

T/RRT/sc

Decision 88 01 039 JAN 28 1988

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 LOS ANGELES COUNTY TRANSPORTATION)
 COMMISSION)
 for an order authorizing the construc-)
 tion of two light rail vehicle tracks)
 at grade and the relocation of two)
 tracks at grade, at both Gage Avenue)
 and at Florence Avenue, and the)
 construction of two light rail)
 vehicle tracks at grade and the)
 relocation of one rail track at)
 grade, at Nadeau Street, in the)
 County of Los Angeles, California)

Application 86-12-020
(Filed December 11, 1987)

OPINION

As part of the project to construct a light rail transit (LRT) system, the Los Angeles County Transportation Commission (LACTC) requests authority to construct two light rail vehicle (LRV) tracks on the acquired right-of-way from the Southern Pacific Transportation Company's (SPT) Wilmington Branch Line and relocate the existing SPT tracks, at grade across Gage Avenue, Florence Avenue and Nadeau Street, in Los Angeles County, as set forth in the appendix.

The Long Beach-Los Angeles Rail Transit project is part of an on-going transit development process in which the Long Beach-Los Angeles Corridor and thirteen other corridors have been identified as candidates for transit improvements. The project is being planned as a conventional LRT system from downtown Los Angeles to downtown Long Beach to serve between 54,000 and 76,000 passengers per day. A variety of impacts were identified, both beneficial and adverse. Mitigation measures will either eliminate or reduce the severity of the adverse impacts to acceptable levels.

LACTC is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code Sections 21000, et seq. After preparation and review of an Environmental Impact Report (EIR), LACTC approved the project. On March 29, 1985, a Notice of Determination was filed with the Secretary for Resources and with the Los Angeles County Clerk which found that "The Project will have a significant effect on the environment." A Statement of Overriding Considerations was adopted for the project.

The Commission is a responsible agency for this project under CEQA and has reviewed and considered the lead agency's EIR.

The sites of the proposed crossings have been inspected by the Commission staff and it recommends the Commission adopt the crossing protection for LRV operations at Florence Avenue that have been incorporated in the appendix attached to this order. These provisions are designed to improve the safety of this crossing in view of its close proximity to an LRV passenger station. The staff has secured LACTC's concurrence in this respect.

LACTC has met the filing requirements of the Commission's Rules of Practice and Procedure including Rule 40, which relates to the construction of a railroad track across a public highway. Detailed drawings of the crossing protection and street geometrics are in the appendix attached to this decision.

LACTC wishes to commence construction of this portion of its LRT system at the earliest possible date. It has been requested that the usual 30-day effective date on the order be waived. We will make our order effective immediately.

Notice of the application was published in the Commission's Daily Calendar on December 15, 1986. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. LACTC requests authority under Public Utilities Code Sections 1201-1205 to construct two LRV tracks on the acquired right-of-way from the SPT's Wilmington Branch Line and to relocate the existing SPT tracks, at grade across Gage Avenue, Florence Avenue, and Nadeau Street in Los Angeles County.

2. Construction of the two LRV tracks on the right-of-way acquired from SPT and relocation of the existing SPT tracks at grade across the three public highways is an essential element in construction of the LRT system.

3. Public convenience and necessity require construction of the tracks at grade across the three public highways and the relocation of the existing SPT tracks.

4. Public safety requires that protection at the crossings be automatic gate-type signals (General Order (GO) 75-C), and other provisions as set forth in the appendix.

5. LACTC is the lead agency for this project under CEQA, as amended.

6. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's EIR.

7. The Long Beach-Los Angeles Rail Transit Project will have a significant impact on the environment; however, mitigation measures will either eliminate or reduce the severity of the adverse impacts to acceptable levels.

8. A Statement of Overriding Considerations was adopted for the project.

Conclusions of Law

1. The application should be granted as set forth in the following order.

2. The usual 30-day effective date on an order should be waived as LACTC wishes to commence construction of the project at the earliest possible date.

O R D E R

IT IS ORDERED that:

1. The Los Angeles County Transportation Commission (LACTC) is authorized to construct two LRV tracks on the acquired right-of-way of the Southern Pacific Transportation Company's (SPT) Wilmington Branch Line and to relocate the existing SPT tracks, at grade across Gage Avenue, Florence Avenue and Nadeau Street in Los Angeles County, at the location and substantially as shown on the plans attached to the application and as set forth in the appendix.
2. Construction of the crossings shall be equal or superior to Standard No. 1 of GO 72-B.
3. Clearances shall conform to GO 26-D. Walkways shall conform to GO 118.
4. Protection at the crossings shall be as set forth in the appendix.
5. Construction and maintenance costs shall be borne in accordance with an agreement which has been entered into between the parties. A copy of the agreement has been filed with the Commission.
6. Within 30 days after completion of the work under this order, LACTC shall notify the Commission in writing that the authorized work has been completed.
7. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

8. The application is granted as set forth above.

This order is effective today.

Dated JAN 28 1988, at San Francisco, California

STANLEY W. HULETT
President

DONALD VIAL
FREDERICK R. DUDA
G. MITCHELL WILK
JOHN B. OHANIAN
Commissioners

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS TODAY.


Victor Weiss, Executive Director

A P P E N D I X

As part of the project to construct a light rail transit system, the Los Angeles County Transportation Commission (LACTC) proposes to construct, alter and relocate grade crossings of its tracks and those of Southern Pacific Transportation Company's (SPT) Wilmington Branch Line in Los Angeles County, as shown on plans attached to the application and more particularly as set forth below:

1. Alteration of the Gage Avenue crossing, presently SPT Crossing BBH-487.92, by relocating the existing SPT track to include two LACTC tracks, to be also identified as Crossing 84L-5.7. Protection at the crossing shall be two Standard No. 9-A automatic gate-type signals with cantilevers (GO 75-C).

2. Alteration of the Florence Avenue crossing, presently SPT Crossing BBH-488.43 by relocating the existing SPT tracks to include two LACTC tracks, to be also identified as Crossing 84L-6.2. Protection at the crossing shall be two Standard No. 9-A automatic gate-type signals with cantilevers (GO 75-C) and two modified No. 8 flashing light signals for pedestrian traffic.

In addition, light-rail vehicle operation over this crossing shall conform to the following conditions:

Unless there is installed on tracks approaching the crossing control circuits of sufficient length to operate the automatic crossing warning devices for a period of time of 20 to 30 seconds prior to light-rail vehicles reaching the crossing while traveling at maximum track speed throughout the approach; design of controls and operation shall be as follows:

a. Notwithstanding the provisions of Section 7 of General Order No. 75-C, light-rail vehicles when approaching the crossing, shall be governed by a train control system incorporating cab signals on board the light-rail vehicle that operate in such a manner that should a light-rail vehicle operator fail to maintain the speed within the limits displayed by the cab signals; after appropriate warning, there automatically will be an application of the light-rail vehicle brakes which will not release until the light-rail vehicle is brought to a stop.

A P P E N D I X

b. The train control circuits and apparatus shall be designed and constructed so that speed reduction indications will be displayed on the cab signals at appropriate intervals to permit the light-rail vehicle operator to bring the light-rail vehicle to a safe stop before reaching the grade crossing. Any automatic application of the light-rail vehicle brakes resulting from a cab-signal violation or other cause shall result in the light-rail vehicle being brought to a stop under all conditions before reaching the grade crossing and:

c. The control circuits of the automatic crossing protection devices shall further be designed and constructed so that should there be any failure of controls or any failure of a light-rail vehicle to stop for any reason before reaching the crossing, the crossing warning devices shall operate for a minimum period of time of twelve (12) seconds before any light-rail vehicle can reach the grade crossing and:

d. Applicant's operating rules issued to its light-rail vehicle operators shall clearly state that light-rail vehicle operation over the crossing prior to the crossing warning devices operating for a minimum period of time of 20 to 30 seconds is prohibited and a violation of this order of the Commission.

3. Alteration of the Nadeau Street crossing, presently SPT Crossing BBH-488.93, by relocating the existing SPT track to include two LACTC tracks, to be also identified as Crossing 84L-6.9. Protection at the crossing shall be two Standard No. 9-A automatic gate-type signals with cantilevers (GO 75-C).

THE NEXT 1

DOCUMENTS

ARE POOR

ORIGINALS

MICROFILMING SERVICES

WILL NOT ASSUME

RESPONSIBILITY FOR THE

IMAGE QUALITY

SITE LOCATION

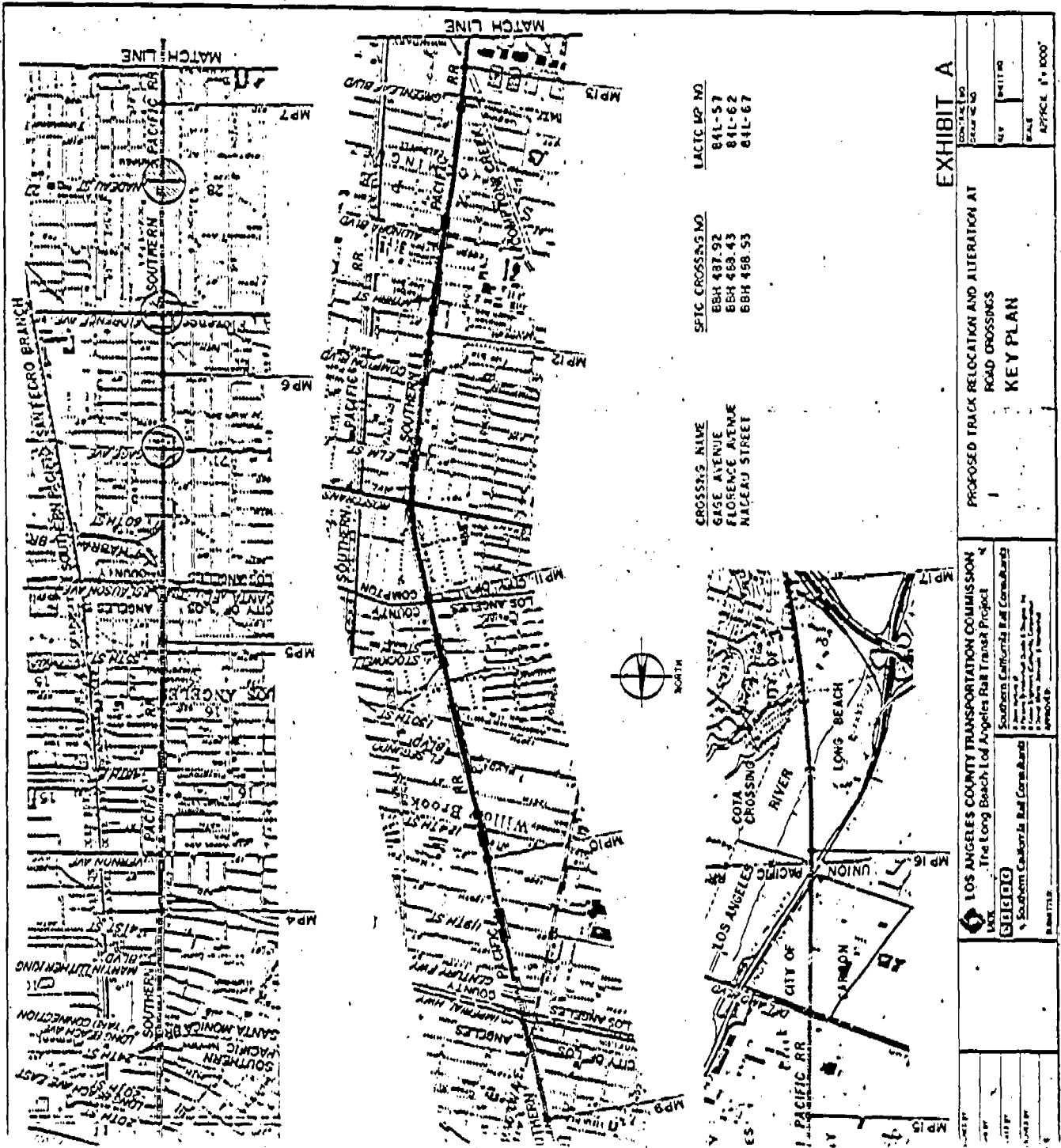


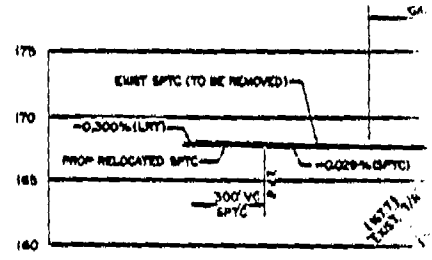
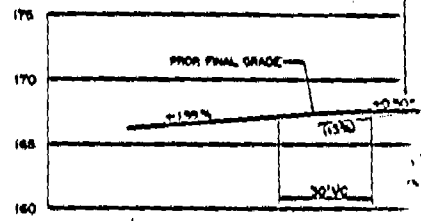
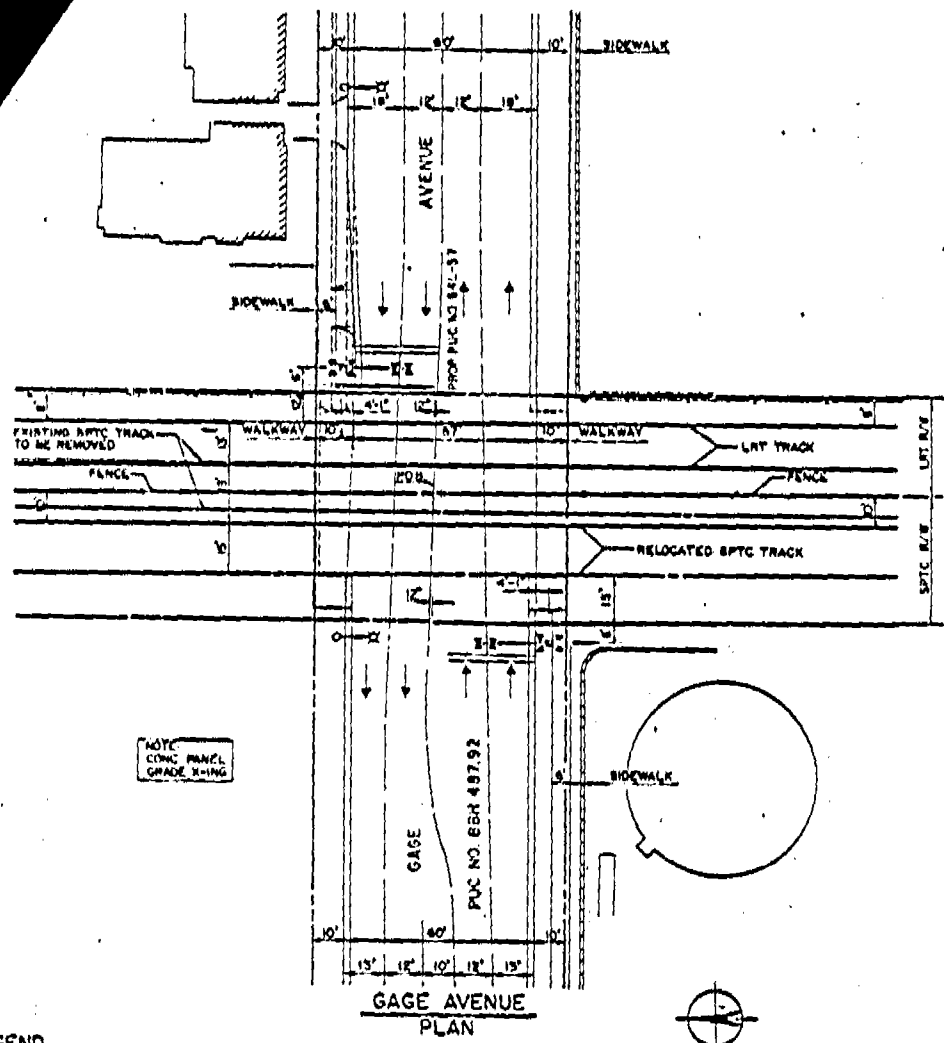
EXHIBIT A

PROPOSED TRACK RELOCATION AND ALTERATION AT ROAD CROSSINGS
KEY PLAN

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
The Long Beach/Los Angeles Rail Transit Project
SOUTHERN CALIFORNIA RAIL COMMISSION
SOUTHERN CALIFORNIA RAIL COMMISSION

DATE: 11/11/86
BY: [Signature]
TITLE: [Title]
SCALE: 1" = 1000'
APPROVE: [Signature]

GAGE AVENUE



LEGEND

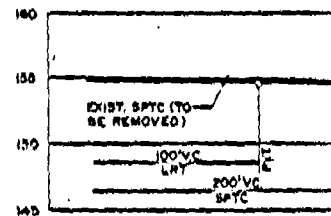
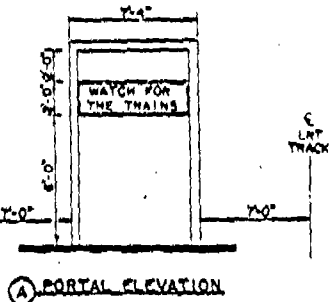
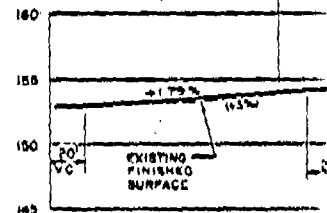
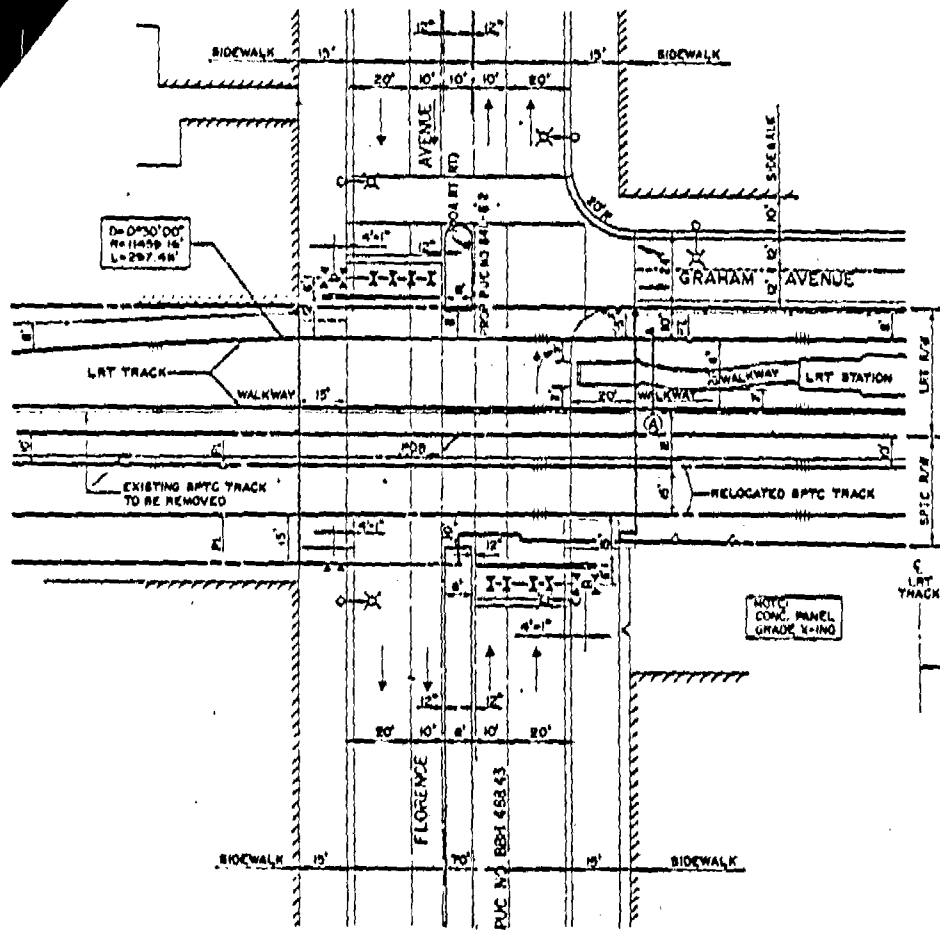
- CPUC STANDARD NO. 9-A
- STREET LIGHT
- EXISTING BUILDING
- SLOUGH WALL
- FINAL GUTTER
- FINAL CURB
- EXISTING GUTTER TO BE REMOVED
- EXISTING CURB TO BE REMOVED

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| DATE: _____ DRAWN BY: _____ CHECKED BY: _____ APPROVED BY: _____ TITLE: _____ | DESIGNED BY: _____ CHECKED BY: _____ APPROVED BY: _____ TITLE: _____ | LOS ANGELES COUNTY TRANSPORTATION COMMISSION The Long Beach-Los Angeles Rail Transit Project | PROPOSED OF _____ CPUC PROJ. NO. _____ PROJ. NO. _____ |
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HIGHWAY

RAILROAD

FLORENCE AVENUE



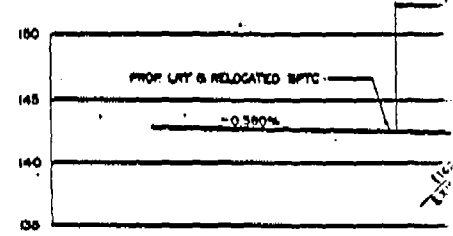
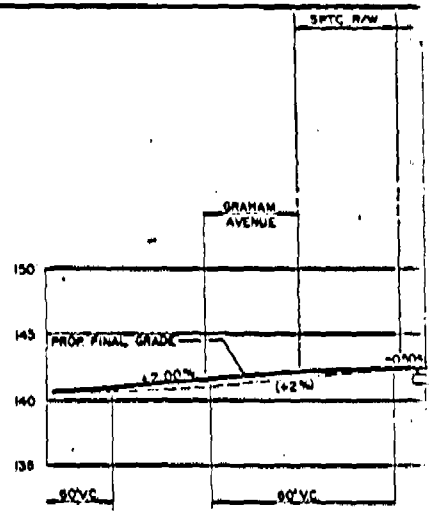
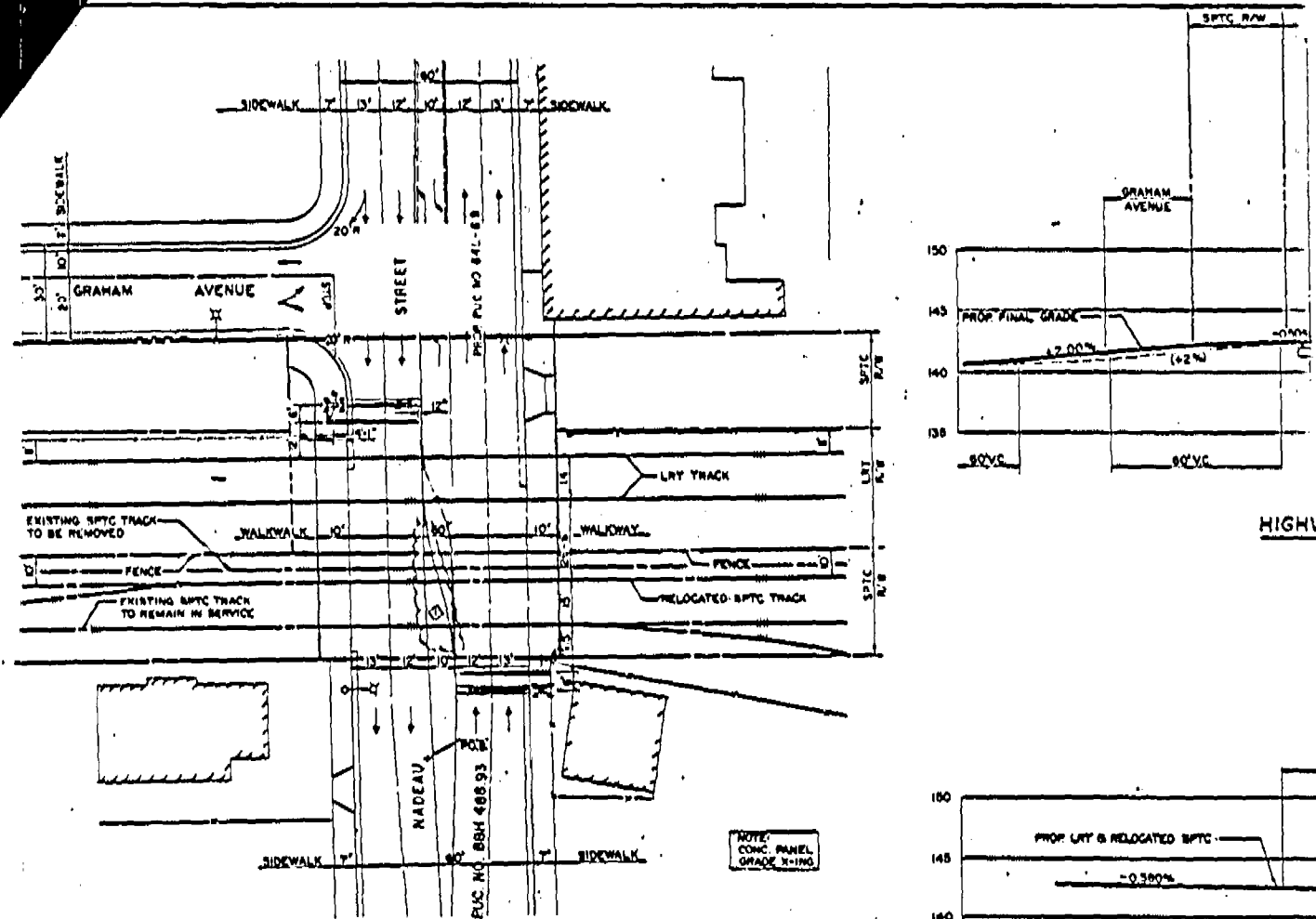
LEGEND

- CPUC STANDARD NO. 8
- CPUC STANDARD NO. 8-A

FLORENCE AVENUE PLAN

- STREET LIGHT
- FINAL GUTTER
- FINAL CURB
- EXISTING GUTTER TO BE REMOVED
- EXISTING CURB TO BE REMOVED
- EXISTING BUILDING

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| REV | | <p>DESIGNED BY</p> <p>CHECKED BY</p> <p>APPROVED BY</p> <p>DATE</p> | <p>LOS ANGELES COUNTY TRANSPORTATION COMMISSION</p> <p>The Long Beach-Los Angeles Rail Transit Project</p> <p>SOUTHERN CALIFORNIA RAIL CONSULTANTS</p> <p>A full service engineering, architectural, planning and construction management firm.</p> <p>APPROVED:</p> |
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NADEAU STREET

NADEAU STREET PLAN

LEGEND



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