



**Metro**

Metropolitan Transportation Authority

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**CON8**

**CONSTRUCTION COMMITTEE  
NOVEMBER 18, 2010**

**SUBJECT: METRO GOLD LINE EASTSIDE EXTENSION (MGLEE) FOUR  
QUADRANT GATE PROJECT**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file status report on the implementation of four-quadrant gates along the Metro Gold Line Eastside Extension (MGLEE) alignment.

**ISSUE**

At its December 2009 meeting, the Board directed the Chief Executive Officer to take the necessary steps to install four quadrant gates at at-grade intersections located along the Metro Gold Line Eastside Extension and to pursue an expedited environmental clearance process for the gates.

**DISCUSSION**

Staff is working on the following activities concurrently to allow an expeditious installation of the gates and to ensure that the quad gates meet appropriate federal, state and local laws governing gate operations and installation:

A. Environmental Impact Analysis

A preliminary traffic analysis was completed in June 2010 by transportation consultants, Fehr & Peers. The report analyzes the traffic impacts that will follow installing quadrant gates at each of the 24 intersections. The preliminary study indicates that the installation of rail crossing gates would result in several intersections operating at an unsatisfactory level of service during the AM or PM peak or in some cases during both the AM and PM peaks. The project team is

evaluating alternatives to full quad gate designs at strategic locations in order to reduce potential traffic delays and excessive traffic queuing.

Staff is continuing with an early installation of five (5) intersections based on a potential California Environmental Quality Act (CEQA) exemption. These initial gate installations will serve as demonstrations and are being pursued as categorically exempt under the CEQA process, provided traffic impacts can be minimized. The California Public Utilities Commission (CPUC) may require pre-emptive signalization for ALL intersections located between the initial five installations, which will increase the traffic delays created by these installations. Each of the proposed installations (with the exception of 1<sup>st</sup> Street and Indiana Street, where a single gate is proposed for northbound traffic) require executing access agreements from either the City of Los Angeles or County of Los Angeles for locating the gate operations cabinets. The initial intersections are the following:

- 1<sup>st</sup> Street and Alameda Street (1 Traffic Gate for Westbound traffic)
- 1<sup>st</sup> Street & Indiana Street (1 Traffic Gate for Northbound traffic)
- 3<sup>rd</sup> Street & Indiana Street (1 Traffic Gate for Westbound traffic)
- 3<sup>rd</sup> & Civic Center Way (Traffic Gates for Eastbound, Westbound and Southbound traffic )
- 3<sup>rd</sup> Street & La Verne Avenue (Traffic Gates for Eastbound, Westbound and Northbound traffic )

In addition to the gate installations, staff is additionally proposing a demonstration of in-pavement lights at two intersections that will not have initial gate installations. The in-pavement lights would serve as an additional safety enhancement, providing another warning to vehicles and pedestrians approaching the intersection that the train is approaching. The technology has been installed on a permanent or trial basis at crosswalks and rail crossings at other locations in Los Angeles County, including the Metro Orange Line crossing at Woodman Avenue and Oxnard Street and the Metro Blue Line crossing at Washington Blvd. and Los Angeles Street. The intersections below have unique conditions due to potential traffic impacts and high sensitivity to noise from gates and warning bells.

- 3<sup>rd</sup> Street and Rowan
- 3<sup>rd</sup> Street and Mednik

An Environmental Impact Report (EIR) / Environmental Assessment (EA) has been initiated to assess and address potential impacts (individual and cumulative) from installing gates at up to 19 other intersections. The consulting

firm ICF Jones & Stokes has already conducted an Initial Study that identifies the impact areas that will need to be addressed as part of the installation of gates at these locations. The EIR/EA Notice of Preparation (NOP) was issued this month and will take approximately six to eight months to complete. The following list represents the analysis areas that will be considered in this study.

- Aesthetics (impacts to historic resources)
- Air Quality (impacts related to queuing)
- Cultural Resources (historic resources)
- Hazards and Hazardous Materials (related to emergency access)
- Land Use (related to property acquisition adjacent to intersections and ADA compliance on sidewalk widths)
- Noise (impacts of bells to sensitive receptors)
- Public Services (impacts related to emergency response times)
- Traffic (reduced Level of Service)

#### **B. Engineering and Rail Control System Design**

A contract was awarded to Parsons Brinkerhoff on June 21, 2010 through the Metro Rail Systems and Engineering Bench for the design of the crossing gates and the rail control system that will activate the gates. The engineering team began work on the design of the initial intersections in late June.

Engineering work on the remaining 19 intersections began last month and will continue over the course of the next five months. Prior to submittal of final designs with the CPUC, the EIR/EA will need to be completed. The CPUC can require up to six months processing formal applications. Metro staff will continue to meet with CPUC throughout the process to expedite the review of the gates.

#### **C. Community Outreach Plan**

The project team held a public meeting on October 20, 2010 at Ramona Opportunity High School to present information on the project scope and timeline to the community. The meeting was attended by approximately 25 individuals. The project team has also been providing regular updates to the Eastside Review Advisory Committee (RAC) since the beginning of the year, and will return with another update at the November meeting. The Metro project team is supported by Barrio Planners Inc. as a subcontractor to Parsons Brinkerhoff.

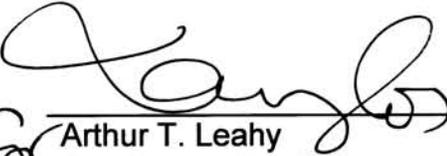
## **NEXT STEPS**

- Engineering team certifies the required access required for the initial five installations.
- Metro Real Estate and Third Party Administration departments start process for securing easements with the City and County of Los Angeles for initial crossing gate installations.
- Submit preliminary gate designs including Traffic Signal Plans and Signal Phasing and Timing plans to the City and County of Los Angeles for pre-approval.
- Prepare and submit engineering drawings and applications to the CPUC for approval.
- Prepare for a one-week traffic simulation at selected intersections along the corridor (proposed for the month of January)
- Complete Supplemental EIR for the installation of gates at up to 19 intersections
- Generate cost estimates for design, installation and maintenance of the gates.
- Procure a construction contractor to install quad gates.
- Periodically return to the Board with status reports.

The installation of gates at the initial five intersections is anticipated to begin in early 2011 depending on the CPUC approval schedule. Construction of the remaining installations would begin in fall 2011, depending on completion of the environmental document and securing CPUC review and approval.

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