

TRANSPORTATION COMMITTEE REPORT relative to maximizing signalization priority for the Expo Rail Line where it operates in street-running mode, and reducing travel times and time reliability.

Recommendation for Council action, pursuant to Motion (Bonin – Price):

INSTRUCT the Los Angeles Department of Transportation (LADOT) to:

- a. Maximize signal priority for the Expo Line where it operates in street-running mode.
- b. Report in 60 days with the changes made, and any additional steps needed to reduce Expo Line end-to-end travel times and to improve travel time reliability by 90 percent.
- c. Report in 120 days with an update on the development of the next generation of advanced signal technology, known as ATSAC 3.0.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

SUMMARY

On October 11, 2019, Council considered Motion (Bonin – Price) relative to maximizing signalization priority for the Expo Rail Line where it operates in street-running mode, and reducing travel times and time reliability. Motion movers state traffic signals are a significant cause of delay for the light rail system, portions of which run along city streets. The Expo Line has 22 ungated signals along its route through the City of Los Angeles. Because these signals do not respond in real time to trains, even a slight delay leaving the station can result in the train hitting a series of red lights, with a cascading impact on the line's operations. Metro estimates that these signal delays can add up to 15 percent to scheduled transit times. These delays and resulting uneven train spacing have contributed to recent service issues on the Expo Line.

Motion movers believe that trains need to be given higher priority in LADOT's signal timing. Motion movers also believe that LADOT should explore opportunities to upgrade ATSAC to be more responsive to the needs of people walking, biking, and taking transit as the City continues to encourage the growth of transportation options. Council referred Motion to the Transportation Committee for consideration.

At its meeting held October 23, 2019, the Transportation Committee discussed this matter with LADOT staff. The Department representative explained there are two types of signalization at train crossings. At crossings with gates, traffic signals are preempted by the train's arrival, allowing the train to proceed unimpeded. At ungated crossings, trains must follow traffic signals, which are programmed to take into account competing movements by vehicular traffic and pedestrians. As part of the recommended report back to Council, LADOT will examine the impact of changes to signal timing on other traffic at train crossing intersections. Committee recommended that Council approve Motion's recommendation.

Respectfully Submitted,

TRANSPORTATION COMMITTEE

A handwritten signature in black ink, appearing to be 'JAW', is written over the word 'MEMBER' in the table below.

<u>MEMBER</u>	<u>VOTE</u>
BONIN:	YES
MARTINEZ:	YES
KORETZ:	YES

jaw

-NOT OFFICIAL UNTIL COUNCIL ACTS-