

S/RRT/jae

ORIGINAL

Decision 90 04 018 APR 11 1990

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)
 vehicle tracks at grade along)
 Flower Street; across 12th Street)
 at grade; across an alley at grade;)
 across a pedestrian crossing at)
 grade; across a driveway at grade;)
 across Pico Blvd. at grade; across)
 Cameron Lane at grade; and across)
 six driveways at grade all in)
 the City of Los Angeles.)

Application 88-08-008
 (Filed August 4, 1988
 Amended April 13, 1989)

ORDER MODIFYING DECISION 89-07-006

By Decision (D.)89-07-006 dated July 6, 1989 in Application (A.)88-08-008, the Los Angeles County Transportation Commission (LACTC) was authorized to construct a light rail transit system, and to construct light rail vehicle tracks along Flower Street across 12th Street, across a pedestrian crossing, across a driveway, across Pico Boulevard, across Cameron Lane and across six driveways, all at grade in Los Angeles, Los Angeles County.

On December 5, 1989, LACTC filed a Petition for Modification of D.89-07-006, stating that certain alterations and modifications that had been requested in an Amendment to A.88-08-008, filed April 13, 1989, had not been incorporated into D.89-07-006. Specifically the change was the replacement of the planned Standard No. 10 pedestrian flashing light signals at the Pico Station pedestrian crossing 84L-0.72-D with a "Watch for the Trains" sign and portal.

Discussion

During the course of planning and review certain modifications and revisions have been incorporated into the light rail project plans in order to secure a better functioning system and to more adequately serve the public.

In the Petition for Modification, LACTC states:

"D.89-07-006 provided for the elimination of certain railings at the Pico Station, as requested in the first amended application. Driveway 84L-0.73D is located approximately 45 feet south of Pico Station pedestrian crossing 84L-0.72D and approximately 65 feet north of the nearest Pico Boulevard crosswalk. The elimination of these railings stems from recognition by LACTC and the Commission of the probable futility of confining pedestrians to walkways within relatively short sections of railing when shorter, more attractive routes, such as the crossings mentioned above, are readily available. Due to the elimination of these railings, the area of the Pico Station with respect to the northbound track should be classified as an LRT/Pedestrian Mall which does not require an automatic crossing warning device, the No. 10 flashing lights, as listed under Section 4.4.2 [sic, should be Table 1, Section 4.3.2] of the Commission's General Order 143. A drawing of the Pico Station area is attached to this filing as Exhibit "B" (Exhibit B, sheet 3 of 5 of the first amended application).

The requested portal will be constructed at the base of the ramp providing exit and entry to the station area. Since all trains will stop at Pico Station and will approach the pedestrian crossing at very slow speed (a maximum speed of 20 miles per hour is specified by Table 1, Section 4.3.2 of General Order 143), the portal

and "Watch for the Trains" sign should provide adequate warning to pedestrians.

Therefore, LACTC respectfully requests that the Commission issue a modification to D.89-07-006 providing for the construction of a portal with sign "Watch for the Trains," as shown in Exhibit "A," instead of two No. 10 flashing lights at pedestrian crossing 84L-0.72D."

The Commission's Safety Division Traffic Engineering Staff has met with LACTC, the City of Los Angeles, and engineering consultants to discuss the proposed changes. LACTC engineers believe that the street and LRT station geometrics require that the plans be modified as indicated in Appendix A attached to this order. The staff, after reviewing the proposed plans, believes that the proposed modification, as requested by LACTC, is a safe and reasonable alternative to the previously authorized LRT station configuration.

LACTC has completed a large portion of the project and wishes to finish the Pico Station 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 Petition for Modification was published in the Commission's Daily Calendar on December 11, 1989. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. LACTC requests authority to modify D.89-07-006 in A.88-08-008 by installing a "Watch for the Trains" sign and portal in lieu of the previously planned Standard No. 10 pedestrian crossing signals.

2. LACTC engineering studies reveal that the conversion of the area in the vicinity of the northbound track to an LRT Pedestrian Mall require that a portal with sign "Watch for the Trains" be authorized in lieu of the two previously authorized Standard No. 10 pedestrian signals.

3. The use of a "Watch for the Trains" sign and portal instead of an automatic pedestrian crossing device is an essential element in the construction of the LRV system.

4. Public convenience, necessity and safety require the use of a "Watch for the Trains" sign and portal at the Pico Station LRV/Pedestrian mall, as indicated in Appendix A attached to this order.

5. LACTC, the City of Los Angeles, and the Commission's Safety Division-Traffic Engineering Staff are in agreement that a "Watch for the Trains" sign and portal should be used at the Pico Station LRV/Pedestrian mall.

Conclusions of Law

1. The Petition for Modification of D.89-07-006 in A.88-08-008 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 Pico Station at the earliest possible date.

IT IS ORDERED that:

1. The Los Angeles County Transportation Commission (LACTC) is authorized to modify D. 89-07-006 in A. 88-08-008 as described in the Petition for Modification, filed December 5, 1989, in Los Angeles, Los Angeles County.

2. LACTC is authorized to install a "Watch for the Trains" sign and portal at the Pico Station Light Rail Vehicle/Pedestrian mall.

3. Light Rail Vehicles shall not exceed a speed of twenty miles per hour when approaching or departing the Pico Street station, as specified for pedestrian malls by General Order 143.

4. Page 1 of the Appendix attached to D.89-07-006 should be corrected as follows:

<u>Crossing No.</u>	<u>Street Name</u>	<u>Crossing Protection</u>
1. 84L-0..2-D	Pedestrian	"Watch for the Trains" sign and portal

In all other respects, D.89-07-006 in A.88-08-008 remains in full force and effect.

5. Within 30 days after completion of the work authorized under this order, LACTC shall notify the Commission's Safety Division in writing that the authorized work has been completed.

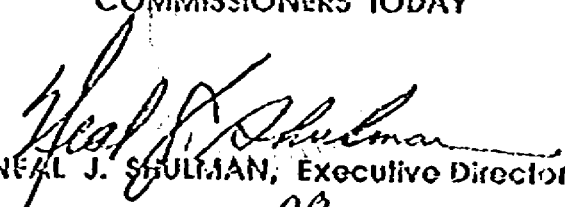
6. The Petition for Modification is granted as set forth above.

This order becomes effective today.

Dated APR 11 1990, 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


NEAL J. SHULMAN, Executive Director

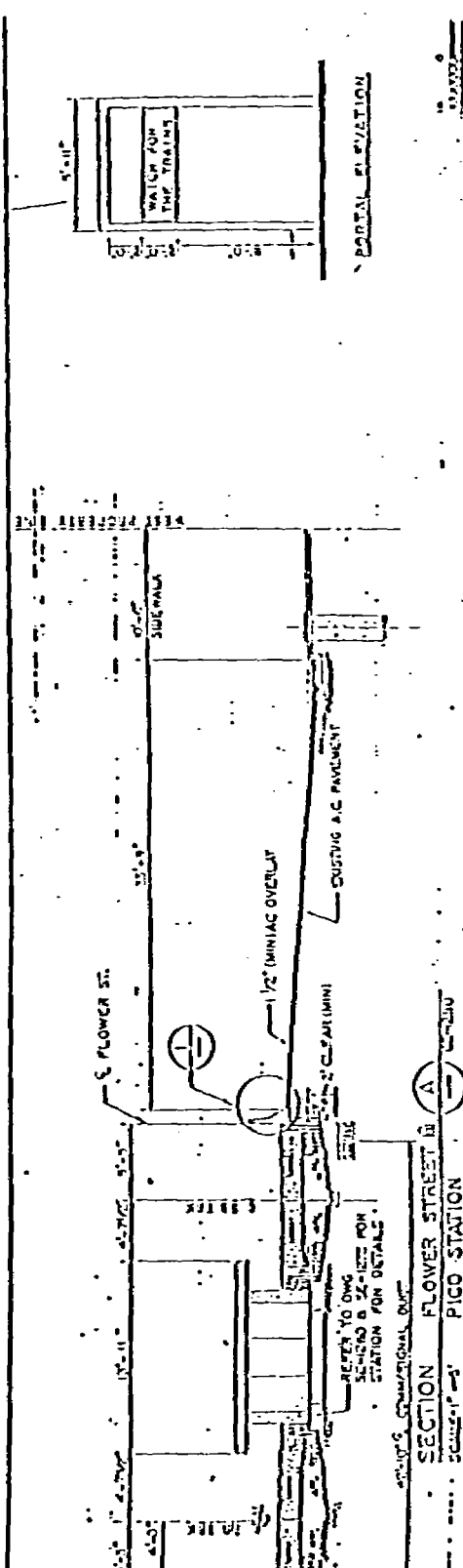
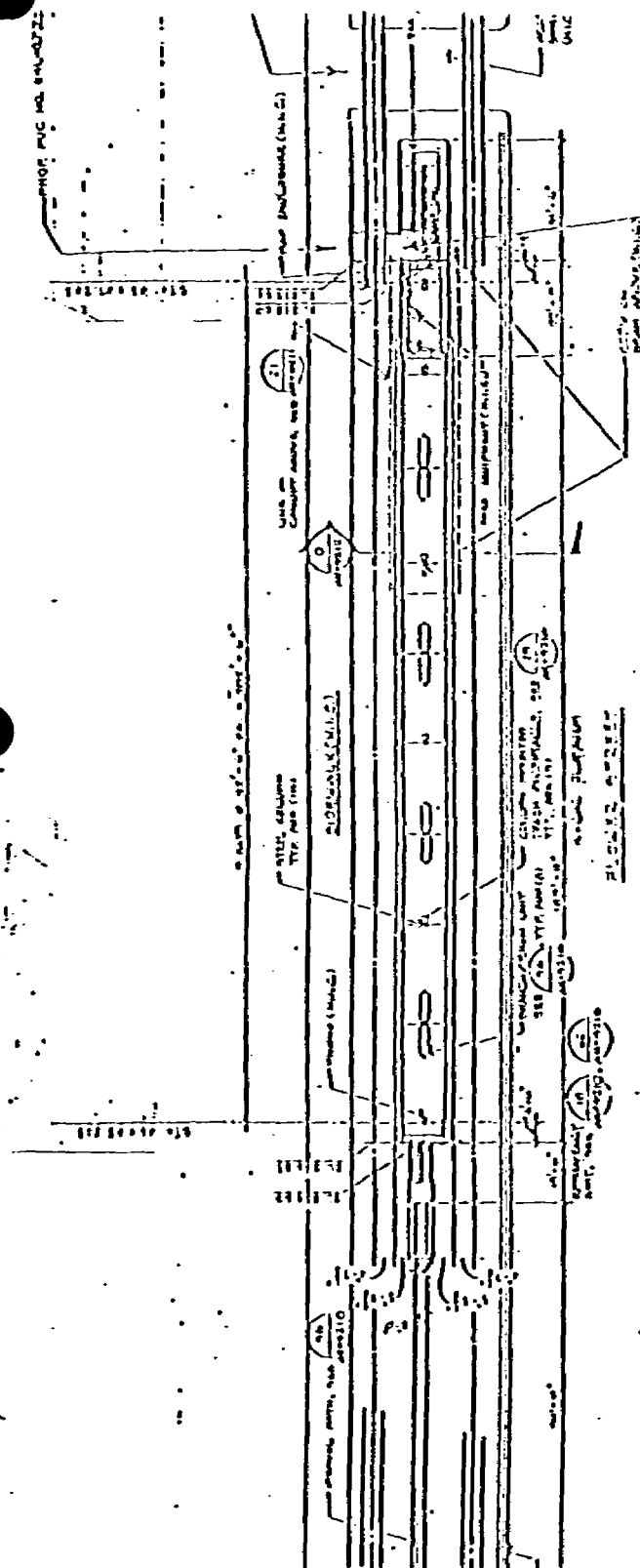


EXHIBIT B SHEETS 5 OF 5
LOS ANGELES AND MID-CORRICTOR
STATION PLAN - PICO

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
The Long Beach-Los Angeles Rail Transit Project
Southern California Edison Company
Engineering Department
1000 West Broadway, Los Angeles, CA 90012
Tel: (213) 473-1000

DATE: 11/15/88
DRAWN BY: [Signature]
CHECKED BY: [Signature]
APPROVED BY: [Signature]

SECTION FLOWER STREET TO PICO STATION