

TETAP - Implementation of Signal Coordination with Light Rail Transit (LRT) Priority
Response to Comments on Final Report
Date: 7/7/2009

Comments By: David Kobayashi, VTA - CMA Engineering, 5/13/2009

Item No.	Comments	Response/Clarification
1	Table 4 only includes a comparison of travel time and delay on east-west movements. What are travel time impacts on the north-south movements? Are there any other impacts on signal operations such as queuing?	A table summarizing the before versus after queuing for critical movements has been added to the report. The vehicular queues, including side street queues, have gone down with the new operations. Delay information was not collected and therefore was not included in the report. The analysis included in the Draft Report did show vehicular delay would be reduced and the observed queues would support that.
2	Table 6 indicates the average delay for the "Before" study did not include delay for trains that were required to stop for a pedestrian crossing N. First Street or second trains that arrived after another train within a single cycle, thus not receiving a priority. Why was this data excluded? Inclusion of these events will probably give us a more realistic view of the actual operations.	The footnote has been removed from the report. Information regarding delay due to pedestrians or a second train was not collected with the before conditions. Since the average delay in the before conditions was generally under 10 seconds, it was assumed that delay was not as a result of a second train and likely due to pedestrians. The before delay also included data collected prior to the frequency of the trains being doubled along the corridor, with the assumption that consecutive trains would be less likely under the before conditions.
3	Table 6 indicates person per hour on the trains during peak hour but it is not clear where data was derived. Please include a footnote in the table indicating the source	The data was collected by County staff riding the trains. A footnote has been added the table noting it was collected and provided by the County.
4	In general, the report shows great benefits for Montague Expressway vehicular traffic at the expense of transit operations on N. First Street. VTA – CMA Engineering staff feels that this report does not totally describe actual operating conditions at this intersection, where the report does not capture the vehicular delay and queue impacts on N. First Street traffic.	Noted. As per comment item 1, discussion regarding the impact on vehicular queuing on N. First Street has been added to the report.