



JANUARY 22, 1999

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2932

(213) 922-2000

TO: BOARD OF DIRECTORS

FROM: PAUL J. LENNON
MANAGING DIRECTOR, OFFICE OF SYSTEM SAFETY
AND SECURITY

SUBJECT: METRO BLUE LINE (MBL) GRADE CROSSING SAFETY
ENHANCEMENTS

ISSUE

In a November, 1998 Board report, staff indicated they would return to the Board in January with recommendations and rough-order-of-magnitude (ROM) costs for FY00 MBL safety improvements adapted from the Booz-Allen & Hamilton report.

BACKGROUND

Staff was to evaluate and determine which safety enhancements were to be forwarded to the Board in January, 1999. Following an extensive review of the Booz-Allen & Hamilton report, the staff recommends the adoption and implementation of the Booz-Allen & Hamilton safety enhancements as detailed in Exhibit A (Please see attached). The Board should note that Booz-Allen & Hamilton strongly supported the ongoing MTA MBL safety enhancements described below:

- System Improvements in LA Street Running Section (Approved in FY99 Budget)
- Participation in the Imperial Highway Grade Separation Project (Approved in FY99 Budget)
- Installation of Six Additional Photo Enforcement Cameras (Board Approved in October)
- A Public Outreach/Education Program (Board Approved in November)

The staff recommendations outlined in Exhibit A will be included in the Office of System Safety and Security Budget for FY00. The ROM costs associated with the additional improvements is \$2,073,200 broken-out as recurrent annual non-capital expenses (e.g., maintenance, etc.) of approximately \$780,000 and capital costs of \$1,293,200.

EXHIBIT A

**METRO BLUE LINE GRADE CROSSING STAFF RECOMMENDATIONS BASED ON
THE BOOZ-ALLEN & HAMILTON FINAL REPORT**

Engineering Recommendations		Cost
1	Install Photo Enforcement at five (5) intersections in Long Beach*	\$ 500,000
2	Install Fiber Optic "Train" Signs, relocate "T" Signals in Long Beach	\$ 400,000
3	Install "Four Quadrant Gates" at one (1) additional intersection**	\$ 250,000
4	Install Pedestrian Barrier (Pipe Rail)	\$ 25,000
5	Improve Pedestrian Crossings (Swing Gates, Ped. Gates)	\$ 20,000
6	Improve Striping/Pavement Markings	\$ 96,200
7	Install flexible delineators	\$ 2,000
Total Capital Cost		\$ 1,293,200

Maintenance Recommendations		Cost
1	Repair and Maintain existing Delineators; Re-striping As Needed; Replacement, Cleaning and Repair of Signage; Other Maintenance As-Needed	\$ 150,000
2	ARC (aka "Ditch Lights") Maintenance/Replacement program component	\$ 50,000

Education/Public Outreach Recommendations		Cost
1	Continue Public Outreach Program into FY 2000	\$ 450,000

Enforcement Recommendations		Cost
1	Coordinate safety activities with LASD and LAPD***	TBD

Legislative Recommendations		Cost
1	Prepare legislation to increase the fine for first grade crossing violation to \$271	TBD

Other		Cost
1	Create a Program Manager Position to manage the Grade Crossing Program and all its components - (Engineering, Enforcement, Public Outreach and Legislation)****	\$ 130,000

Total Costs		\$ 2,073,200
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*BAH recommended installation of photo enforcement cameras at 2 grade crossings in Long Beach. Staff's evaluation indicated that 3 similar crossings in Long Beach should be added for a total of 5.

**BAH recommended continuing the current pilot project at one grade crossing. Staff recommends expanding this project to include an additional crossing.

***BAH recommended tighter integration of the LASD into MBL safety program. Staff is continuing to evaluate a changed/expanded role of the police agencies involved in MBL safety matters.

****The Program Manager position performs the administrative, oversight and coordination functions recommended in the BAH report.