



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213
met

37

REVISED
SYSTEM SAFETY AND OPERATIONS COMMITTEE
NOVEMBER 15, 2012

SUBJECT: METRO BLUE LINE (MBL) SAFETY ASSESSMENT

**ACTION: APPROVE LIFE OF PROJECT (LOP) BUDGET INCREASE TO
IMPLEMENT RECOMMENDED MBL SAFETY ENHANCEMENTS**

RECOMMENDATION

- A. Approve the increase in the Life-of-Project (~~LOP~~) budget for the Metro Blue Line (MBL) Pedestrian and Swing Gates Capital Project in the amount of \$6,780,000, increasing the total project budget from \$920,000 to 7,700,000.
- B. Authorize the Chief Executive Officer to amend the FY2013 budget to reflect this adjustment.

ISSUE

At the August 6, 2012 Metro Board Meeting, the Board adopted a motion by Director Yaroslavsky, that was subsequently amended by Director Ridley-Thomas, directing the CEO to convene a Metro Blue Line Task Force to investigate and report back to the Board in November 2012 on the following:

- 1. Causes of accidents, including but not limited to adequacy of current safety procedures, operational concerns, structural concerns, signage, design and traffic conditions
- 2. Potential suicide prevention strategies
- 3. Solutions to the issues that are identified as well as plans for implementing those solutions

The amended Motion directed the CEO to report back on establishing public information protocols in cases of reporting accident and service disruption information when incidents occur. ~~As requested, this report will be provided by the CEO to the Board of Directors in the November Board meeting.~~

Also, in a letter dated August 7, 2012, City of Los Angeles Councilmember Jan Perry requested the CEO to consider expanding the scope of the Task Force to include an evaluation of the Metro Blue Line stations with the goal of improving signage, amenities, waiting areas, and the overall urban design of the stations.

DISCUSSION

In response to the Directors' motions, a Task Force comprised of Metro, Los Angeles Department of Transportation (LADOT), Los Angeles County Public Works (LACPW), City of Long Beach – Traffic Engineering, Los Angeles Sheriff's Department (LASD), California Public Utilities Commission (CPUC), and Union Pacific Railroad (UPRR) staff was formed. Metro Board of Directors' staff was also invited to participate on the Task Force.

Several proposals to enhance safety were discussed by the Task Force at its meetings on August 10, August 30, and September 26, 2012. The Task Force concurred on implementing many safety enhancements. Attachment A includes all the proposals that were carefully evaluated by the Task Force, and the decisions reached for each proposal.

It is important to note that some of the safety enhancements, installation of some safety enhancements, such as the installation of active Light-emitting diode (LED) Pedestrian signs, swing gates/pedestrian gates and changes to operational procedures were already in progress or completed. For example, the scope of Capital Project # 205063 includes the implementation of pedestrian gates and swing gates with a Life of Project (LOP) of \$920,000. This scope was limited to installing these devices adjacent only to Metro's tracks.

The Task Force's recommendations in Attachment A will significantly expand the scope of this capital project by also installing such barriers adjacent to the UPRR tracks, and installing other warning devices and signs to further enhance safety along the entire alignment. These additional enhancements will increase the LOP by \$6,780,000 which is the amount staff is recommending the Board to approve.

Additionally, ~~the~~ **The** Task Force also discussed suicide prevention strategies and decided to pursue the installation of suicide prevention signs at mid-corridor grade crossings in consultation with a local mental health services organization. **Also, staff** ~~Staff~~ will also partner with the LASD to train personnel on behavioral signs and patterns displayed by persons contemplating suicide.

Assessment of Current Public Information Protocols

In response to the amended motion by Director Ridley-Thomas, staff first assessed the current accident/incident notification protocol to determine if additional refinements can be made.

Currently, customer service and control of the Metro Blue Line is operated out of Metro's Rail Operations Control Center (ROC). When accidents or incidents

affecting Metro Blue Line service occurs the ROC immediately implements its public information alert process protocols.

Specifics of accidents and/or incidents are relayed to the general public as "Service Delays", which include equipment problems, track blockages and/or accidents preventing Metro from maintaining scheduled service. When ROC is aware of an impending service delay, public information alerts are immediately dispatched to riding customers. A service message is generated and programmed from ROC to all Variable Message Signs (VMS). All rail stations are equipped with VMS equipment. Delay messages contain information on estimated length of delay, alternate bus service and/or recommendations to seek alternate means of transportation. In addition, Closed Circuit Television (CCTV) Observers generate public address announcements to all rail stations affected by delays. Similar information such as length of delay and alternate transit service is provided by CCTV staff making public address announcements. Two-way telecommunications equipment is provided at all rail stations via Passenger and/or Emergency Telephone (P-Tel and E-Tel). Train Operators also generate service delay announcements on the affected line.

The Hyper Alert System is a message programmed from a source (ROC) and sent to specified Metro staff. The recipients receive a voice automated info alert containing details and description of an event. The alert is also used to notify Metro's Media Relations Office. Upon receiving a Hyper Alert Metro's Media officials contact news outlets, local television and radio stations. Media or any other Metro staff may elect to call in and request more info from ROC.

All extended service delays are updated to Metro's electronic media services, such as Metro.net, The Source and Twitter. Customers may also subscribe or "follow" the Metro Twitter account to receive automated notifications as alerts are issued. Customers may choose these notifications to be delivered via web, text messaging or through their smartphone application. Over 15,000 unique users have subscribed to this service. All planned bus detours and rail maintenance advisories are also updated on a daily basis and available at Metro.net. Major planned advisories are Tweeted as a reminder for customers to plan ahead.

After benchmarking other agencies protocols for timely reporting to customers, staff will work within the budget process to recommend a communications professional be co-located 24/7 in the Rail Operations Center to distill critical information and interpret into non-technical and legally appropriate language reports for immediate distribution to the Board Secretary, Media department and into the information stream that feeds the agency information network including all station notification systems, website and social media platforms. A job description for this communications liaison position is currently being developed by Communications in collaboration with Operations.

Lastly, in response to Councilmember Perry's letter, staff distributed the Project RENEW report to task force members for review and consideration. This report was discussed at the Task Force's September 26 meeting. The task force supported the recommendations in the report. As it related to safety, Metro staff explained to the task force members that a capital project scheduled to begin this fiscal year will focus on refurbishing 21 Metro Blue stations. Items under consideration as part of this scope of work include painting, refinishing platform surfaces, installing enhanced lighting, improved signage, closed circuit television cameras, platform canopies, and a variable messaging system. This effort will supplement the planning recommendations in the project RENEW report to revitalize the neighborhoods along the Metro Blue line.

DETERMINATION OF SAFETY IMPACT

Approval of this item will continue Metro's efforts to provide infrastructure to operate a safe and efficient Rail system for the general public and passengers. Staff anticipates that these enhancements will also reduce accident-related service interruptions and costs.

FINANCIAL IMPACT

The cost for these enhancements is \$6,780,000. Upon approval of the project LOP increase, this funding will be included in the capital LOP budget in cost center 3960 – Transit Systems Engineering, line item 50316 – Professional and Technical Services, project 205063 – MBL Swing Gates and Safety Enhancements.

Since this is a multi-year project, the cost center manager, project manager, and executive officer will ensure that the balance of funds are budgeted in future fiscal years.

Impact to Budget

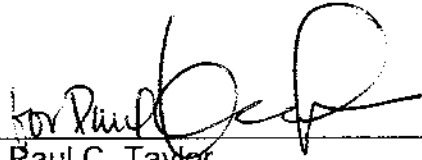
The source of funds for this capital project is Local Enterprise Funds from prior year and Measure R Metro Rail CP 2% which are eligible for Rail capital enhancements.

NEXT STEPS

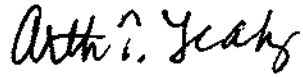
~~Upon receiving board approval in November,~~ Staff will develop a scope of work for the implementation of the recommended enhancements through an Invitation for Bid (IFB) process.

ATTACHMENTS

- A. Metro Blue Line Recommended Enhancements
- B. Estimated Implementation Costs
- C. Funding and Expenditure Plan
- D. Councilmember Jan Perry's Letter Dated August 8, 2012**



Paul C. Taylor
Deputy Chief Executive Officer



Arthur T. Leahy
Chief Executive Officer

ATTACHMENT A

TASK FORCE RECOMMENDATIONS

<u>Proposals</u>	<u>Location</u> (s)	<u>UPRR Comments</u>	<u>LB Comments/LADOT Comments</u> (underlined)	<u>CPUC Comments</u>	<u>Task Force Discussion</u>	<u>Task Force Recommendations</u>
<p>Current Projects</p> <p>1 LED "TRAIN" Ped Heads</p>	<p>At Street-running Station Crosswalks</p>	<p>Union Pacific has no objections to the installation of LED Ped. Head signs at x-walks near Station locations. As to the issue of modifying the crossing on the Union Pacific side, UPRR will require a preliminary engineering letter be provided by Metro to reimburse us for the labor, design and material required for any upgrades at any of the crossings along the Blue line. A supplement to the existing agreement will need to be added for the construction and maintenance of any improvements recommended at each crossing. The maintenance costs for additional devices will need to be the responsibility of Metro.</p>	<p>I'm unclear as to the specifications and operation of the proposed signs; however, the comment made above regarding experimental devices applies for the City of Long Beach. I'm unclear as to why such a sign is needed. The Ped Head controls pedestrian movement at a signalized intersection so why is another sign that could be potentially distracting from the primary message of the Ped Head be needed. In Long Beach we have found that countdown pedestrian indications have been a significant safety enhancement yielding a 25% reduction in all accidents. I believe that all Blue Line traffic signals are outfitted with such devices in Long Beach if they have not been so implement in Los Angeles I would make such an improvement a priority.</p> <p><u>City of Los Angeles supports this endeavor. As mentioned, LADOT is waiting for final funding and commitment from Metro before beginning design. A funding-backed work order and a letter to LADOT General Manager, Jaime de la Vega, are necessary before LADOT will proceed.</u></p>	<p>Regarding the current MBL projects identified at the meeting, CPUC Staff supports both efforts, the first being addition of train activated pedestrian signal heads at crosswalks along street-running portions of the line, and the second being addition of pedestrian/swing gate improvements to pedestrian pathways at gated crossings. We do however have some concerns with treating the UPRR side of the corridor differently than the Metro side of the alignment. In the effort to send a clear and understandable message to users, consistency should be a goal. We urge UPRR to look beyond its normal preferred configuration and resistance to active pedestrian gates along the line.</p>	<p>Staff mentioned that an estimate for the LED Ped.Head signs has been received from the City of Los Angeles and a Work Order along with a Letter to Jaime De La Vega will be sent out shortly to start the design, acquisition and installation phase. Staff also reiterated to the City of Long Beach that it wants to expand the project of installing these signs at street running Long Beach Station locations to maintain uniformity of safety warning devices along the Metro Blue Line alignment. Metro staff will discuss the project with the City Manager of Long Beach.</p>	<p>Install LED Ped Heads in both Los Angeles and Long Beach crosswalks at street running Blue Line Station locations.</p>
<p>2 Ped/Swing Gates</p>	<p>Mid-Corridor</p>	<p>UPRR does not recommend the use of</p>	<p>The City of Long Beach has implemented such gates at 12th</p>	<p>Same as Above</p>	<p>In discussion with the UPRR and CPUC staff,</p>	<p>Install Swing Gates on the UPRR side of the right-</p>

ATTACHMENT A

TASK FORCE RECOMMENDATIONS

<u>Proposals</u>	<u>Location (s)</u>	<u>UPRR Comments</u>	<u>LB Comments/LADOT Comments (underlined)</u>	<u>CPUC Comments</u>	<u>Task Force Discussion</u>	<u>Task Force Recommendations</u>
	Crossings	the traditional active pedestrian gates because past history has shown the public will tamper with these devices rendering them inoperable or they do not provide enough of a deterrent for pedestrian who will either maneuver around or duck under the gate arms. An alternative automated interconnected gate mechanism was recommended at the meeting and we encourage the CPUC to consider this option in place of the traditional ped. gates	Street and supports the implementation of such systems at other locations as appropriate. <u>The City of Los Angeles supports this effort, especially if crossings can be evaluated to widen sidewalks as necessary to provide additional room for pedestrian and/or swing gates.</u>		it was agreed that utilization of "interconnected" gates as recommended by the UPRR was not feasible. Both agencies agreed to Metro's proposal of installing mechanical Swing Gates on the UPRR side of the right-of-way. Metro staff will start taking field measurements to accommodate the UPRR gates into their drawings.	of-way in mid corridor (where space permits). For locations where no gates can be installed (total of 7), install In-Roadway Warning Lights (please refer to item #6 on this matrix)
Proposed Projects						
3 LED "TRAIN" Ped Head signs	At all Street-running Crosswalks	Union Pacific has no objections to the installation of LED Ped. Head signs at x-walks near Station locations. As to the issue of modifying the crossing on the Union Pacific side, UPRR will require a preliminary engineering letter be	Same as Above <u>Same as Above</u>	Same as Above	This proposal represents "Phase 2" of the LED Ped. Head signs project. The active signs will be installed at all crosswalk locations in the Cities of Los Angeles and Long Beach.	Install LED Ped Head signs at all crosswalks in Los Angeles and Long Beach. (Target completion date FY 14- FY15)

ATTACHMENT A

TASK FORCE RECOMMENDATIONS

<u>Proposals</u>	<u>Location (s)</u>	<u>UPRR Comments</u>	<u>LB Comments/LADOT Comments (underlined)</u>	<u>CPUC Comments</u>	<u>Task Force Discussion</u>	<u>Task Force Recommendations</u>
		provided by Metro to reimburse us for the labor, design and material required for any upgrades at any of the crossings along the Blue line. A supplement to the existing agreement will need to be added for the construction and maintenance of any improvements recommended at each crossing. The maintenance costs for additional devices will need to be the responsibility of Metro.				
4 "LOOK BOTH WAYS" active signs at stations	Metro Blue Line Mid-corridor Stations	UPRR has no objections to the installation of LOOK BOTH WAY signs, roadway warning lights, suicide prevention signs, wait here pavement markings and audible warning devices.	Such messages were implemented in Salt Lake City for the 2002 Olympics in Salt Lake the messages were painted within the crosswalk rather than by signage. In our review of the Salt Lake City treatment we did not find a demonstrated safety benefit. I think it would be wise to check in with Salt Lake City to see if long term usage of the messages have been well received and understood by the public and if they still use the treatment. <u>City of Los Angeles supports the efforts to install additional "LOOK</u>	Specifically in regard to the train-activated "Look Both Ways" pedestrian signs, CPUC staff supports the efforts of LACMTA to place additional warning to clearly communicate to pedestrians that trains are approaching from either direction, however there are continuing questions regarding the effectiveness of the sign and whether and to what extent the sign is understood by the public. Additionally, we believe that we should examine some of the newer signs that	CPUC staff suggested evaluation of different designs of "LOOK BOTH WAYS" active signs. They mentioned that New Jersey might have a design that should be considered and will forward a photo to Metro staff. It was further agreed that the CPUC and Metro staff will meet separately in order to explore other alternatives/designs.	Schedule meeting between CPUC and Metro staff to explore "LOOK BOTH WAYS" sign design alternatives. Once a decision is reached as to the proper sign, installation to be implemented at eight stations.

ATTACHMENT A

TASK FORCE RECOMMENDATIONS

<u>Proposals</u>	<u>Location (s)</u>	<u>UPRR Comments</u>	<u>LB Comments/LADOT Comments (underlined)</u>	<u>CPUC Comments</u>	<u>Task Force Discussion</u>	<u>Task Force Recommendations</u>
5 Audible Warning Device	Crosswalks and Pedestrian Xings-Street-running.	Same as above	<p><u>BOTH WAYS</u> active signs at stations as long as their installation is MUTCD compliant. <u>City of L.A.</u> supports the task force looking into other possible active signs that may provide improved notice to pedestrians.</p> <p>I'm unclear if it is intended to install APS or some other train specific device. In the case of APS such devices require an engineering review as per the California MUTCD. As for a unique audible warning system my comment regarding appropriate approvals for experimental devices applies.</p> <p><u>City of L.A. interprets this scenario as being proposed at both street-running crosswalks and pedestrian crossings. City of L.A. feels that the test installation at Exposition Blvd. and Gramercy Ave be fully tested and evaluated before any other installations are considered in the City of L.A. City of L.A. is opposed to interconnecting the audible devices to the traffic signal controllers. Has there been any discussion as to why the crossing bells couldn't be allowed to sound continuously instead of cutting out after 8 seconds? Can the audible buttons on the trains be used in a more useful manner to provide the intended audible warning?</u></p>	<p>have appeared in recent years, some of which are currently in-place or being tested, before its determined to go with a sign. (See PUC letter dated August 24, 2012 for additional details)</p>	<p>2 audible warning devices have been ordered by Metro for testing purposes at street-running locations.</p>	<p>With CPUC staff approval, the audible warning devices with be tested at station locations first followed by testing at crosswalks (all in street-running)</p>

ATTACHMENT A

TASK FORCE RECOMMENDATIONS

<u>Proposals</u>	<u>Location (s)</u>	<u>UPRR Comments</u>	<u>LB Comments/LADOT Comments (underlined)</u>	<u>CPUC Comments</u>	<u>Task Force Discussion</u>	<u>Task Force Recommendations</u>
6 In-Roadway Warning Lights (IRWLs)	Pedestrian sidewalks at mid-corridor crossings	Same as above	A number of studies across the nation have shown the lack luster safety performance of such devices as well as the high maintenance costs of keeping such systems operational. A number of cities are actually removing such devices due to poor performance. The City of Long Beach does not have any such systems and does not support the installation of such systems within its right-of-way. Furthermore, all pedestrian crossings in Long Beach are signalized; therefore, such devices would only be confusing to both pedestrians and motorists. As for the question of using such devices on a sidewalk Yes, such a use would be experimental and require CTCDC and FHWA approval. <u>City of L.A. would consider supporting this installation if the IRWLs were red and operated in an alternating flashing pattern. There would need to be full discussion on the maintenance of these devices. Additionally, if such an installation was approved, the City of L.A., would also like them installed at Vernon Ave, 92nd St/Graham Ave, Century Blvd, and 103rd St.</u>		Staff proposed the installation of IRWLs at mid-corridor pedestrian sidewalks that cross the tracks where neither Ped nor Swing gates can be installed. Field reviews revealed that there were a total seven (7) locations where the lights would be installed. Staff will obtain an estimate for the IRWLs and incorporate their installation in the current ped gate/swing gate installation drawings. Staff has requested information from LADOT whether an MUTCD/FHWA application is required for installing these lights in sidewalks.	Install IRWLs at seven (7) locations in mid-corridor where Swing and Ped-gates cannot be installed. (estimate included in #2 above) Install IRWLs at 2 Street-running pedestrian Crossings for Left Turn and Cross traffic
7 Suicide Prevention Signs	Mid-corridor crossings	Same as above	It's doubtful that a person intent on committing suicide by train would be persuaded not to do so by a sign. It's more likely that such a sign would		Metro staff reported a 175% increase in suicides in the last 11 years when compared	- Install suicide prevention signage at MBL Mid-corridor grade crossings

ATTACHMENT A

TASK FORCE RECOMMENDATIONS

<u>Proposals</u>	<u>Location (s)</u>	<u>UPRR Comments</u>	<u>LB Comments/LADOT Comments (underlined)</u>	<u>CPUC Comments</u>	<u>Task Force Discussion</u>	<u>Task Force Recommendations</u>
8	“WAIT HERE” Pavement Markings	Same as above	<p>Such markings should be deployed only in the manner specified in the MUTCD. Any such markings within Long Beach right-of-way require prior approval from the City Traffic Engineer</p> <p>City of L.A. supports these installations as long as they are installed in a manner consistent with the MUTCD.</p>		<p>The task force agreed to implement this safety enhancement.</p>	<p>Install “WAIT HERE” pavement markings at the bottom of all ramps in both Street-running and Mid-corridor. Installation to commence in Los Angeles followed by Long Beach after consultation with their City Traffic Engineer.</p>
9	Four-Quad Gates	Entire Mid-corridor	<p>The City of Long Beach endorses METRO's effort to upgrade existing gating systems to the latest technology and suggests that such a project that has demonstrated safety benefits not be a "long term" project but a priority.</p> <p>City of L.A. fully supports the installation of Quad (Exit) Gates at all crossings along the Blue Line's mid-corridor. City of L.A. would prefer that this endeavor take a higher priority for installations to</p>		<p>The Task Force discussed the rate of train vs auto collisions in mid-corridor which has dramatically decreased. Metro staff emphasized the need to focus on pedestrian related accidents as an urgent priority.</p>	<p>Since Four Quadrant gates are not applicable for pedestrian safety, the Task Force recommended not to pursue at this time.</p>

ATTACHMENT A

TASK FORCE RECOMMENDATIONS

<u>Proposals</u>	<u>Location (s)</u>	<u>UPRR Comments</u>	<u>LB Comments/LADOT Comments (underlined)</u>	<u>CPUC Comments</u>	<u>Task Force Discussion</u>	<u>Task Force Recommendations</u>
			<p><u>happen much sooner than later because of the significant safety enhancements that they will provide. This line has been in operation since June 1990, a total of 22 years, and the City of L.A. feels it is time for viable improvements such as these to be aggressively pursued. The City of L.A. proposes that the Quad Gate program be at the top of the list of recommendations to the Board.</u></p>			
10	Street running		<p>The benefits of such systems are unclear; however, we are interested in hearing about research efforts.</p> <p><u>The City of L.A. is concerned about the safety of pop-up bollards, as well as their operation and maintenance.</u></p>		<p>The Task Force concluded that this proposal is neither viable nor practical because of reliability & maintainability concerns. Moreover, failure of the bollards will disrupt traffic flow patterns.</p>	<p>The Task Force recommendation is not to implement,</p>
1 1	Street running Eliminate #1 Traffic Lane to install LT Gate		<p>Generally we are not supportive of losing travel lanes within Long Beach; however, we are willing to listen to proposals.</p> <p><u>The City of L.A. is not supportive of losing travel lanes unless additional right-of-way can be obtained to mitigate the loss of capacity.</u></p>		<p>The Task Force was informed that traffic lane closure is subject to approval by the respective local jurisdiction's Bureau of Engineering. Staff requested the City representatives to review this proposal with their Engineering departments and let the task force know if this proposal is viable at any intersection. +</p>	<p>See City of LA comments.</p>

ATTACHMENT A

TASK FORCE RECOMMENDATIONS

	<u>Proposals</u>	<u>Location (s)</u>	<u>UPRR Comments</u>	<u>LB Comments/LADOT Comments (underlined)</u>	<u>CPUC Comments</u>	<u>Task Force Discussion</u>	<u>Task Force Recommendations</u>
1 2	Street Closures	Entire alignment	Union Pacific is in support of the possibility of street closures to improve safety and will gladly assist Metro with these efforts anyway possible.	Generally we are not supportive of losing crossings in that a lack of access across the tracks is not pedestrian friendly and tends to create a division between neighborhoods. However, we are willing to listen to proposals. <u>The City of L.A. does not support the closure of crossings along busy roadways that service many vehicles and pedestrians. The closure of crossings would result in longer travel distances for both pedestrians and vehicles, which would create many more conflicts and increased volumes at adjacent crossings. Crossing closures would also force more trucks to make left turns at adjacent crossings. The City of L.A. is still willing to consider proposals if they are provided.</u>		The discussion centered on possibly closing minor arterials. The City representatives were requested to review the crossings within their jurisdiction and determine if any were candidates for closure based on traffic volumes (low ADTs)	See City of LA comments.
1 3	Eliminate LT Movements	Street running		Generally we are not supportive of losing access across the tracks ... especially when losing such access only moves demand from one intersection to another and can increase u-turns. <u>The City of L.A. does not support restricting left turn access over crossings. Eliminating left turns at crossings along the Blue Line would promote illegal left turn moves and would result in added left turn conflicts at adjacent crossings.</u>		The Task Force requested both the City of Los Angeles and the City of Long Beach to perform a study and recommend if any Left Turns could be eliminated. Long Beach mentioned that it would increase Left Turn demands at other intersections while also increasing the amount of U-turns.	See City of LA comments.

ATTACHMENT A

TASK FORCE RECOMMENDATIONS

<u>Proposals</u>	<u>Location (s)</u>	<u>UPRR Comments</u>	<u>LB Comments/LADOT Comments (underlined)</u>	<u>CPUC Comments</u>	<u>Task Force Discussion</u>	<u>Task Force Recommendations</u>
			Motorists would be forced to drive additional distances to access the other side of the tracks. <u>The City of L.A. is still willing to consider proposals if they are provided.</u>			
14 LED Blank-out signs NRT-NLT	Mid-corridor crossings with parallel streets		The City of Long Beach is generally supportive of such signs for turn restrictions that vary by time or by day. <u>The City of L.A. currently has protected left turns at most crossings and LED blank-out signs for right turns at the remainder of crossings along the Blue Line.</u>		The task force agreed to implement this safety enhancement.	Install blank out signs where applicable
15 ATP in Street-running	Street running		<u>The traffic signal system is not designed for interface with ATP. LADOT does not support interfacing the traffic signal system to any ATP system due to operational and liability concerns.</u>		The CPUC asked whether Automatic Train Protection (ATP) could be interfaced with the bar-signaling system. Staff explained that it is not feasible since trains could block intersections.	Wayside signals will conduct an analysis to determine the feasibility of this measure and provide a "white paper".
16 Slow order at Far-side Stations	Mid-Corridor		<u>No objections</u>		The CPUC asked whether train speeds could be reduced on approach to far-side stations. Staff informed them that it has already been in effect at mid-corridor stations.	Completed.

ATTACHMENT A

TASK FORCE RECOMMENDATIONS

<u>Proposals</u>	<u>Location (s)</u>	<u>UPRR Comments</u>	<u>LB Comments/LADOT Comments (underlined)</u>	<u>CPUC Comments</u>	<u>Task Force Discussion</u>	<u>Task Force Recommendations</u>
17 Passive Fine amount signs at grade crossings/relocate "DO NOT ENTER when lights and bells are active" signs	Mid-Corridor		<u>No objections, but any sign relocations in LA shall be done in cooperation with LADOT.</u>		The Task Force recommended the installation of passive signs showing the dollar amount of the fine for violating grade crossing warning devices. Also, the task force recommended the relocation of some warning signs to reduce sign clutter.	Install the recommended signs at mid-corridor crossings and relocate signs onto a separate post.
18 Vehicle Cow-Catcher					The UPRR suggested that the Task Force evaluate the utilization of a "Cow-catcher" as a means to mitigate pedestrian deaths resulting from train/ped. Accidents.	Staff researched "cow catcher guard" in front of the vehicle and couldn't find any examples as such and doubt can be done to the MBL fleet because of our coupler mounting location and protrusion from anti-climber. The couplers also have lateral swing to accommodate curves on the main line.
19 Painting end of rail Cars with reflective paint					The Task Force discussed the possibility of painting rail cars with reflective materials to increase train visibility. As is done in a lot of European Transit Properties.	Due to the large windshield and limited surface area on the front of rail cars, Rail Operations deemed this proposal as non-effective.
20 Wayside Horns					The CPUC suggested that Metro tests Wayside Horns at its	Proposal to be evaluated by Wayside Systems.

ATTACHMENT A

TASK FORCE RECOMMENDATIONS

<u>Proposals</u>	<u>Location (s)</u>	<u>UPRR Comments</u>	<u>LB Comments/LADOT Comments (underlined)</u>	<u>CPUC Comments</u>	<u>Task Force Discussion</u>	<u>Task Force Recommendations</u>
22	Pilot IRWLs for Left Turns, and Cross-traffic				grade crossings to enhance audible warnings for both vehicles and pedestrians. The Task Force discussed expanding the recently approved gold Line application by the FAHWA to initiate trial installations on the MBL.	Corporate Safety will pursue a trial installation at 2 street-running and 7 mid corridor intersections subject to FHWA approval.
23	Pre-emption Design Evaluation				Concerns relating to signal timing and vehicle storage were discussed at the intersection of Wardlow and Pacific.	The design evaluation will be done by the City of Long Beach Traffic Division on grade crossings such as Wardlow.
24	Enhanced Lighting at crossings				The Task Force discussed the possibility of enhancing lighting at grade crossings to provide train operators with better visibility at intersections.	Proposal to be evaluated by Wayside Systems.
25	Reopen East Access to the Artesia Station				A meeting was held at the Artesia Station and a path forward towards reopening the station was proposed.	Schedule a meeting with Metro, The Casino, the City of Compton, and Director Ridley-Thomas' office to pursue options available.

ATTACHMENT B
COST ESTIMATES

FY13-FY15 Implementation

Ped/Swing Gates, In-Roadway Warning Lights (IRWLs) – Mid-corridor, Crossing Panels, and Sidewalk Improvements (Detailed breakdown attached)	\$5,580,000
---	-------------

FY13 Implementation

Wayside Horn Trial Installation	\$ 150,000
---------------------------------	------------

LED "TRAIN" Pedestrian Heads at Station Crosswalks in the City of Long Beach	\$ 100,000
---	------------

"LOOK BOTH WAYS" Active Signs	\$ 50,000
-------------------------------	-----------

Audible Warning Devices	\$ 60,000
-------------------------	-----------

Suicide Prevention Signs	\$ 20,000
--------------------------	-----------

"WAIT HERE" Pavement Markings	\$ 50,000
-------------------------------	-----------

Passive Fine Amount Signs	\$ 20,000
---------------------------	-----------

FY14-FY15 Implementation

LED "TRAIN" Ped Heads at Pedestrian Crosswalks	\$ 300,000
--	------------

Pilot IRWLs for Left Turns and Cross-traffic – Street-running	\$ 250,000
---	------------

Enhanced Lighting at Grade Crossings	\$ 200,000
--------------------------------------	------------

Total	<u>\$6,780,000</u>
--------------	---------------------------

Branch	Suboffice	Quantity	Order	Particulars	Units	Rate	Amount	IPM	Com	IPM	Com	Rate	Amount	Subtotal	Special	Subtotal	Workings	Rate	Rate	
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

ATTACHMENT C

FUNDING AND EXPENDITURE PLAN

	Inception Through FY12	FY13	FY14	FY15	FY16	Total	% of Total
Design/Specifications/Const. Mgmt.	\$ 349,000	\$150,560	\$ 174,278	\$ 208,252	\$ -	\$ 882,090	11.00%
Advertising	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000	0.00%
Construction/Rehab/Renovation	\$ -	\$727,477	\$2,757,669	\$2,757,669	\$ 255,770	\$ 6,498,585	85.00%
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%
Professional Services	\$ -	\$ 37,500	\$ 18,750	\$ 18,750	\$ -	\$ 75,000	1.00%
Force Account Labor	\$ -	\$ -	\$ 121,164	\$ 118,161	\$ -	\$ 239,325	3.00%
Total Project Cost	\$ 349,000	\$920,537	\$3,071,861	\$3,102,832	\$ 255,770	\$7,700,000	100.0%
Sources of Funds							
Local Enterprise Funds from Prior Year	\$ 349,000	\$571,000	\$ -	\$ -	\$ -	\$ 920,000	12.00%
Measure R Metro Rail CP 2%	\$ -	\$349,537	\$3,071,861	\$3,102,832	\$ 255,770	\$ 6,780,000	88.00%
Total Project Funding	\$ 349,000	\$920,537	\$3,071,861	\$3,102,832	\$ 255,770	\$ 7,700,000	100.0%



JAN PERRY
COUNCILWOMAN, NINTH DISTRICT

August 7, 2012

Mr. Art Leahy, Chief Executive Officer
Los Angeles Metropolitan Transit Authority
One Gateway Plaza, MS # 99-25-1
Los Angeles, CA 90012-2952

Dear Mr. Leahy,

The Metro Blue Line was constructed in 1990 and was the first light rail system in the United States. As you know, it is a very busy system that is heavily used by many. I commend your leadership and the Metro Board of Directors for recently creating the Blue Line Task Force to address safety concerns along the line and encourage each of you to consider the recent report by City Planning, which provides land use recommendations for some of the Blue Line Stations. I have attached the report for your reference.

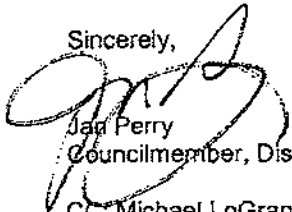
The City Planning report was generated as a product of Project RENEW, a County/City partnership funded by a grant from the CDC and administered by the Department of Public Health. This report does not address every Blue Line Station but certainly provides some good insight and suggestions that may alleviate safety concerns. Community Health Councils (CHC) was a critical partner to the City and the County in creating the report and led the community outreach efforts. Many of the recommendations contained within this document were generated thanks to the valuable input of community stakeholders at public meetings.

As you can see from the report's analysis, the Blue Line stations in Council District Nine along Washington Boulevard, Long Beach and Stauson Avenues suffer from poor urban design. In large part, they lack the amenities necessary to create a safe transit stop. In many cases, more visible pedestrian crossings need to be installed, platforms and waiting areas need to be enhanced, signage needs to be improved, and an environment needs to be created where appropriate development can happen to increase the viability of each station.

I hope that when considering ways to improve the Blue Line, you fully analyze this report and include the recommendations in your investigation. I believe that the report has great value and includes some comprehensive suggestions that require City, County and Metro coordination.

I look forward to working with you on improving the Blue Line.

Sincerely,



Jan Perry
Councilmember, District 9

CC: Michael LoGrande, Director, City Planning; Faisal Roble, Senior Planner, City Planning

Attachment: Project RENEW report