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May 18, 2007

Richard D. Thorpe, Chief Executive Officer
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Exposition Metro Line
Construction Authority
Executive Director

**Subject: EXPOSITION PARK EVENT MANAGEMENT PLAN WITH EXPOSITION
METRO LINE OPERATION**

Dear Mr. Thorpe:

This is to communicate with you LADOT's concerns on the proposed Exposition Park Event Management Plan with Exposition Metro Line operation.

The Expo Authority commissioned a study on an event management plan for the intersections on Exposition Boulevard between Trousdale Parkway and Vermont Avenue during a Coliseum event. This study based many assumptions on the operation of the Exposition Metro Line and seemed to be only supplemental to current design in this segment. It did not recommend any engineering solutions to address the root causes of the problems associated with operating a light rail train (LRT) service in a major event. The following are LADOT's concerns and recommendations on this proposed management plan:


- This study is based on an assumption that the Trousdale Station will be built and operated. However, the Expo Authority does not have a budget to design and build the Trousdale Station at this time. This is a fatal flaw of the study. As discussed in previous meetings, LADOT recommends that the Expo Authority conduct another study on a comprehensive event management plan without the Trousdale Station.
- This study proposes that during the post event, the traffic signal at Exposition Boulevard and Vermont Avenue operate with a 50-50 split on a 2-minute cycle to accommodate the Metro Line passenger crossing Vermont Avenue to the western platform of the Vermont Station. The current event management plan calls for a 70-30 split favoring Vermont Avenue. The proposed 50-50 split requirement creates significant impacts to the Coliseum post event traffic control. Vermont Avenue capacity will be cut by at least 20% and delay will be doubled. Traffic congestion at Exposition Boulevard and Vermont Avenue will cause major gridlock at Martin Luther King Jr. Boulevard and Vermont Avenue, thus will prolong post event traffic congestion, and is not acceptable to LADOT. Major improvements to traffic handling at Exposition Boulevard and Vermont Avenue are required.

- This study proposes that, during a post event, passengers taking the westbound LRT from a Coliseum event are required to line up in westbound traffic lanes on Exposition Boulevard east of Vermont Avenue and to be directed across Vermont Avenue on unmarked westbound travel lanes. This proposed operation is not safe for pedestrians. In order to move pedestrians across Vermont Avenue safely, police officers are required. LADOT traffic control officers are not authorized to control pedestrians. The alternate method of providing a safe passage crossing Vermont Avenue would be to close Vermont Avenue to vehicular traffic. This will further complicate the traffic management for post event.
- This study proposes the closure of Exposition Boulevard between Menlo Avenue and Vermont Avenue for up to 90 minutes during the post event. Current event management plan opens this segment of street to allow post event traffic in the northwest quadrant of the Coliseum to travel westbound on Exposition Boulevard. All future event traffic in this area will have to exit on Menlo Avenue at Martin Luther King Jr. Boulevard to the south. LADOT estimates that traffic in this area will take twice as long to clear than the current plan, further prolonging post event traffic congestion.
- This study proposes the installation of temporary fences along Exposition Boulevard between Vermont Avenue and Pardee Way prior an event, and removal of these fences after an event. This requirement will substantially increase setup and takedown time for major events. LADOT recommends the Expo Authority to design and install permanent fences on both side of rail right-of-way. LADOT also encourages the Expo Authority to coordinate with the Exposition Metro Line Urban Design Committee to design fences that blend in with the surrounding park and school settings.
- During a discussion with CPUC, Expo Authority proposed the use of removable gates to control pedestrian crossings at Trousdale, USC Watt Way, and Menlo during an event. LADOT requests to review the detail design of these devices to ensure that they are not in conflict with traffic signal operation.
- With the proposed event management plan for the Coliseum, additional burdens are placed on the local jurisdiction. What will be the incremental costs of this proposed plan? Who will pay for it in perpetuity? These arrangements should be negotiated and agreed upon prior to the start of revenue service.

LADOT recognizes the challenges that the Expo Authority faces and is willing to work with you to resolve these issues. LADOT raised the above concerns in numerous meetings with the Expo Authority. As of today, none of these concerns have been addressed. LADOT would like the Exposition Authority to investigate and propose amicable solutions before the final design is completed.

If you have any questions, please call George Chen of my staff at (213) 847-1389.

Sincerely,


for Gloria J. Jeff
General Manager
LADOT

Rick Thorpe

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May 18, 2007

C: John Fisher
Alan Willis
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