



Tuesday, November 21, 2006

PUC Field Diagnostics Meeting No. 6 MINUTES

ATTENDANCE: See attached sign in sheet

The meeting started at 9:00 AM at the PUC Conference room on the 5th floor on Tuesday, November 21, 2006. The attendees included the PUC, LADOT, MTA, Expo Authority and FFP.

Okazaki started off the meeting with self-introduction. Okazaki pointed out that all eight (8) at-grade crossings are going to be street-running, the segment is all along Exposition Boulevard between Western Avenue and Figueroa Street. Trains will be operated in accordance with CPUC GO 143-B.

The consolidated comments from the office and the field meetings specifically related to the crossings are as follows:

DENKER AVENUE AND EXPOSITION BOULEVARD

Okazaki stated that this is an existing signalized intersection. It will operate as a three phase semi-actuated operation with a lagging left-turn. He pointed out that there were upward of 300 pedestrians that cross Exposition, with more than 220 being school children, and that there was a heavy northbound left-turn movement in the morning. He pointed out that LADOT has the standard treatment here with Programmed Visibility (PV) heads for the westbound "through" movement, so left-turners can't see them, and a redundant mast arm signal with up-arrows for the eastbound movement to reinforce the no-left turn. He also said that the median island will be cut-backed so the crosswalk area will be at grade. He said that Expo wanted to install the maximum amount of landscaping on this Project, but that the Citizen Advisory Committee formed by the Expo Authority Board will determine the specific treatment and type of landscaping. Expo acknowledged the PUC's concerns about safety, and PUC's desire to have only low level landscaping. There is also bike lanes on both sides of Exposition Boulevard. Comments at the Office and the Field included the following:

- MTA reminded us that we need to install tactile warning strips at all the curb ramps.

- LADOT stated that closing of LaSalle and Harvard will divert some traffic to Denker, so LADOT is to consider a longer pocket for westbound left-turns in order to accommodate diverted traffic.
- LADOT to review the signal pole locations on the south side of the street inasmuch as there's only a 6 foot sidewalk, and the need to keep a 4-foot clear area to meet the ADA requirement. Other plans showed poles located near the property line in order to create more space. LADOT should also review signal pole locations in light of the fact that there are so many power poles on the south side blocking signal visibility.
- MTA pointed out that ADA recommends at least an 8-foot sidewalk. However, we only have a 6-foot wide sidewalk on the south side, and there were no property takes proposed in the Project EIR to address this situation.
- LADOT to reconsider the need to keep both crosswalks inasmuch as minimizing the crosswalks across the tracks improves safety (removing the west leg is preferable). However, LADOT stated that the two crosswalks are needed due to their close proximity to the school.

EXPOSITION BOULEVARD AND HALLDALE AVENUE

Okazaki stated that this is a new signal that's being installed as a mitigation measure for closing two existing at-grade crossings west of this location. Also, the Halldale signal complements the signal at Denker by allowing eastbound traffic to go into the area north of Exposition Boulevard. He said that this signal and operation is a mirror image of the Denker and Exposition intersection. Okazaki said that we have the second mast arm signal for westbound with a Green up-arrow to reinforce the No left-turn, in addition to the No Left and No U-turn sign on the mast arm. As we did at Denker, we will install tactile warning strips at all the curb ramps. The medians will be cut backed so crosswalks will be at-grade. Expo requested LADOT to reconsider the installing of both crosswalks here inasmuch as there's very little pedestrian traffic (only 30 in 6 hours), and asked that the east leg crosswalk be removed. It was pointed out that LADOT located the signal equipment near the property line on the south side of the street due to the narrowness of the sidewalk (only 6 feet). Okazaki pointed out that he thought there was a mistake on the traffic counts submitted by LADOT for this location, where during the AM peak hour 1,700 vehicles per hour was reported for 7-8 AM in the eastbound direction, while other data in adjacent segments showed traffic in the range of only 1,100 to 1,200 vph (the lower volume was confirmed by LADOT). He said that LADOT is recommending the lagging left-turn based on lessons learned from the Blue Line. Comments at the Office and the field included the following:

- Inasmuch as there are so many high power lines running along the south side of the street, and we're putting-in a lot of signal equipment, we need to be careful in locating the signals so they are clearly visible.
- Tuesday was trash pick-up day, and a lot of trash bins were placed on the curb lane along Exposition Boulevard, and in some cases, directly on the proposed bike lanes.

EXPOSITION BOULEVARD AND NORMANDIE AVENUE

Okazaki stated that this is a semi-actuated operation, and will have 8 phases, which means there will be protected left-turns for all the movements. But, because left-turns are off-set, LADOT is recommending Lead-Lag operation for both Normandie and Exposition. PUC asked if there was mitigation for the Lead-Lag operation inasmuch as Okazaki had stated that Lag was found to be safer, based on lessons learned. In response, LADOT suggested a longer all-red phase before the release of the Lead signal; DOT said about a second longer. Okazaki said that there will be tactile warning strips at all of the curb ramps, and also said that there will be landscaping in the median area, and the median island will be cut-backed to provide level crossing for pedestrians. There will be bike lanes in both directions also. Comments at the Office and the field included the following:

- Expo asked why there was so much cat-tracking; LADOT said that because striping was off-set. But, the off-sets may not be significant enough to warrant some of the cat-tracking. With the medians being cut-backed, it may be possible to allow concurrent left-turn with cat-tracking.
- LADOT will re-examine how it may be possible to provide concurrent left-turns; that may be possible if we can get more than a 30-foot separation.
- PUC mentioned that it should be possible to remove and/or relocate some of the utility poles at this location, which will allow proper placement of signal poles; FFP replied that they meet with LADWP on a regular basis and will discuss with them.
- LADOT mentioned that the previously recommended southbound right turn only lane was not necessary partly because of the new signal at Halldale.
- Expo asked LADOT to try to extend the left-turn pockets for Normandie.

EXPOSITION BOULEVARD AND RAYMOND AVENUE

Okazaki stated that this new signal was a mitigation measure for closing three crossings east of Raymond. Furthermore, LADOT was planning to install a Pedestrian signal because of large number of school children who cross here already; presently there's a marked school crossing here and an assigned crossing guard. There are also a large number of people making an eastbound left turn, in part due to the 37th Street School, which is located on Raymond at 37th Street, as well as heavy southbound left-turn movement from Raymond to Exposition. Expo will also install tactile warning strips at all the curb ramps, and the island will be cut backed to provide at-grade crossing for the crosswalk. There is a bike lane in both directions. Comments at the Office and the field included the following:

- Crosswalk could not be installed on the west side because of the driveway at that location.
- LADOT did not recommend installing a signal for the driveways on the south side at the top of the "T", since they are both driveways to single family

dwelling units, and therefore very little traffic, but that LADOT recommends installing Right Turn Only sign for the two driveways, to prevent them from crossing the tracks without any indication. LADOT will also install no left turn signs for the two driveways, since the south roadway is a one-way street.

- Similar to Denker and Halldale, there will be an up-arrow for the second mast arm Green indication.

EXPOSITION BOULEVARD AND VERMONT AVENUE

Okazaki stated that this is a station with far-side platforms. Due to lack of space, in order to squeeze the station platform between Vermont and Menlo, the ticket vending machines will be located on the Museum property on the south side and on the USC property on the north side east of Vermont (for eastbound trains). The ticket vending machine for the westbound trains will still be located on the platform. Expo will be installing tactile warning strips at the end of the Station walkways and at all the curb ramps. He said that this is also an 8-phase operation with left-turns for all directions, and an westbound right turn lane and arrow due to heavy demand. There will also be Pedestrian LED signs since there is a station here, and an ATISAC video surveillance camera will be located on the southeast corner (there's one there already, but needs to be relocated). The median island will be cut-backed to provide a level crossing for pedestrians. He pointed out that the bike lane terminates at Vermont, but details of how the eastbound bike lane will terminate had not yet been determined. Okazaki mentioned that Expo was performing the analysis in regard to pedestrians crossing this intersection during Special Events at the Coliseum, but the results were not yet available. Comments at the Office and the field included the following:

- PUC reiterated their concern about pedestrian safety during events at the Coliseum, and that it's been their concern for couple of years, and wanted Expo to grade separate everything from Vermont easterly to Pardee Way by extending the trench; Expo explained that its consultant just collected data from the USC's Homecoming game two weeks ago, and that they talked to key people about where and how pedestrians come from the USC side to the Coliseum side. They will use that data to input into their Event Model to predict the impact of the various strategies. PUC wanted to see the results of the analysis and the recommendations, as well as Expo's Special Event Management Plan before they would review any application for this location.
- Expo also pointed out that this Model and analysis will involve looking at all the crossings, including Menlo, Watt Way, and Trousdale during Special Events.
- PUC asked MTA if service would be increased during Special Event by having longer trains and more trains. MTA responded that the events will typically be on weekends, and that the train volumes and headways would not be any more than what they would typically have during the weekday peak periods. Trains would also not be any longer than 3-car trains. With frequent trains, and with crowd of people crossing the tracks, PUC was concerned

about the potential conflict of having an at-grade LRT operation here, and wanted definitely to have grade separation.

- Expo was concerned about the recommended corner cut at the southeast corner that may require State ROW, and wanted to talk to the City about the need to modify the corner. LADOT explained that the curb radius needed to be increased in order to accommodate the northbound right turn movement for trucks which was negatively affected by narrowing of Exposition Boulevard.
- MTA mentioned that if the Vending Machine is not on the Platform area, that there needs to be at least a post to designate a Station ID in Braille that's 60-inched off the ground, because that's where the ID's are normally placed.
- Expo asked LADOT to correct the plan for the northwest corner where driveways are closed and no longer exist.
- Cat-tracking for Exposition Boulevard are critical due to significant off-set across the intersection.

EXPOSITION BOULEVARD AND MENLO AVENUE

Okazaki said that a new signal is being installed here because it's the back side of the Vermont Avenue eastbound platform and there'll be access to the station from here, and that there's a heavy westbound left turn toward the Coliseum during Special Events. There is a signal proposed for the driveway at the top of the "T", but the driveway is gated, and there's construction going-on today. The reason LADOT is recommending the signal is that the driveway leads to a loading area and parking, which will have truck as well as vehicular traffic. Expo agreed to check with USC as to the need for the driveway (and USC confirmed that its needed). The island in the median will be cut backed, and there will be a crosswalk on the west side, where the platform walkway ends. Tactile warning strips will be installed at the bottom of the Station platform and all the curb ramps. Comments at the Office and the field included the following:

- Expo will be installing ticket vending machines on State property and at USC property here also, since the machines cannot be installed on the platform area due to lack of space.
- Pedestrian LED signs across Exposition Blvd. are recommended since it's technically a Station site.
- There was concern about pedestrians stopping for the "Don't Walk" signal (Phase 2 Ped) crossing the driveway. But inasmuch as it's gated, it may not pose a serious concern. We are concerned about northbound Menlo going into the driveway when it's gated, so we do need to talk to USC about how the driveway will operate.
- There is no bike lane east of Vermont Avenue being proposed as part of this Project.
- LADOT suggested a step down driveway on the north side of the street in order to better delineate the pedestrian signal control across the sidewalk. PUC states that if a step down driveway is constructed, it will need curb ramps and tactile warning strips.

- PUC also wants this crossing to be grade separated to avoid any conflicts between pedestrian attending events at the Coliseum and/or the Natural History Museum/Exposition Park complex.

EXPOSITION BOULEVARD AND USC WATT WAY

Okazaki said that this signal already exists. It will operate as a 3 phase semi-actuated intersection with eastbound lagging left-turn. There will be a secondary mast arm signal with an up arrow for the Green in the westbound direction and PV head for the eastbound “through” move. He said that there will also be landscaping in the median area east of the intersection. Tactile warning strips will be installed at all the curb ramps. Comments at the Office and the field included the following:

- MTA wanted LADOT to consider removing one of the crosswalks because they believe it’s safer to minimize the pedestrian crossings. If we do remove one of the crosswalks, it should be the west leg, since the east leg leads directly into the Natural Museum walkway. It also handles more pedestrians today than the west leg.
- MTA warned the potential visibility problem for the Light Rail signals if the landscaping is too close to the intersection. Landscaping should be low level as previously stated by PUC.
- If the crosswalks are removed, Expo needs to reconstruct the curbs to remove the handicap ramps.
- PUC would also wants this crossing to be grade separated in order to avoid any conflicts between pedestrians attending events at the Coliseum and/or the Natural History Museum/Exposition Park complex.

EXPOSITION BOULEVARD AND TROUSDALE PARKWAY

Okazaki explained that this is an Optional station location, and there’s already a pedestrian signal here. It is a Pedestrian Only signal, and there’s no turning allowed. He said that the light rail becomes at-grade from the trench just west of Pardee Way, which is east of Trousdale. The station is intended to be used only during Special Event, and not used on a regular basis. He said that the Expo Authority needed to maintain the maximum flexibility as we make our application for the Project, so even though we have not made a decision to build this station, Expo Authority is proceeding as though there will be a station here. Expo will be adding tactile warning strips at the end of the walkway and at all the curb ramps. Comments at the Office and field included the following:

- PUC once again was very concerned about the large crowd of pedestrians crossing the tracks. Also, they are concerned about the large number of people riding on the light rail and getting off at this station, while MTA will likely increase the frequency of trains to serve the crowd, and conflicting with the pedestrians crossing the tracks from the USC side. PUC wanted to see the results of the Expo study , and see the Traffic Management Plan for the

Venue. PUC wants this crossing to be grade separated to avoid any conflicts between pedestrians attending events at the Coliseum and/or the Natural History Museum/Exposition Park complex.

- LADOT commented that the 44-foot width of the crosswalk is needed to accommodate USC's needs when there's an Event at the Coliseum. PUC asked about the width of the USC band when they cross Exposition. MTA responded that the 44-foot width is sufficient to accommodate them.
- The PUC questioned the need for this station, since the Vermont Avenue Station is so close, and conflicts with the USC crowd crossing Exposition.
- LADOT will add Ladder Crosswalks on the plan, since it's only a Pedestrian signal.
- LADOT is adding the Green up arrow for both Mast Arm and Secondary signals to reinforce the No Left-Turns at this location.
- This whole median area will be reconstructed, so the bollards which were recently installed will be reinstalled when the Project is completed.

This concluded the meeting.