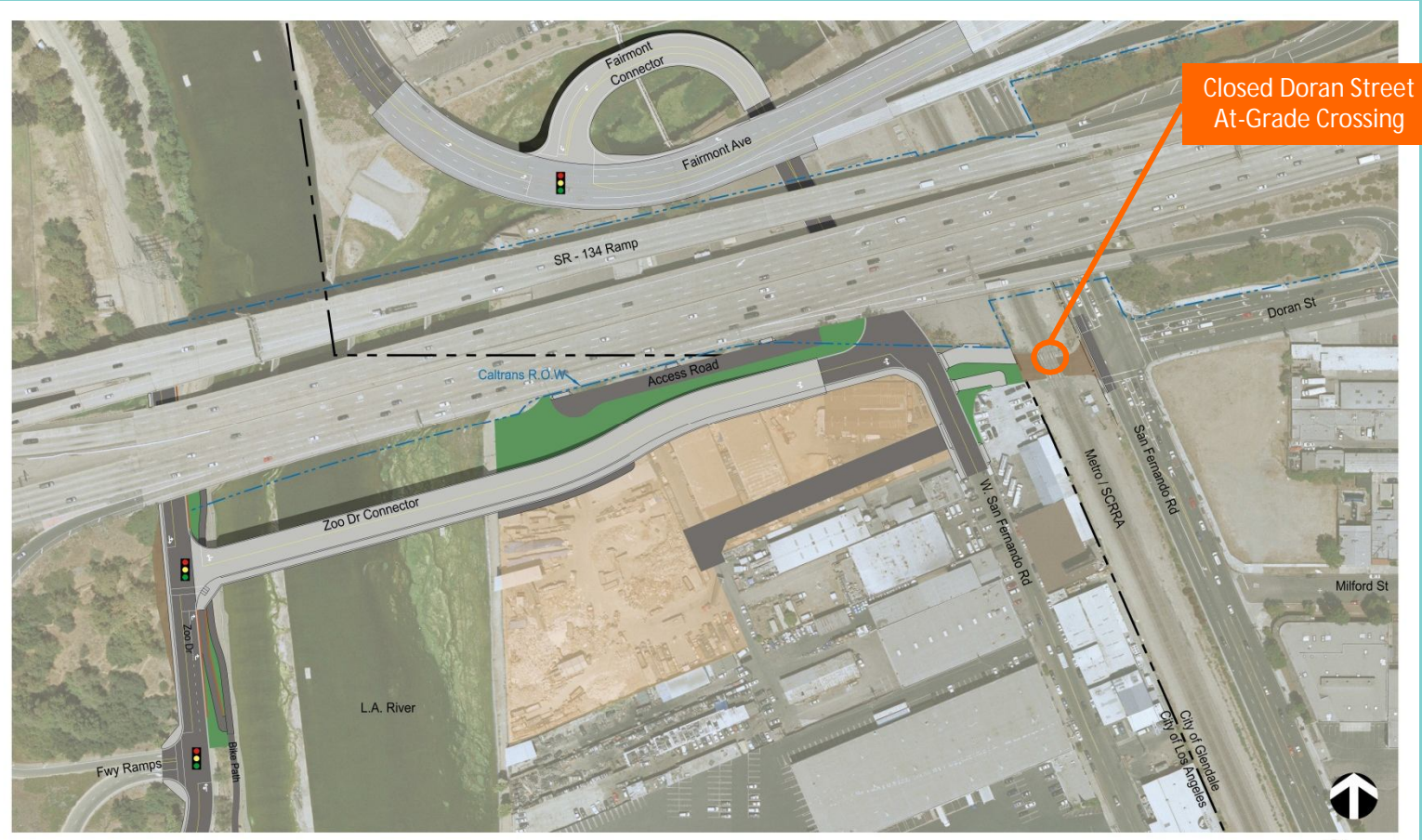
Alternative 2: Fairmont and Salem/Sperry Overpass
























Alternative 2: Fairmont and Salem/Sperry Overpass






Alternative 3: Fairmont and Zoo Drive Connector



Alternative Comparison

Goal	Alt 1	Alt 2	Alt 3
Permanently closes Doran crossing			
Permanently closes Broadway/Brazil crossing			
No future grade separation required			
Minimizes diversion of traffic			
Both crossings open during construction			
Consistent with L.A. River Revitalization			
Consistent with funding sources			

-  Meets Goal
-  Partially Meets Goal
-  Does Not Meet Goal

Alternative Comparison

Item	Alt 1	Alt 2	Alt 3
Project Cost	\$71.3M	\$83.7M	\$64.5M
Number of Impacted Parcels	18	13	8
Parcels within Glendale	8	8	0
Parcels within Los Angeles	9	3	6
Agency Owned Parcels (Caltrans & GWP)	1	2	2
R/W Area Required (square footage)	379,000	277,000	237,000
Area within Glendale	88,000	90,000	0
Area within Los Angeles	275,000	165,000	215,000
Agency Owned Parcels (Caltrans & GWP)	16,000	22,000	22,000
Constraints Analysis Score (out of 100)	66	83.5	47.5

Cumulative & Programmatic Outlook

- LOSSAN Rail Service Expansion will lead to increased vehicular delays at remaining grade crossings
- High Speed Rail will require grade separations at all existing at-grade crossings
- Only Alternative 2 addresses current and future corridor needs by closing both at-grade crossings
- Alternatives 1 and 3 leave the Broadway/Brazil at-grade crossing open, requiring a future grade separation at that location

Cumulative & Programmatic Outlook

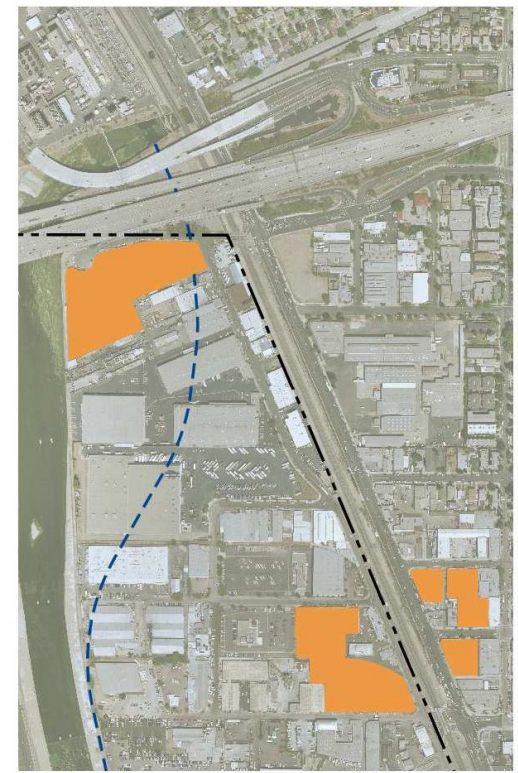
- Cumulative Right-of-Way Impacts



Alternative 1 Impacts
with Future Grade
Separation



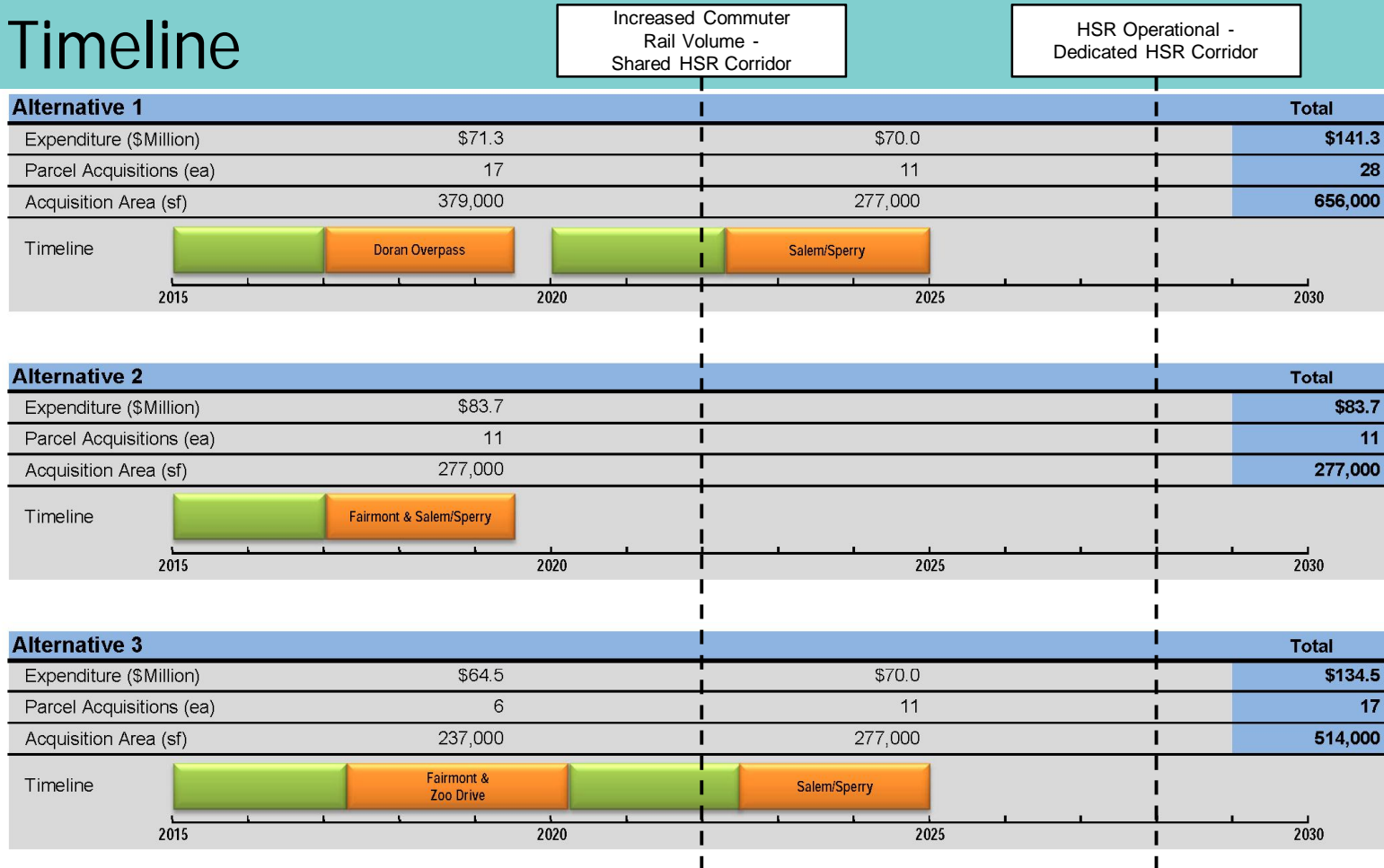
Alternative 2 Impacts
No Future Grade
Separation Required



Alternative 3 Impacts
with Future Grade
Separation

Cumulative & Programmatic Outlook

• Timeline



Legend:
 Environmental, Design and Right-of-Way
 Construction

*Expenditure shown in 2015 Dollars (Millions)

Report Conclusion

- Alternative 2 was determined to be the best overall solution for the following reasons:
 - Ranked highest in direct comparison
 - Largest safety enhancement
 - Provides two uninterrupted points of access
 - Addresses LOSSAN service expansion and High Speed Rail
 - Eliminates future grade separation construction impacts
 - Programmatic benefits as most fiscally prudent, avoids additional right-of-way acquisition and business relocation

Next Steps

- With recommendation,
 - commence preliminary engineering and
 - preparation of environmental document

Doran Street and Broadway/Brazil Safety and Access Project

