

ORIGINAL

Decision 89 07 008

JUL 6 1989

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 construction of two light rail)
 transit tracks at grade across south-)
 bound vehicle lanes of Long Beach)
 Boulevard at 27th Street and the)
 construction of a pedestrian crossing)
 in the City of Long Beach California)

Application 88-07-053
(Filed July 29, 1988)

O P I N I O N

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 at grade across southbound vehicle lanes of Long Beach Boulevard in Long Beach, Los Angeles County.

LACTC also requests authority to construct a pedestrian crossing to facilitate access to LRT station, designated as the Willow Station, from the nearby Long Beach Boulevard pedestrian sidewalk.

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.

By letter dated January 31, 1989, LACTC advised the Commission's Safety Division that after an in depth study of street crossing geometrics, vehicle travel patterns and analysis of pedestrian sidewalk travel patterns in the vicinity of Willow Station, that certain minor modifications should be made to enhance the safety of the pedestrian crossing. LACTC after review of all the feasible proposals in connection with the pedestrian crossing determined that the crossing is part of the sidewalk along the west side of Long Beach Boulevard and therefore proposes to install

standard pedestrian traffic signals which would be controlled through the 27th Street signal controller which also controls the LRV signals.

The Safety Division's Traffic Engineering staff has reviewed the plans and made a field inspection of the proposed pedestrian crossing and LRV crossing site at Long Beach Boulevard. The staff recommends that the LACTC proposal be adopted.

Light rail transit signals will be actuated by the same traffic signal controls that actuate the motor vehicle and pedestrian traffic signals. The aspects of the transit signals will be red, yellow and lunar white. The heads will be programmed so that they will be visible only to the light rail transit operators. Aspects of the transit and motor vehicle signals will be changed to direct the movement of conflicting routes of transit vehicles, motor vehicles and pedestrians in accordance with the phase diagrams for the intersection as shown on Exhibit A, Pages 3 to 5 attached to this order.

LACTC has met the filing requirements of the Commission's Rules of Practice and Procedure, including Rule 40, which rule relates to the construction of a railroad track across a public highway. Detailed drawings of the street geometrics are included in Appendix "A" attached to this order.

LACTC wishes to commence construction of this portion of its LRT system at the earliest possible date. It is, therefore,

requested that the usual 30-day effective date on an order be waived. We will make our order effective immediately.

Notice of the application was published in the Commission's Daily Calendar on August 3, 1988. 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 across southbound Long Beach Boulevard in Long Beach, Los Angeles County. Authority is also sought to construct a pedestrian crossing at-grade across the track of LACTC's LRV line.
2. Construction of the two LRV tracks at-grade across southbound Long Beach Boulevard and a pedestrian at-grade crossing are essential elements in construction of the LRV system.
3. Public convenience and necessity require construction of the tracks at-grade across southbound Long Beach Boulevard and the pedestrian at-grade crossing, as set forth in Appendix "A".
4. Public safety requires that light rail transit signals will be actuated by the same traffic signal controls that actuate the motor vehicle and pedestrian traffic signals. The aspects of the transit signals will be red, yellow and lunar white. The heads will be programmed so that they will be visible only to the light

rail transit operators. Aspects of the transit and motor vehicle signals will be changed to direct the movement of conflicting routes of transit vehicles, motor vehicles and pedestrians in accordance with the drawing for the intersection as shown on Appendix "A", attached to this order.

5. Public safety also requires that pedestrian traffic signals be installed at the pedestrian crossing, controlled through the 27th Street signal controller which also controls the LRV signals, as set forth in Appendix "A".

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

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

8. 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.

9. 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 at-grade across Long Beach Boulevard and a pedestrian crossing in Long Beach , Los Angeles County, as set forth in Appendix "A". The crossings are identified as follows: southbound Long Beach Boulevard, Crossing 84L-18.5, Willow Station Pedestrian Crossing 84L-18.4-D.
2. Construction of the crossing shall be equal or superior to Standard No. 1 of GO 72-B.
3. Clearances and walkways shall conform to GO 143.
4. Protection at the Long Beach Boulevard crossing shall be light rail transit signals actuated by the same traffic signal controls that actuate the motor vehicle and pedestrian traffic signals. The aspects of the transit signals will be red, yellow and lunar white. The heads will be programmed so that they will be visible only to the light rail transit operators. Aspects of the transit and motor vehicle signals will be changed to direct the movement of conflicting routes of transit vehicles, motor vehicles and pedestrians.
5. Protection at the Willow Station pedestrian crossing shall be two pedestrian traffic signals modified with Standard

No. 1-D pedestrian railroad grade crossing signs.

6. 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.

7. 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.

8. 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.

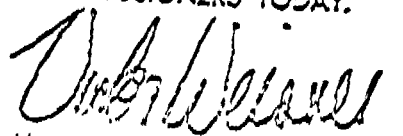
9. The application is granted as set forth above.

This order is effective today.

Dated JUL 6 1989, at San Francisco, California

G. MITCHELL WILK
President
FREDERICK R. DUDA
STANLEY W. HULETT
JOHN B. OHANIAN
PATRICIA M. ECKERT
Commissioners

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


Victor Weiss, Executive Director
AG

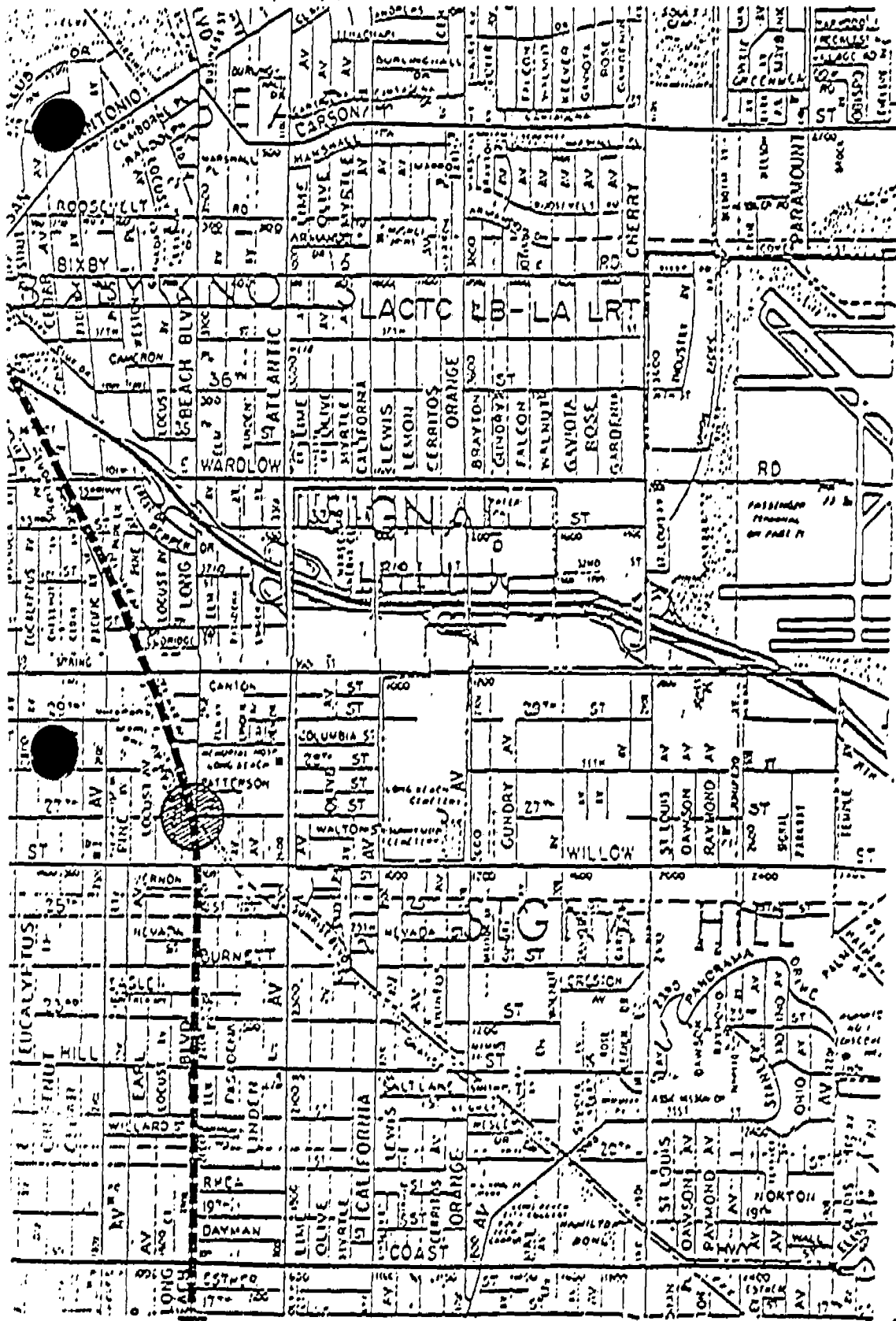
THE NEXT 5

DOCUMENTS ARE

POOR ORIGINALS

MICROFILMING SERVICES

*will not assume responsibility
for the image quality*



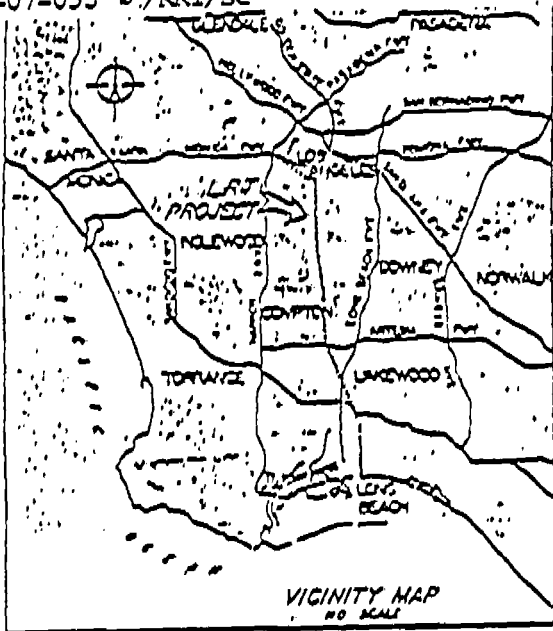
TO LONG BEACH

EXHIBIT A

COUNTY TRANSPORTATION COMMISSION
 Los Angeles-Long Beach Rail Transit Project
 Southern California Rail Consultants
 APPROVED: _____

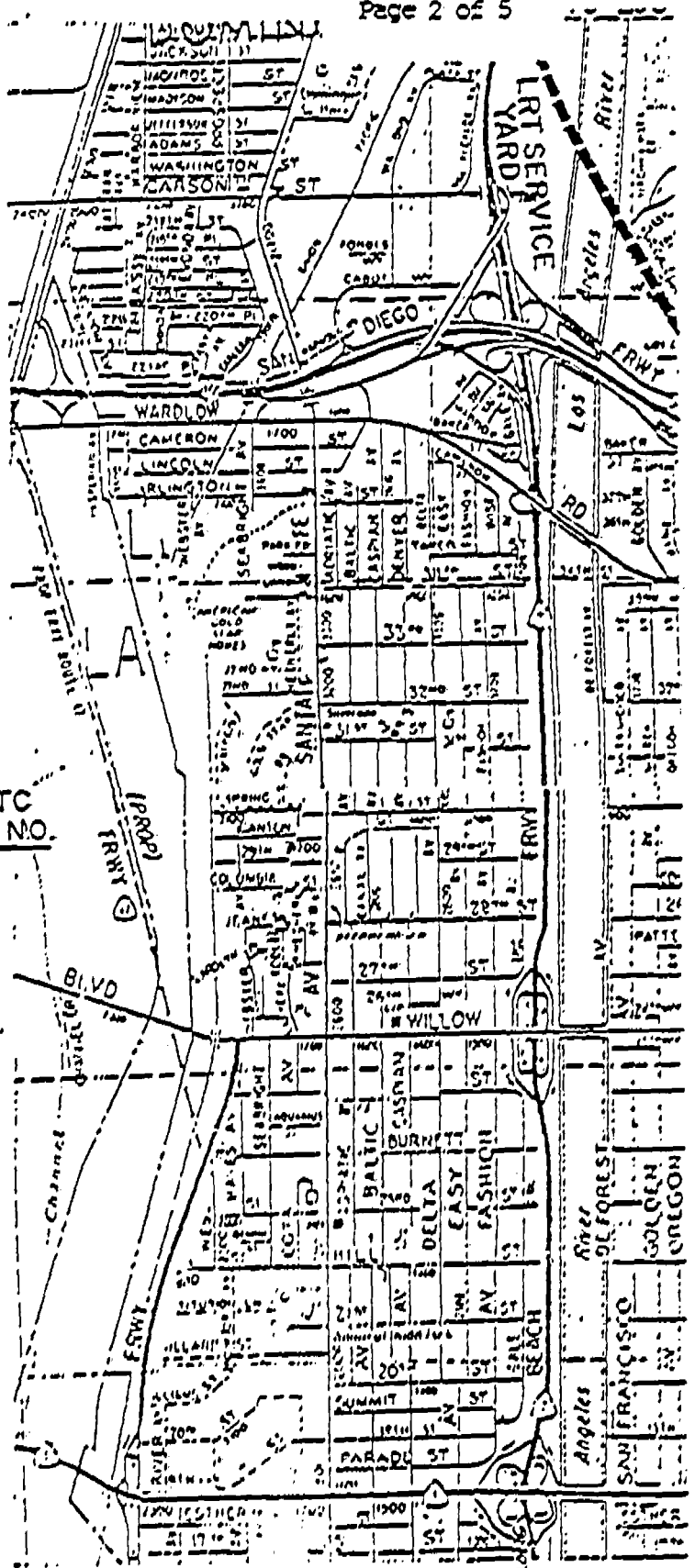
PROPOSED TRACK RELOCATION AND ALTERATION AT
 ROAD CROSSINGS
 KEY PLAN.

SHEET NO. 1 OF 5	
DRAWING NO.	
REV.	DATE
SCALE	
N.T.S.	

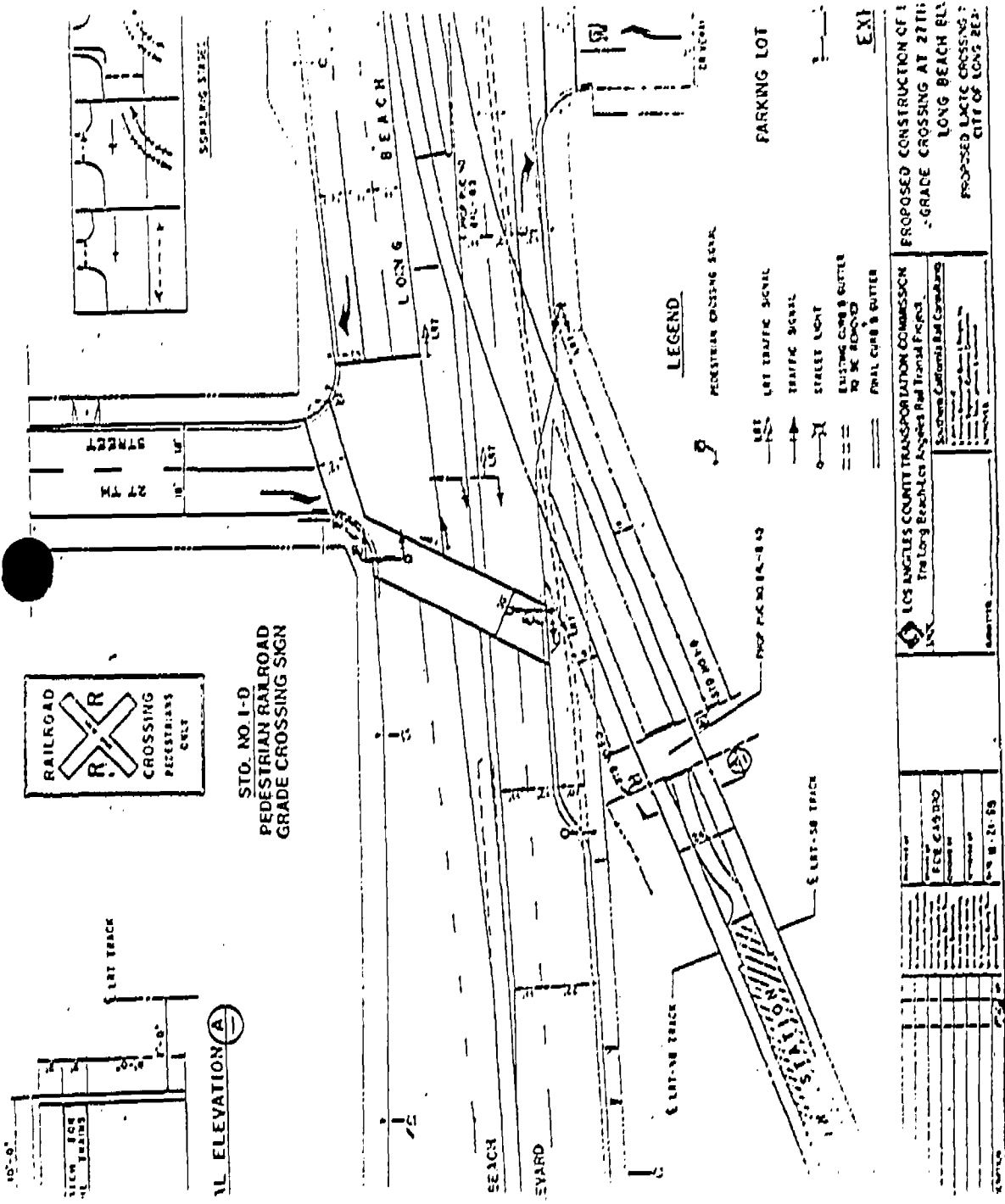


CROSSING NAME
27TH ST. &
LONG BEACH BLVD.

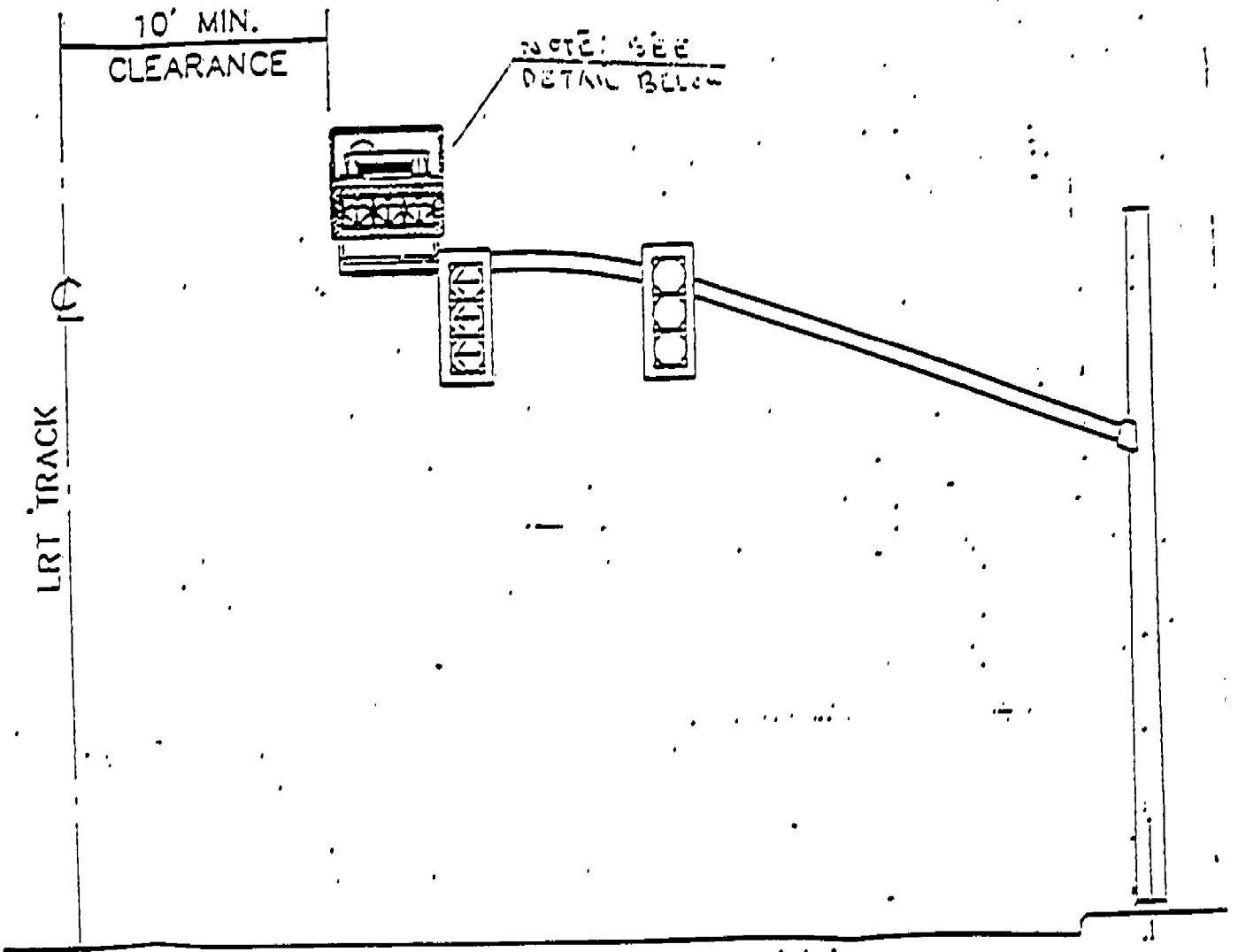
PROP. LACTC
CROSSING NO.
84L-18.5



<p>1. The project is located within the boundaries of the City of San Diego, California.</p> <p>2. The project is located within the boundaries of the City of San Diego, California.</p> <p>3. The project is located within the boundaries of the City of San Diego, California.</p> <p>4. The project is located within the boundaries of the City of San Diego, California.</p> <p>5. The project is located within the boundaries of the City of San Diego, California.</p> <p>6. The project is located within the boundaries of the City of San Diego, California.</p> <p>7. The project is located within the boundaries of the City of San Diego, California.</p> <p>8. The project is located within the boundaries of the City of San Diego, California.</p> <p>9. The project is located within the boundaries of the City of San Diego, California.</p> <p>10. The project is located within the boundaries of the City of San Diego, California.</p>	<p>11. The project is located within the boundaries of the City of San Diego, California.</p> <p>12. The project is located within the boundaries of the City of San Diego, California.</p> <p>13. The project is located within the boundaries of the City of San Diego, California.</p> <p>14. The project is located within the boundaries of the City of San Diego, California.</p> <p>15. The project is located within the boundaries of the City of San Diego, California.</p> <p>16. The project is located within the boundaries of the City of San Diego, California.</p> <p>17. The project is located within the boundaries of the City of San Diego, California.</p> <p>18. The project is located within the boundaries of the City of San Diego, California.</p> <p>19. The project is located within the boundaries of the City of San Diego, California.</p> <p>20. The project is located within the boundaries of the City of San Diego, California.</p>
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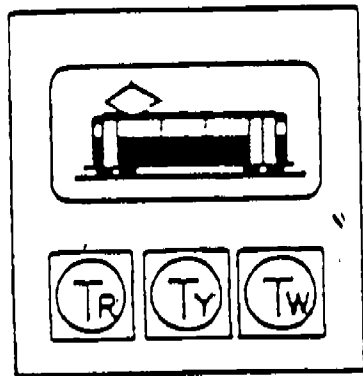


TYPICAL LRT TRAFFIC SIGNALS

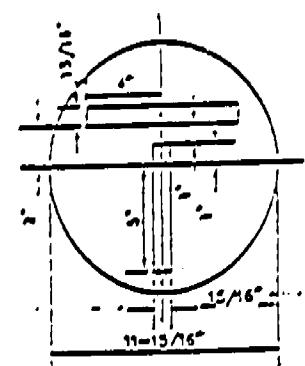


MAST CANTILEVER SIGNALS

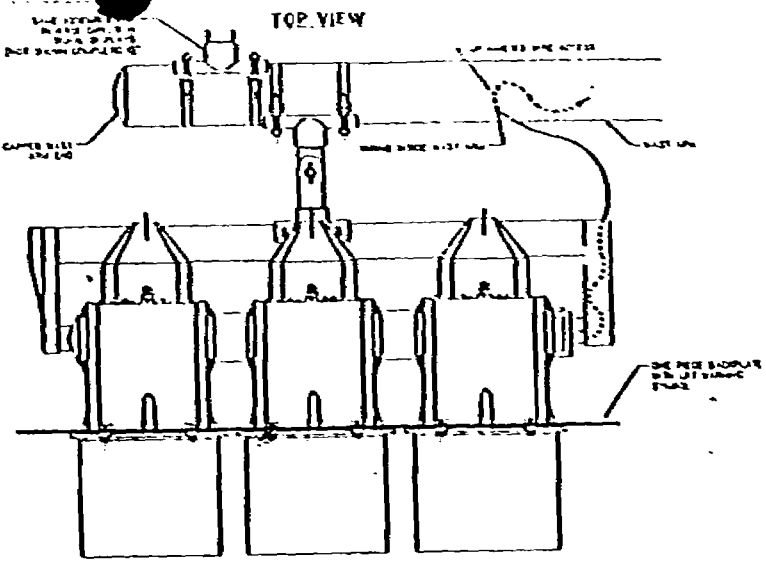
NOTE: SEE DETAIL PAGE 5



DETAIL LRT SIGNAL



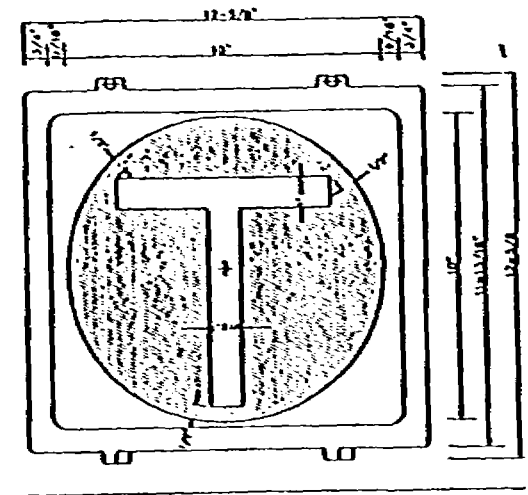
LRT TRAFFIC SIGNAL LENS
LENSES SHALL BE FURNISHED IN THREE COLORS
CONSISTING OF RED, YELLOW, AND LUNAR WHITE



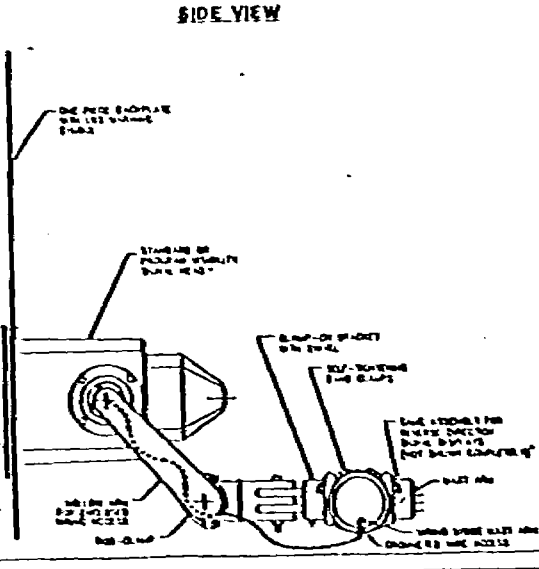
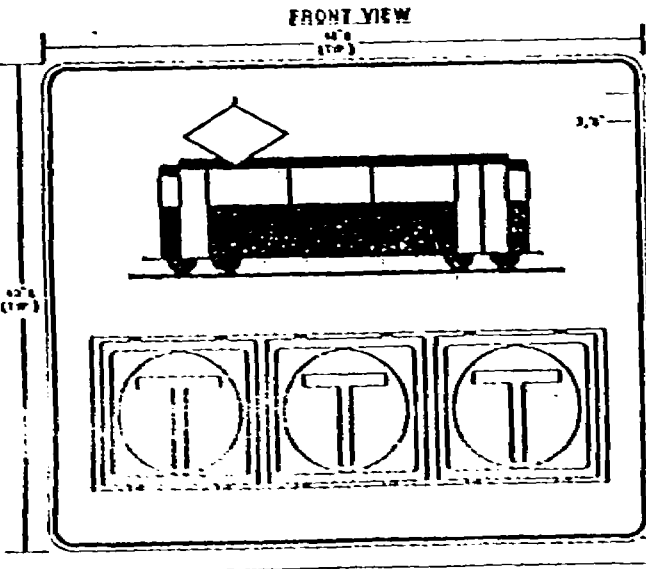
**STANDARD MAST ARM MOUNT
LRT SIGNAL DISPLAY MOUNTING DETAIL**
SCALE: 1" = 3"

- NOTES**
- LRT SIGNAL HEAD MOUNTING DEVICE TO BE REUSABLE "CLAMP-TYPE" ATTACHMENT WITH 3-DIMENSIONAL ADJUSTABLE CAPABILITY OF 350-Degree RANGE OF APPROX. SUBSTANTIAL
 - BACKPLATE TO BE VISIBLE FOR LRT, UN-PAINTED, AND WITH LRT WARNING SIGN APPLIED BY SIGN OR DECAL
 - LRT SYMBOL SHALL BE WHITE BLACK OR NON REFLECTIVE WHITE BACKGROUND
- PROGRAM SYMBOLS HEAD SHOWN FOR CLARITY MOUNTING AND FUNCTIONAL DISPLAY WILL BE SIMILAR FOR STANDARD SIGNAL HEAD INSTALLATION.

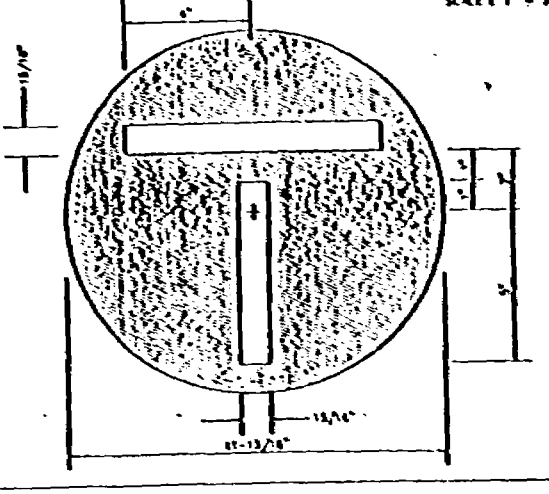
LRT PROGRAMMABLE TRAFFIC SIGNAL LENS
SCALE: 1" = 3"



A.88-07-053 S/RRR/SC



LRT STANDARD TRAFFIC SIGNAL LENS
SCALE: 1" = 3"



APPENDIX A
PAGE 5 OF 5
VLR

<p>DESIGNED BY: J.T. CHAFFIN</p> <p>DRAWN BY: [Signature]</p> <p>CHECKED BY: [Signature]</p> <p>DATE: 11/11/88</p>	<p>LOS ANGELES COUNTY TRANSPORTATION COMMISSION The Long Beach Los Angeles Rail Transit Project</p> <p>DAS Associates 1400 Wilshire Blvd. Los Angeles, CA 90017</p>	<p>TRANS CAL</p> <p>11/11/88</p>
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LONG BEACH LOOP
LRT MAST ARM SIGNAL MOUNTING
AND LENS DETAILS