

Decision 99-04-016, April 1, 1999

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
THE LOS ANGELES COUNTY)	Application 98-06-042
METROPOLITAN TRANSPORTATION)	(Filed June 22, 1998)
AUTHORITY for an order authorizing the)	
construction of a pedestrian grade crossing)	
between Flower Street and Grand Avenue)	
across the eastbound LRT track of the Los)	
Angeles-Long Beach Blue Line, along)	
Washington Boulevard in the City of Los)	
Angeles.)	

OPINION

The Los Angeles County Metropolitan Transportation Authority (MTA) requests authority to construct a pedestrian grade crossing between Flower Street and Grand Avenue across the eastbound light rail train (LRT) track of the Los Angeles-Long Beach Blue Line being operated by MTA along Washington Boulevard in the City of Los Angeles.

The Los Angeles-Long Beach Metro Blue Line has been in operation since 1990 and ridership has increased so that expansion of facilities is required. Passenger congestion at the Grand Avenue Station on Washington Boulevard has developed at the station entrance, such that alleviation measures are required. The existing entrance to the station platform located between the two LRT tracks is from the south Grand Avenue crosswalk across Washington Boulevard at the east end of the Station platform. The MTA proposes to construct a second pedestrian entrance to the Grand Avenue Station at the westerly end of the station platform. A signalized pedestrian crossing is proposed to be constructed across the eastbound traffic lanes of Washington Boulevard and across the MTA eastbound LRV track to gain access to the station platform at its west end. There is no pedestrian access planned from the north

sidewalk of Washington Boulevard to the west end of the station platform, and therefore no planned pedestrian crossing of the LRT westbound tracks.

The cost of construction will be borne by MTA and City of Los Angeles Department of Transportation (City). MTA will perform construction work on its right-of-way and City will perform the construction work outside of MTA right-of-way.

City shall maintain the crossing within the street right-of-way, including traffic signals, and will maintain the train signals. MTA will maintain its track and crossing surface in accordance with Commission's General Orders.

MTA is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources (PR) Code Sections 21000, et seq. 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 impact 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 and Notice of Determination. The site of the proposed grade crossing has been inspected in the field and the proposed plans have been reviewed by the Commission's Rail Safety And Carriers Division, Rail Crossing Engineering Staff.

The application is in compliance with the Commission's filing requirements, including Rule 38 of the Rules of Practice and Procedure which relates to the construction of public highway crossings and separations over a railroad. A vicinity map and detailed drawings of the location of the crossing are shown in Appendix A.

In Resolution ALJ-176-2995 dated July 6, 1998, the Commission preliminarily categorized this application as ratesetting, and preliminarily determined that hearings were not necessary. No protests have been received. The Commission's Rail Safety and Carriers Division recommends that this application be granted. Given these developments, public hearing is not necessary, and it is not necessary to alter the preliminary determination made in Resolution ALJ-176-2995.

This is an uncontested matter in which the decision grants the relief requested. Accordingly, pursuant to PU Code Section 311 (g) (2), the otherwise applicable 30-day period for public review and comment is being waived.

Findings of Fact

1. Notice of the application was published in the Commission Daily Calendar on June 26, 1998. No protests have been received. A public hearing is not necessary.

2. MTA requests authority under Public Utilities Code Sections 1201-1205 to construct a pedestrian grade crossing across its eastbound light rail track along Washington Boulevard.

3. Construction of the pedestrian grade crossing is required to alleviate passenger congestion at the entrance of the Grand Avenue Station on Washington Boulevard.

4. Public convenience, necessity, and safety require construction of the pedestrian grade crossing.

5. MTA 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 has had some impact on the environment; however, mitigation measures have eliminated or reduced the severity of the adverse impacts to acceptable levels. No impacts are associated with the pedestrian crossing.

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

Conclusion of Law

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

ORDER

IT IS ORDERED that:

1. The Los Angeles County Metropolitan Transportation Authority (MTA) is authorized to construct a pedestrian grade crossing between Flower Street and Grand Avenue

across the eastbound LRT track of the Los Angeles-Long Beach Blue Line, along Washington Boulevard to be identified as crossing 84L-1.28D in Los Angeles, Los Angeles County, at the location and substantially as shown in Appendix A attached to this order.

2. Clearances and walkways shall conform to General Order (GO) 143-A.

3. Traffic signals shall be installed governing the movement of motor vehicles and of pedestrians at the crosswalk across the Washington Boulevard eastbound traffic lanes. Signals governing the movement of light rail trains will be installed at the pedestrian crossing. Pedestrian traffic signals at the crosswalk and pedestrian grade crossing shall be pre-empted by light rail train movement over the grade crossing.

4. Construction of the grade crossing shall be equal or superior to Standard No. 6 of GO 72-B. Construction and maintenance costs shall be borne by MTA and City. MTA will perform the construction work on its right-of-way and maintain its track and crossing surface in accordance to GO 72-B. City will perform the construction work outside of MTA right-of-way and shall maintain the crossing within the street right-of-way, including traffic signals, and will maintain train signals.

5. Within 30 days after completion of the work under this order, MTA shall notify the Commission in writing that the authorized work was completed.

6. This authorization shall expire if not exercised within two 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.

7. The application is granted as set forth above.

8. Application 98-06-042 is closed.

This order is effective 30 days from today.

Dated April 1, 1999, at San Francisco, California.

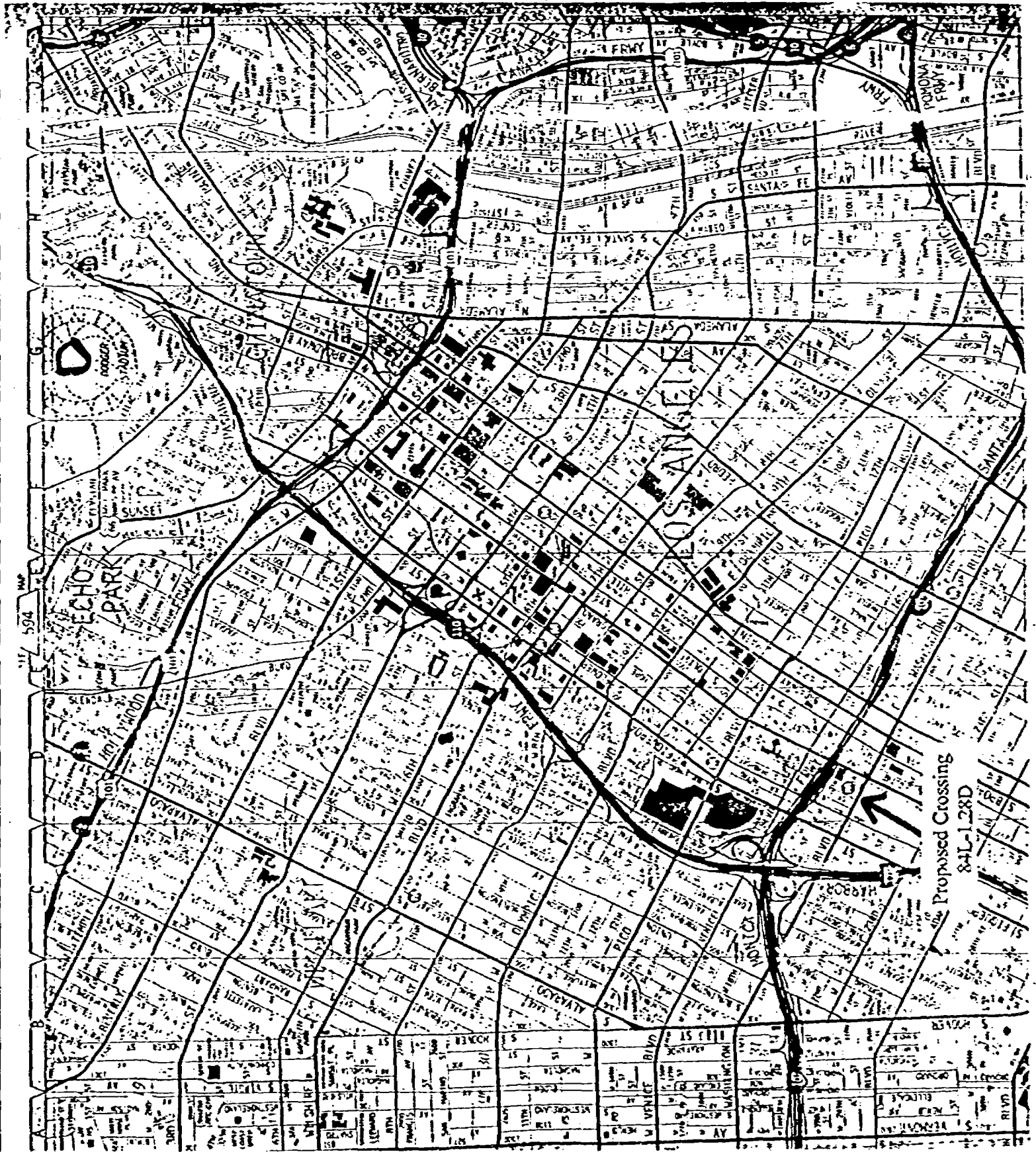
RICHARD A. BILAS

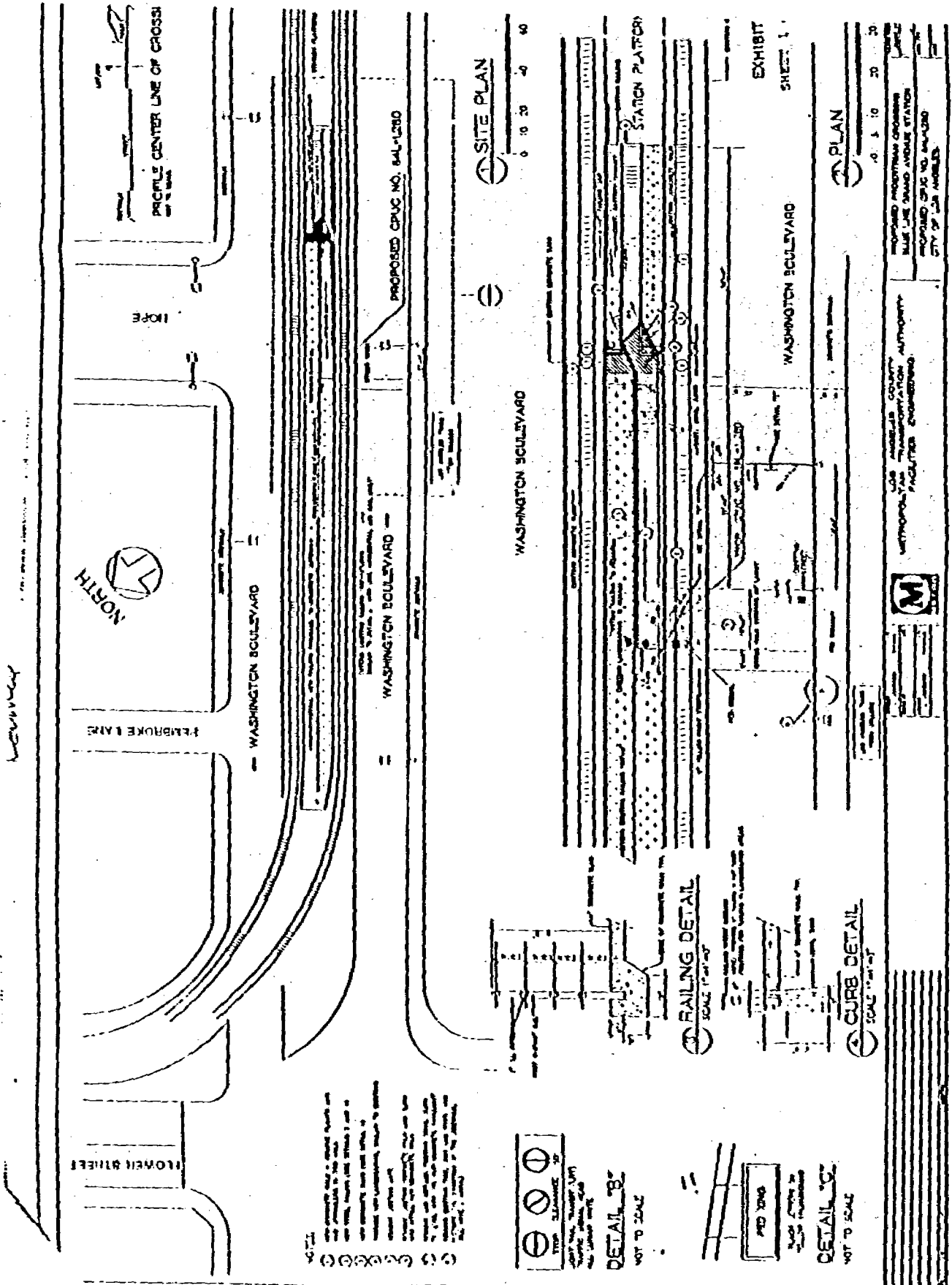
President

HENRY M. DUQUE

JOSIAH L. NEEPER

Commissioners





FORWARD PROGRAM CROSSING
 BLUE LINE SHARD ANGLE STATION
 PROPOSED CPUC NO. 84-1380
 CITY OF LOS ANGELES

LOS ANGELES COUNTY
 METROPOLITAN TRANSPORTATION AUTHORITY
 FACILITIES ENGINEERING



PLAN
 0 5 10 20 30

EXHIBIT
 SHEET 1

WASHINGTON BOULEVARD

SITE PLAN
 0 10 20 40 60

WASHINGTON BOULEVARD

PROPOSED CPUC NO. 84-1380

WASHINGTON BOULEVARD

WASHINGTON BOULEVARD

FEBROKE LANE

FLOWER STREET



LOPE

PROFILE CENTER LINE OF CROSS SECTION

RAILING DETAIL
 SCALE 1" = 1'-0"

CURB DETAIL
 SCALE 1" = 1'-0"

DETAIL 'B'
 NOT TO SCALE

DETAIL 'C'
 NOT TO SCALE

DETAIL 'A'
 NOT TO SCALE

NOTES:
 1. ALL DIMENSIONS ARE IN FEET AND INCHES.
 2. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE TO FACE.
 3. ALL DIMENSIONS ARE TO BE MAINTAINED THROUGHOUT THE PROJECT.
 4. ALL DIMENSIONS ARE TO BE MAINTAINED THROUGHOUT THE PROJECT.
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